
AMERICAN STATE PAPERS.

CLASS VI.

NAVAL AFFAIRS.

VOLUME IV.

AMERICAN STATE PAPERS.

DOCUMENTS,
LEGISLATIVE AND EXECUTIVE,

OF THE

CONGRESS OF THE UNITED STATES,

FROM THE

SECOND SESSION OF THE TWENTY-FIRST TO THE FIRST SESSION OF THE TWENTY-FOURTH CONGRESS,

COMMENCING MARCH 1, 1831, AND ENDING JUNE 15, 1836.

SELECTED AND EDITED, UNDER THE AUTHORITY OF CONGRESS,

BY

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AND

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VOLUME IV.
NAVAL AFFAIRS.

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AMERICAN STATE PAPERS.

NAVAL AFFAIRS.

VOLUME IV.

21ST CONGRESS.]

No. 452.

[2D SESSION.

ON CLAIM OF A NAVAL OFFICER IN SERVICE, AT FULL PAY, TO A PENSION FROM THE NAVAL PENSION FUND, ON ACCOUNT OF A WOUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 1, 1831.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the memorial of Thomas Ap Catesby Jones, a captain in the navy of the United States, reported:

That the facts in his case are stated in the letter of the Secretary of the Navy to the chairman of the committee, of February, 1831; and the law applicable to the case will be found in the act of February 23, 1800, vol. 3, p. 361, section 8: "That every officer, seaman, or marine, *disabled* in the line of his duty, shall be entitled to receive for life, or during his disability, a pension from the United States, according to the nature and degree of his *disability*, not exceeding one-half his monthly pay." And by the ninth section of the same act the public faith is pledged to make their fund equal to the payment of these pensions, and declares that if the said "fund should be more than sufficient, the surplus shall be applied to the making of further provision for the comfort of the *disabled* officers, seamen, and marines." And the act of April 16, 1816, vol. 6, page 66, section 7, enacts "that in cases where the allowances of the half monthly pay which may be granted by law to officers, seamen, and marines, disabled in the service of the United States, shall, in the opinion of the commissioners of the navy pension fund, from the nature and extent of the disability, and the situation of the party disabled, be inadequate to his necessary subsistence, the said commissioners shall be, and hereby are, authorized in their discretion to increase such allowance to any sum not exceeding the full amount of the monthly pay to which the party so disabled was by law entitled in the said service."

These enactments the committee consider an ample provision for officers, seamen, and marines, *disabled* in the service; and as Captain Jones has not taken the opinion of the commissioners of the fund on his case, they might conclude here without any further remark on the subject. But the interests of the service seem to require a more detailed opinion.

Captain Jones has, as the committee believe, *at all times, and in all situations, performed his duty in the service in the best manner.* As a reward for these services he has been promoted to the rank of captain, a rank, as it is the highest known in the navy, so it is the highest reward which the republic can offer to skill, bravery, and patriotism. With this view of the services of Captain Jones, what the committee deem proper to refuse in his case, will scarcely be expected and certainly not asked in any other.

But it is said that the wound of Captain Jones, while it leaves him able to perform all the duties of an officer in the American navy, yet obliges him to be at the expense of keeping a servant to aid him about his person. An examination into the actual allowances of the officers in the naval service, while doing duty, will show that at the yards, shore stations, and at sea, Captain Jones is supplied with servants to attend him at the public expense. If he requires more servants, which it is believed is not the case, than other officers, it may be a reason for increasing his emoluments from the general Treasury, but none for charging the expense on the navy pension fund.

Whatever is charged on the Treasury comes annually in view before the two Houses in the estimates, and, if erroneous or impolitic, it will be corrected by the wisdom of Congress. But charges once made on this fund, the most sacred in the government, are never brought before Congress in the estimates, and must continue and multiply without end or correction.

The pension system, if limited to *real disability*, will be consistent with public feeling and judgment. But if it be extended to persons in the service at full pay, at first to the brave and meritorious, and, in the end, to all others, from whatever cause, disabled in the service, the system of navy pensions will become odious and insupportable. *Disabled* men will in fact receive *higher pay* than the *ablest* men in the service, and the navy would soon experience the most fatal imbecility and discontent. The committee cannot consider as possible such a state of things in the service as must inevitably grow up if it shall once be considered as settled, that persons *receiving full pay* are yet so *disabled* as to be entitled to a pension. No precedent for such a construction of the laws should prevail against the good sense of the statutes, the most undoubted principles of public policy, and the interests, respectability, and usefulness of the naval service.

The committee has availed itself of this opportunity of expressing their views on this subject, and do it with the more freedom, as the services and character of Captain Jones are such that the denial of pension in his case must be deemed conclusive of the question in the opinion of your committee. They will merely add, that in common with the Congress of 1800, they look to the accumulation of this fund, which nothing but the utmost caution can secure, as the only source which promises relief to the growing numbers in the service, who, "*though not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country,*" when years and hardships have made them unable to serve their country in a manner conformable to the high character they shall have acquired. Therefore,

Resolved, That the petitioner, though most meritorious in his wounds and services, have leave to withdraw his petition.

NAVY DEPARTMENT, *February 26, 1831.*

SIR: I have the honor to acknowledge the receipt of your letter of the 22d instant, calling for "all the information of fact, law, and precedent," relating to Captain Jones' claim to a pension; and, in reply, to inform you that Captain Jones was severely wounded on the 14th December, 1814, in the action on Lake Borgne, while commanding the flotilla of the United States gun vessels; and that he was at that time acting in the capacity of lieutenant commandant, and receiving fifty dollars per month for his services. He has continued in the naval service from that period, has been regularly promoted to a captain, and now receives pay as such.

It is stated that, in 1815, Captain Jones preferred a claim to a pension from the United States; but there is no evidence in the possession of the Department to show that it received the action of the commissioners. It is understood, however, to have been the custom about that period to return the papers in cases of rejected claims, leaving frequently no evidence that they had ever been presented.

In July, 1828, a pension of ten dollars per month was granted to Captain Jones, commencing the 14th of February, 1828, the date of his memorial to the board of commissioners. This has never been paid, nor has it been demanded; but in December last, an appeal was made from that decision; and while the case was pending before the commissioners, Captain Jones believing, (as appears by his letter to the Department,) from the conflicting opinions entertained by two of the commissioners upon the subject, that the board was not likely to arrive speedily at anything like what he conceived to be a just construction of the pension laws applicable to his case, requested a return of his papers, and a suspension of opinion, with the view of presenting his claim to the consideration of Congress. His papers were accordingly returned, and they furnish all the additional "facts" of the case known to the Department.

For the "law" governing this case, I would respectfully refer you to the eighth and ninth sections of an act passed 23d of April, 1800, entitled "An act for the better government of the navy of the United States;" it being the only law granting pensions to invalids disabled in the naval service.

To that part of your letter requesting information as to "precedent," "and every other pension allowed in like case," I would reply, that there is but one instance known to the Department, where an officer receives his pay as such, and a pension at the same time. On the 29th April, 1813, a pension of ten dollars per month, commencing the 18th March, 1813, was granted by W. Jones, former Secretary of the Navy, to Charles F. Waldo, now a sailingmaster in the United States navy, for wounds received in the action between the Constitution and Java on the 29th December, 1812, he being at that time master's mate in the service. The disability for which he was pensioned being permanent, his pension certificate has never been returned to the Department for renewal.

The memorial of Captain Jones, stated to have been enclosed in your letter, has not been received.

I am, very respectfully, &c.,

JOHN BRANCH.

Hon. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

21ST CONGRESS.]

No. 453.]

[2D SESSION.]

ON CLAIM OF A SERGEANT OF MARINES TO COMPENSATION FOR SERVICES AS AN ASSISTANT QUARTERMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 1, 1831.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the memorial of John McKim, reported:

That McKim, by his memorial, claims for extra services as a non-commissioned officer in the marine corps, detailed in his memorial hereto annexed. A full and satisfactory answer to these claims is given in the following letter of Lieutenant Colonel Archibald Henderson to the Secretary of the Navy, of February 4, 1831, which they beg leave to make part of their report.

NAVY DEPARTMENT, *February 5, 1831.*

SIR: I have the honor, in reply to your letters of the 8th and 31st ultimo, to send you a copy of a communication from Col. Henderson, commandant of the marine corps, upon the claim of Sergeant John McKim, whose petition and accompanying papers are herewith returned.

I am, very respectfully, sir, your obedient servant,

JOHN BRANCH.

The Hon. MICHAEL HOFFMAN, *Chairman Committee on Naval Affairs, H. R.*

HEAD-QUARTERS OF THE MARINE CORPS, *Washington, February 4, 1831.*

SIR: I have the honor to acknowledge the receipt of your letter of the 2d inst., and, in compliance with the direction contained in it, state: 1st. That Orderly Sergeant John McKim has officiated, for the time stated in his petition, as clerk to the commanding officer of marines on the Boston station, and that, under the directions of that officer, he has attended to the issuing of the clothing to the men on the station. The general exemption from military duty has been considered as a fair offset for these services. No responsibility whatever rested on Sergeant McKim for the proper issue of the clothing; and any deficiency would not have been charged to him, but to the commanding officer. The mere labor in distributing the clothing, and in entering the articles on the clothing return, or in the clothing book, was all that was performed by Sergeant McKim, and for this he was exempted from the detailed performance of military duty at the post. 2d. Exclusive of his pay in the line, Sergeant McKim has held the place of sutler for 15 or 16 years, and has been in receipt of an annual sum from that station probably to the amount of from \$700 to \$1,000. The duties of sutler, entirely distinct from his military station, and the profits arising therefrom, may, also, be considered as an offset to the performance of what Sergeant McKim calls extra services. The statement made by Sergeant McKim of the amount of money which he has disbursed for the paymaster, shows that his receipts as sutler must have been large, as it is calculated the third of the amount goes into his pockets. Even if he received one-sixth of the amount, over \$15,000 would go to him, which would make his annual receipts from that source about \$1,000.

Similar duties with those for which Sergeant McKim has claimed remuneration, have been performed by sergeants at other posts; and should his claim be established, a door will be opened for many others. It has hitherto been considered in the corps, that an exemption from military duty is sufficient remuneration for those non-commissioned officers who perform the duties of clerks, and who attend to the issue of clothing at the several stations.

In addition to this exemption, Sergeant McKim has held a lucrative situation, and has been allowed to give his attention to its concerns.

I remain, with great respect, your most obedient servant,

ARCHIBALD HENDERSON, *Lieut. Col. Commandant.*

The Hon. JOHN BRANCH, *Secretary of the Navy.*

To the honorable the Senate and House of Representatives of the United States of America, in Congress assembled:

The petition of John McKim, first sergeant of the detachment of United States corps of marine at the Navy yard, near Boston, respectfully represents:

That he entered the provisional army, so called, at the age of ten years, in the year 1799, and remained with it till it was disbanded in 1800; that, in 1803, he entered the marine corps, in which he has now served twenty-seven years; that, in 1814, he was promoted to the post, vacated by the death of his father, of quartermaster sergeant at Washington; that he performed its duties till the month of January, 1815, when he resigned it for the present post, vacated by the death of his brother; that, from that time to the present, he has sedulously performed the duties of his station, at all times onerous and important, and the additional duties of assistant quartermaster, acting quartermaster sergeant, and clerk.

That the duties of assistant quartermaster are considered in the army to require the skill and exclusive attention of a commissioned officer, who for the performance of them is exempted from lineal duty, and entitled to additional compensation, equal to \$533 per annum, including house rent, when public quarters are not provided, and none were provided for your petitioner; that this sum, together with regular pay and emoluments of a commissioned officer, say a second lieutenant, of \$747.58, and expense of his assistant, at \$202.58 per annum, amount, in fifteen years, to \$22,247.40.

That the duties of acting quartermaster sergeant and clerk have at all posts, other than that of your petitioner, severally required the attention of a non-commissioned officer, each of whom has received in pay, rations, clothing, and fuel, \$193.44 per annum, both of whom would receive in fifteen years the sum of \$5,803.20. So that if this sum be added to the amount above stated, and after deducting the annual pay, &c., of your petitioner, it will be found that the sum of \$25,149 has been saved to the government by his performance of duties, the most important of which are generally considered above his grade, and all of which are independent of his post, while he has received the established pay and allowances of a sergeant, \$193.44 per annum, and no more.

And your petitioner further represents that devotion to the service has been ever regarded in his family as an inheritance: his father commenced his military career in the war of the revolution, and closed it by his death in 1814, having within that time placed four sons in the ranks, the eldest of whom, after 14 years of service, was killed in quelling a riot; another of whom died in the service, and the youngest of whom, after having served five years, was honorably discharged. That thus habitually impressed in his youth with the value of efficient and trustworthy non-commissioned officers, he has sedulously labored by military exactness and moral propriety to assist his officers, to guide his comrades, and to elevate the character of his grade, and in all respects to fulfill the duties of the posts to which he has succeeded, and which the memory of his father and brother had consecrated to him. To this arduous though humble duty he has devoted his life with a zeal that has precluded him from any gainful pursuit by which he might have provided for the maintenance of his wife and seven children, and for his support in approaching old age.

Wherefore your petitioner respectfully and earnestly prays that in consideration of the duties he has performed, independent of his station, Congress would allow him the compensation to which an assistant quartermaster would have been entitled by the established rates of pay, &c., for the time he has performed the duties of that office, so that his old age may be protected from the ills of poverty, that his comrades may find in his reward an inducement to labor as he has labored, and that now he may be enabled to educate his children to be useful in their services, and zealous in their devotion to their country.

JOHN McKIM.

The committee therefore recommend the following resolution:

Resolved, That the prayer of the petitioner ought not to be granted.

21ST CONGRESS.]

No. 454.

[2D SESSION.

ON CLAIM TO A PENSION OF THE MOTHER OF A NAVAL OFFICER WHO WAS KILLED
IN BATTLE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 2, 1831.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the bill from the Senate for the relief of the mother of Fitz Henry Babit, late a lieutenant in the Navy, reported:

That the petitioner claims a pension, to be charged on the navy pension fund, for the reasons mentioned in her petition. The only proof in support of this claim, referred to the committee, is an unsworn certificate of Israel Trask and others, that she was a widow, and that her eldest son contributed to her support, and was killed in the attack of the British squadron on the frigate *President*.

The navy pension fund is a most sacred trust in the hands of the government for the relief of those who suffer in the service, with a view to make that service the more efficient; every claim for a pension on it should be supported by clear and undoubted *proofs*; and in this case there are, in the opinion of the committee, none of the facts on which it rests, and the late period of the session does not allow time for an application, as is usual with the committee, and the Navy Department for proofs which it may be able to furnish.

The cases of Penelope Denny and Abigail Appleton are the only ones known to the committee to which this has any even distant analogy. In each of these cases it was *proved* that the son had been killed in battle; that the applicant was a widow and poor, and that the son died without leaving a widow or issue, and at the time of his death contributed to the support of his widowed mother by an allotment from his pay. These cases are, in the opinion of the committee, the utmost stretch of legislative discretion over this fund; but if the proofs accompanying the present bill were such as to bring this case within the rule on which the two cited are founded, the committee would feel obliged, from the precedents established by the House, to recommend the passage of this bill; yet, even in such cases, they do not in any case intend to propose a renewal after the expiration of the first five years.

The sacred nature of the trust in guarding the navy pension fund, the deep interest of the service in its preservation and accumulation, and the necessity of proceeding as far as possible by prospective rules, equal and impartial, the unfortunate reduction of the privateer pension fund, which no effort of theirs has enabled them to induce the House to restore to a numerous class of most deserving widows of those slain in the private armed vessels of the United States, all conspire to admonish the committee to proceed with the greatest caution, and they respectfully submit that if the proofs in the present case should be completed, relief in this case ought not to be granted except by a general provision, equally applicable to all like cases, which they are not now prepared to recommend; but as there are no such authentic proofs, the committee are obliged to recommend the rejection of this bill.

21ST CONGRESS.]

No. 455.

[2D SESSION.

ON CLAIM TO COMPENSATION FOR A VESSEL-OF-WAR ALLEGED TO HAVE BEEN BUILT
UNDER CONTRACT WITH A GOVERNMENT OFFICER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 2, 1831.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom were referred the memorial and petition of John Watson, reported:

That the petitioner sets forth that, in December, 1812, he proceeded to New York for the purpose of contracting with the government agents at that place for the building of a vessel-of-war; that he there found the late Commodore Oliver H. Perry and Doctor John Bullas, navy agent, with whom he opened a negotiation on the subject, which terminated in a contract between said Bullas and the petitioner, under the advice of Commodore Perry, by which the petitioner stipulated to build for the government a cutter schooner, to be pierced for sixteen guns, &c.; that, by this contract, he undertook to build such a vessel for the government, in conformity with a draft to be furnished by Christian Bergh, navy builder in New York, and have her completed by the last of December following; that the said schooner was constructed and finished in all respects in conformity to the contract; and, in December, 1813, she cleared from the port of Middletown for New York, and proceeded down the river to within about 8 miles of its mouth, waiting for a safe and favorable opportunity to proceed to New York, which was, during the winter, prevented by the British blockading force under Commodore Hardy, a detachment from which proceeded on the night of the 7th of April, 1814, up the river, and succeeded in capturing the said schooner; but that, in attempting to carry her out to sea, she grounded, was set fire to, and abandoned; the fire was subsequently extinguished, but the vessel was so essentially injured that her repairs cost as much as she would sell for.

The petitioner concludes with stating that, so far as he was concerned, everything was done which was required of him by the contract; and that the public character of the vessel, and the acts of the government itself, &c., were the causes of her destruction; and that, in conformity with the principles which have governed in analogous cases, the petitioner is entitled to relief.

By direction of the committee, a letter was addressed to the Navy Department, asking whether any evidence could be found there that any such contract had ever been made on the part of any agent of the government with the said Watson. In reply, the committee were informed that "the records of the De-

partment have been examined, and no communications, orders, or contracts can be found relative to the vessel for which he claims compensation, &c." The committee have searched in vain among the numerous papers presented to sustain the case, for any substantial proof that any such contract was actually made. The total absence of all such evidence is conclusive that the government was under no obligation to take the vessel when completed; and they cannot believe that any individual would enter into such a contract, on the part of the government, without committing it to writing, and, at the same time, communicating the fact to the Department. Nor do they believe that any obligation to fulfill such contract would exist on the part of the government, unless the regular written authority was exhibited from the Department, under which the contract or agreement was made. The committee are led to believe that the sanction of any such principle on the part of Congress would be dangerous and destructive to the interests of the government, and would lead to great and injurious violations of duty on the part of subordinate officers and government agents.

They recommend the adoption of the following resolution:

Resolved, That the petitioner is not entitled to relief, and that he have permission to withdraw his petition and papers.

NAVY DEPARTMENT, *February 3, 1831.*

SIR: I have the honor, in reply to your letter of the 25th ultimo, enclosing the petition of John Watson, to state that the records of this Department have been examined, and no communications, orders, or contract can be found relative to the vessel for which he claims compensation. The Fourth Auditor's office has been referred to, but no correspondence, claim, or information can be found on the subject. The petition is herewith returned.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN BRANCH.

The Hon. MICHAEL HOFFMAN, *Chairman Committee on Naval Affairs, H. R.*

[21ST CONGRESS.]

No. 456.

[2D SESSION.]

ON CLAIM TO A PENSION OF THE WIDOW OF A NAVAL OFFICER, WHO, SINCE THE WAR, DIED OF DISEASE CONTRACTED DURING THE WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 2, 1831.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the bill from the Senate (No. 109) for the relief of Sophia Gardner, reported:

That the facts in the case are stated in the letter of William Hartman, secretary of the navy pension fund, to Lewis Gassaway, of September 17, 1830, to which the committee respectfully refer.

The pension is claimed by the widow of Master Commandant Gardner, *who, since the war, died of disease contracted during the war.*

The cause of this disease is not stated. If it be an injury in its nature, incident exclusively to the military marine, the case will be provided for by the bill on this subject, lately passed by this House and sent to the Senate. If the cause of the disease and death, in this case, was some injury to which persons in the civil marine are exposed, in the usual course of their duties, the committee are of opinion that neither the condition of the navy pension fund, the purposes for which it was created, nor the principles of public policy applicable to the service, will permit them to recommend a renewal of the pension. In the opinion of the committee, if this case, and all others equally meritorious and suffering, and resting on the same principles, were charged on the fund, that fund, like the privateer pension fund, would sink under the burden.

They, therefore, feel themselves compelled to recommend the rejection of the bill.

[22D CONGRESS.]

No. 457.

[1ST SESSION.]

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN THE YEAR 1831.

COMMUNICATED, WITH THE PRESIDENT'S MESSAGE, DECEMBER 6, 1831.

NAVY DEPARTMENT, *December 3, 1831.*

To the President of the United States:

SIR: The Secretary of the Navy respectfully submits a report of the transactions of this Department during the past year.

Under its general superintendence, the employment of the public vessels for the protection of our commerce, the erection of dry docks, the improvement of the navy yards, the purchase of timber and stores for future use, and the preservation of live oak, have been the most prominent objects of attention.

Many minor subjects connected with the interests of the service have received due care; and the results of the whole will be presented to your consideration with all practicable brevity.

The naval force in commission has consisted of five frigates, eleven sloops, and seven schooners; but, of these, four small schooners, purchased, and temporarily used in guarding our live oak, and in making surveys of the coast, can hardly be considered as a permanent portion of the establishment, while the relieving vessels necessary to keep up a complement in the different squadrons, have, in this and former years, by going out before others returned, added somewhat to the number and expense of those actually enumerated as in commission.

Our force abroad has been divided between the Mediterranean, the West Indies, Brazil, and the Pacific. From the first station, the Java, the Fairfield, and the Constellation have returned, the former taking the Cape de Verd Islands and Liberia in her way homeward. An account of her cruise is annexed, as it may be interesting to those specially engaged in African colonization. (A.)

The Java, on a minute survey, was found to be very defective; and, having been built of inferior materials, expensive repairs on her are not deemed judicious. As she bears the name of one of our trophies during the late war, it is recommended that an appropriation be made for purchasing timber to rebuild her, and another, for a similar reason, to rebuild the Cyane. A frame has heretofore been obtained for the Macedonian; and an appropriation to finish one of these vessels, whose names are so intimately associated with our naval glory, could be expended with much advantage the two ensuing years. (B.)

Last August the Constellation was ordered home from the Mediterranean, after the close of the cruising season, as the usual term of absence would expire next spring, and a large saving of expense would be made by her wintering in this country. She recently arrived, a few weeks earlier than anticipated, and in excellent condition, and, after the discharge of her crew, was immediately placed in ordinary.

The John Adams is the only vessel which has been added to the station.

The squadron there has been usefully employed in its ordinary duties. At this time a part of it, having lately been engaged in transporting our former consul at Algiers to his new situation as chargé to Constantinople, is supposed to be in the Archipelago, waiting the result of the chief object of that mission, and watching the consequences to our commerce of the late disturbances in Greece; another part is under orders to carry from Gibraltar our diplomatic agent to Naples; and a part of it, as recently directed, is presumed to be on a new cruising ground, extending into the Atlantic along the coast of Portugal and her neighboring dependencies. In consequence of this last increase of duty, and the novel state of our relations with the Ottoman Porte, as well as the agitated condition of other portions of Europe, it would seem expedient immediately to increase our naval force in that quarter of the world. To effect that object, and others hereafter mentioned, and at the same time to ensure in our navy a continuance of the requisite skill and experience in navigating ships of the line, a sum sufficient to put one in commission is included in the general estimate for the ensuing year. (C, Nos. 1 to 15.)

The squadron employed in the West Indies has discharged its accustomed service with fidelity and success, no piracies whatever having been there perpetrated on our commerce; the slight disturbances near Porto Cabello, Hayti, and Havana having been promptly looked after; and the health of the crews and officers in our public vessels having been, with a few lamented exceptions, uncommonly good. The only changes in this squadron have been the substitution of the Vincennes for the Peacock, and the Fairfield for the Natchez, on account of greater dispatch and economy in preparing the relief vessels.

The Brazilian station, notwithstanding the political commotions in its neighborhood, has presented little active employment for the squadron. The utmost security to our navigation in that quarter has existed, except a recent, and, it is believed, unprecedented claim, which has been made to disturb our vessels engaged in seal catching at the Falkland Islands. To guard against the ill consequences of this claim to our commercial interests, prompt measures have been taken, so far as the subject comes within the purview of this Department. From that station the Hudson has returned home; and not having been built of live oak, she is in a condition rendering the expediency of repairing her very doubtful. The Vandalia is soon expected here; and both the Lexington and Warren, sent to relieve them, have probably, ere this, reached their destination. Our force in that region will soon be strengthened by one of the schooners now building, and whose small draught of water will render her employment on that coast highly beneficial. Preparations are making to send more vessels in that direction, should circumstances require and justify the measure; visiting, among other places on their way out, Para and the principal ports on the northern coast of Brazil, where the amount of our commerce, and the agitated condition of the country, make the presence of some of our public vessels judicious, and where none have shown themselves since the late war.

In the Pacific no occurrence of much interest has happened since the last annual report. The Fal-mouth has been ordered to join that squadron instead of the St. Louis, and the Potomac in the place of the Guerriere; and which last vessel, it is gratifying to announce, arrived two days since, safely, in Hampton Roads. Directions have been given to the new commander on that station to keep one of his vessels constantly employed in cruising among those islands in the Pacific to which our whalers and merchantmen resort for either supplies or trade. Unfortunately for the credit of our bills of exchange in that quarter, the Department early in the year felt compelled to refuse payment of some of the drafts by its former agents; and an attempt was made to improve the forms of transacting business there, and to lessen the expenses of providing for the squadron, by sending out a purser to make purchases, and to take charge of the stores and provisions for the whole. Sufficient time has not yet elapsed to test fully the success of this experiment, though the arrangement has required and recently received some modifications to promote its efficiency.

In consequence of a most wanton outrage upon the American ship Friendship, on the northwest coast of Sumatra, the Potomac was ordered to proceed to the Pacific by the way of the Cape of Good Hope; and from the caution used in her instructions, and from the energy of her commander, favorable hopes are entertained of procuring some indemnity for that barbarous and piratical injury. She has also been ordered, after leaving Sumatra, to touch at Macao, and communicate with Canton. The great value of our commerce in India and China, exceeding five millions annually, and its constant exposure, with many valuable lives, to insult and rapine, furnish a strong appeal to the government for the protection of a naval force. Should appropriations be made for the ensuing year, in conformity to the estimates, it will enable the Department not only to strengthen the squadron in the Mediterranean, and extend its cruising ground with success, as before suggested, but to guard more efficiently our navigation on the coasts of South America, and provide a sufficient force to visit occasionally the Indian and Chinese seas. Another

beneficial change can also be accomplished, by thus having it in our power to keep one vessel-of-war fit for active service at the shortest notice, within our own waters, ready to be dispatched to any weak or endangered point of our relations in any quarter of the world; and when not so wanted, to be employed on the home station for purposes of protection to commerce, or of discipline to the navy, as the interests of the country may appear to require.

A list of the different vessels now in commission, with their several stations and commanders, is subjoined. (D.) It is due to those having special charge of the ministerial duties of this Department, to add, that the strictest attention appears to have been paid to the prompt and thorough repairs of all our force destined to foreign stations; and that, in point of strength and perfect equipment for useful service, the vessels of the United States in commission were probably never in superior condition.

The construction of the two dry docks has advanced with great rapidity during the past year. Both are now nearly completed, except the removal of the coffer dams, and the finishing of some of the gates and steam machinery. They present to the eye specimens of stone masonry seldom rivaled in beauty and solidity. The expenditures on each have been about \$500,000; and by the 4th of next July, it is hoped that some of the public vessels requiring repairs may be safely docked in these useful, economical, and splendid conveniences for our naval establishment.

For greater detail on this subject, and on the purchase of materials under the act of Congress for the gradual improvement of the navy, reference can be had to the report annexed, (E.)

A personal inspection, during the past season, not only of the dry docks, but of all the navy yards except that near Pensacola, has caused, to the head of this Department, high gratification at the prosperous condition of most of them. The building of storehouses and sheds for the reception of materials, collected formerly for the gradual increase, and now collecting under the appropriation for the gradual improvement of the navy, seems conducted with a great regard to durability and convenience.

Experiments have been recently commenced, with a view to settle beyond further controversy the best mode and places in this country for depositing, seasoning and preserving the different kinds of timber in most general use here in naval architecture. Whatever differences of opinion may once have existed in Europe, or may now prevail in America, on this subject, it is believed we possess the means of removing them so far as regards our own service.

The buildings for accommodation to the officers of yards, reported in the surveys and plans of A. D. 1828, are in progress where most needed, and, in connection with the storehouses, sheds, wharves, walls and ship ways, require, annually, such appropriations as can be expended without a neglect of more urgent duties. An increased estimate, to advance all these improvements, is presented for the ensuing year. (C, No. 9.)

The discontinuance of some, and the establishment of other navy yards, have been subjects of previous communications from this Department. But no sufficient reasons can be discovered by me to warrant the former measure at this time; and the latter measure should, in my opinion, depend much, though not entirely, on the future increase of our naval power.

Among other contemplated improvements in those plans were rope walks at some of our present yards. All observation and experience in the navy show that in nothing does it suffer more at this time than from bad cordage. The impositions in the quality of the hemp, in the manufacture, and in the tar, are numerous, are difficult of detection, productive of injurious delays when detected, and, when not detected, exceedingly hazardous to the safety of both crews and vessels. Indeed, the reasons seem more powerful in favor of making our own cordage, than of building our own vessels, or manufacturing our own blocks and anchors. An estimate is presented for the erection of two rope walks at appropriate sites. (F.)

The vessels in ordinary have been, at most of the yards, covered, so as to shelter them effectually from sunshine and storms, and to render their security from decay much greater than heretofore. It is a gratifying circumstance that most of these vessels, as well as all those upon the stocks, are in a condition highly creditable to the persons who planned and executed the present mode of preserving them; and that, by proper care in future, until put in commission, no probability whatever exists of much further decay in the important portions of their expensive works, or of any decay in those portions composed of the invaluable material of live oak. (G and H.)

The three new schooners, authorized to be built under the act of Congress of February 3, 1831, were commenced, one at the yard in this city, one at New York, and one at Charlestown. They are all nearly finished, and the first named on a plan seldom before attempted. If successful, it may prove a source of much economy and utility in the construction of vessels of the lower classes. She has been called the Experiment, and the others the Enterprise and Boxer.

The whole purchases of timber and stores, under the act for the gradual increase of the navy, and which remain in deposit at the yards, are over a million and a half in value.

The amount of purchases, under the act for the gradual improvement of the navy, in deposit, is nearly half a million.

The amount of property on hand for repairs, is almost a million.

The ordnance, provisions, &c., amount to upwards of a million and a half.

The paper annexed (I) will present any further detail desirable on this subject. By this, it will likewise be seen that the property belonging to the navy has rapidly increased, and is increasing. Some new regulations in respect to the accounts for property, which exceed in amount the moneyed accounts of the navy, will probably be introduced into the rules for the service now undergoing a revision. The object will be to ensure ample security to the government, strict care of its interests, and the greatest precautions against waste from accident or neglect.

The real estate, as well as the personal property, belonging to the navy establishment, is very valuable, including navy yards, hospital grounds, sites for magazines, and their respective buildings. The titles to some of these, and to parts of others, are in dispute; and the evidences of the titles to some are not collected and preserved together. It would be very conducive to the security of this estate, and render the transaction of business concerning it more expeditious and satisfactory, if the examination of the titles, and the various controversies about the estate, and if the collection and preservation of all the documentary evidence of those titles, were devolved upon one of the law officers of the government.

The act of Congress of March 27th, A. D. 1804, makes the commander of the yard at Washington the navy agent for this Department. In the changes since adopted respecting navy agents, no separate and permanent one has been appointed at this yard; but the duties have been performed by the commander without giving any security by bonds, and without the usual check of an approval of his purchases by

another officer. The duties of agent to the Department were never specially imposed on him in practice, till the past summer. This last change has been made in compliance with both the letter and spirit of the last act of Congress, and has contributed to public convenience, by the saving of time and labor to the officers of the government, and to those having business to transact with it. It is recommended, for the obvious reasons before suggested, that the duties of navy agent to the yard and to this Department be hereafter separated from those of the commander of the yard; and that the usual responsibility, and a just compensation, be annexed to the former office. (C, No. 7.) Indeed, the whole system of compensation to navy agents, whether permanent or temporary, has for many years depended so much upon large and arbitrary allowances, very questionable in some particulars in point of principle, that further legislation on the entire subject seems highly proper. A new arrangement in respect to the drafts by our agents on two foreign stations, and in respect to the payment of the drafts drawn on all of our foreign stations, when payable in London, has lately been concluded on terms much more advantageous to the government.

As a part of the plan for the gradual improvement of the navy, the attention of this Department has, for some years, been turned to the rearing of live oak, and to its preservation, when found growing on the public lands. About a quarter of a century ago it was estimated that the full growth of between four and five hundred acres of timber trees was annually requisite to keep the British navy in its condition at that time; and such is the rise in value, as well as scarcity, of good building materials in the progress of high agricultural cultivation, that the royal forests of England, preserved for public purposes, have sometimes been considered one great foundation of her naval greatness.

The plantation of trees, commenced a few years since in Florida, was not deemed a proper subject of further attention by my immediate predecessor, more, however, it is presumed, from doubts about the legality and necessity of that particular measure, than about the utility of careful attention to either the growth or safety of our live oak generally. No expense in respect to the plantation has yet been authorized by me, except such as seemed indispensable to secure the benefits of previous expenditures. A more extended plan of agents and vessels for the discovery and preservation of such live oak as is now growing on the public lands, was devised last winter, dividing the seaboard from the St. Mary's to the Sabine into seven districts, with an agent in each, and stationing three small vessels at proper distances on the coast, to aid in the same object, and in the survey of the bays, navigable creeks, and rivers of that region. This plan had advanced so far in May, that it could not be at once discontinued without much loss. The measures necessary for a fair test of its merits have therefore been completed; its benefits, if answering original expectations, will soon be developed, and, whether failing or successful, the trial, it is hoped, will lay the foundation for full information as to the quantity and location of this kind of timber, will assist the government in the reservation of those public lands where it abounds, and enable the Department hereafter to recommend a substitute less expensive and equally efficacious. In the paper annexed (J) is a minute detail of the proceedings on this subject.

Intimately connected with the interests of the service are the purchase and use of iron tanks in all our vessels in commission; they are now prepared only for ships of the line and frigates built out of the fund for the gradual increase of the navy. The convenience derived from them in ballasting, the increased capacity they leave for stores, the greater security to health in the quality of the water, all conspire to render a specific appropriation for this object very desirable, and in the end economical. (K.)

The building of steam batteries is another subject of much interest. While such astonishing improvements are making in the application of steam, it would be improvident to overlook its probable importance hereafter in maritime warfare, or fail to keep pace with other naval nations in any new means of attack or defence. The experiment made here soon after the successful introduction of this power, in the building of a steam frigate, was, perhaps, equal to the state of skill in the use of the power at that period. As that frigate, however, has been destroyed by accident, and as the machinery since obtained for other steam vessels-of-war is not the best now extant for such purposes, it is recommended that an appropriation be made, to enable the Department to exchange it, or to purchase new and more appropriate machinery, and to erect, soon as may be, two steam batteries of twelve heavy guns each, on the most modern and approved models. (L.)

The improvement of the navy depends so much on the character of its officers and seamen, as well as on its vessels, docks, yards, and building materials, that your attention is invited to some circumstances calculated to exercise in that respect a favorable influence. It would hardly be useful or decorous to dwell on former recommendations from this Department in respect to many important changes, chiefly as regards rank and pay, a limited peace establishment, a naval academy, further discriminations in favor of sea service, additional provision for hospitals, the abolition of such a large and vexatious system of discretionary allowances, a division of the duties of the Naval Board, a change in the powers of pursers, and in the mode of making purchases for the medical department. Most of these recommendations have my decided approbation. In addition to them, the state of the service imperatively requires the adoption of a few alterations connected with the instruction on shipboard of young officers, and with the welfare of some, who are highly useful in their stations, though acting in subordinate capacities. Thus, it is believed that greater benefits of education to the youthful midshipman, while at sea, could be obtained by a more liberal compensation to schoolmasters, and sedulous attention to the purchase and preservation of nautical books and instruments; that the important class of sailingmasters, as they are not in the line of promotion, will soon become extinct without emoluments more nearly equal to what can be commanded by them in the merchant service; that the carpenters and sailmakers are paid much less than those not in commission; and that the wages of gunners and boatswains are entirely insufficient. It happens that the moral and religious benefits anticipated from the employment of chaplains, in our vessels abroad, though earnestly desired, cannot be fully obtained by the Department, in the present condition of that class of officers. This misfortune occurs, in part, from the bodily infirmities of a majority of them; but so far as it springs from the smallness of their number, and the inadequacy of their compensation, it is hoped that Congress will furnish a remedy.

It gives me much pleasure to observe that the occurrence of courts-martial is becoming less frequent; that your resolution to protect the oppressed, whether seamen or officers, and at the same time to carry sentences into full and final effect against those clearly convicted, and that the salutary alterations in punishments recommended during the past year, are beginning to produce a beneficial influence.

Notwithstanding the high wages and great demand for seamen in merchant vessels, the naval service continues popular. No difficulty has been experienced in obtaining crews seasonably; indeed, the

recruiting rendezvous were closed some months ago, and in the meantime, till more men were wanted, they made repeated applications for the rendezvous to be reopened. Much care has been exerted to promote the welfare of our seamen. Whenever their terms of service expire abroad, they have, for some years, if not consenting to re-enlist, been sent home at the public expense. But the latter course is attended by inconvenience and cost, arising mostly from short differences in the periods of service in a large crew, and for which the most effectual remedy would be found in Congress authorizing men to be enlisted not only for three years, but, if sailing to a foreign station within the first year, then to extend three years from the time of sailing. Two orders are annexed, (M, 1 and 2,) which have been issued during the past season, chiefly with a view to ameliorate the condition of this class of men. Besides these, other attentions, of late years, to comfort in their dress, to greater dryness and warmth in their apartments at sea, to new securities against disease, and better accommodations while sick, appear to have excited increased and permanent attachment on their part to that service in which they have helped to cover their country with such durable glory.

Many useful changes in the naval code, as to the punishment of offences, have before been urged; and, in addition to them, the power to order courts in yards and vessels within the limits of the United States, in the same way as on board public vessels at sea, would be a great convenience.

The discontinuance of the marine corps, or its transfer entirely to either the army or navy, has been the subject of former recommendations from this Department. In the present fluctuating condition, without any imputation on the character of the officers of the corps, frequent difficulties in relation to pay, allowances, trials, and orders, are necessarily happening; and part of which proceeded to such an extent as to require a special resolution of Congress in 1830, and a particular provision in the appropriation bill of 1831. But by placing this establishment, as in former years has been proposed, wholly under navy discipline and laws, most of these difficulties might, in my opinion, be obviated, all the present benefits of it to the service retained, its increase in numbers rendered unnecessary, its old associations preserved, and much greater economy, harmony, and energy infused into its operations, without derogating at all from the respectability and usefulness of the corps. Should the system recommended in the document annexed, (C, No. 12) be fully adopted, the saving is estimated at over \$40,000 annually. But in that event, the officers not needed should, in justice, be transferred to the army, and the saving to the government would then fall short of that amount. In its hospital and staff departments alone, a change of less extent as to officers would save to the public more than \$10,000 annually; and a portion of the expensive call for new barracks, presented in the estimates of the present year, would be rendered unnecessary. The appropriation, at the last session, for those at Philadelphia, was so expressed that the officers of the Treasury did not feel authorized to allow the expenditure.

The condition of the navy pension and navy hospital funds, they being under the charge of other officers in connection with the Secretary of the Navy, will be made the subject of a distinct report by the commissioners, with a view to great, and, in my opinion, very salutary changes in their future management. The state of the privateer pension fund the past year is disclosed in the annexed report. (N.)

The large supply of lead in the hands of the government, as rents from the public mines, being three or four millions of pounds beyond what has been used by the War Department, and the great quantity needed in the navy being annually, for ten years past, about fifty thousand pounds, induce me to recommend that from those rents a quantity equal to our naval wants be yearly set apart, and placed at the disposal of this Department.

The deaths, dismissions, and resignations, the past year, are detailed in the list annexed. (O, No. 1 to 3.)

The general estimates for the ensuing year are presented in the document before referred to, and marked C, No. 1 to 15. In these an attempt has been made, in conformity to what is believed to be the true spirit of our institutions and the repeated wishes of Congress, to enable the legislative authorities to render the appropriations more specific, and to place the enumerated contingent fund in a condition to meet more nearly and promptly those demands upon it, so indispensable to the efficient operations of the navy. Although the whole expenses of the last year may not equal the whole appropriations and balances on hand for the naval service, yet the enumerated contingent, as in former years, has proved insufficient. The remedy, hereafter suggested to supply all past deficiencies, is considered preferable to any former practice of resorting to other specific appropriations.

In the mode of keeping accounts with persons responsible to this Department, so great latitude was, at one time, indulged in the transfer of appropriations from one object to another, that the disbursing officers stand charged with large and almost incredible sums under some heads, and credited with almost equal sums under other heads; but which balances cannot be legally settled without the authority of Congress. As this difficulty has generally originated more from carelessness than dishonesty, and, though censurable in principle, has probably caused no essential injury to the public, it seems judicious to allow, under the usual guards against imposition and loss, the privilege of an adjustment to the persons interested. No other course is perceived which will enable the accounting officers connected with this Department ever to close these transactions on their books, and to introduce, with full effect, an accurate and improved system. These unsettled balances now exceed seven millions of dollars. Again, by carrying the balances not expended from the contingent appropriations to the surplus fund, instead of reserving them, as in the case of pay, provisions, &c., to meet future claims, (and in the necessities of the service abroad, these claims cannot always be early received and adjusted,) the demands on those contingent appropriations in some former years have not only exceeded their amount, but cannot now be discharged from any surplus of other years. Nor should the deficiency be taken, as done at some prior period, from different heads of appropriation, without an express legal provision: nor can it be taken from any existing appropriation for arrearages, as none has been made the last few years. To settle these just demands, it will therefore be necessary to appropriate to the object the balances of all former years carried to the surplus fund, or to make a new appropriation of about \$80,000. This latter course is the more definite, and seems due to all the claimants, and especially to the meritorious officers of the navy. To obviate this difficulty in future, it will only be necessary that the appropriations for contingencies should assume the form of those for pay and subsistence, without any increase of their whole amount; that these appropriations in other respects should correspond with the estimates for the present year, by throwing some of the enumerated items upon other and specific heads, and thus lessening the gross nominal sum for contingencies over \$100,000; and that due vigilance be exercised in the Department to confine the demands on these appropriations within the limits of the sums provided. There will probably be, on the 1st of January

next, an unexpended balance from all the appropriations of last year to the navy of nearly twenty times this \$80,000; but it may all be required when the whole accounts for the year are closed; and if not, as before remarked, it would seem, on any correct principles of legal construction and of administering specific appropriations, not to be applicable to these old arrearages, or to different heads from those particularized, without the special authority of Congress. (P.)

If the system of making surveys of our coast by naval officers at great exposure and toil continues to meet public approbation, a specific appropriation to reward the extra services in that employment the last year, as well as any in future, to the amount of \$2,000 annually, will be necessary.

It would conduce much to the convenience of officers in the navy, without incurring any great risk to the public, if this Department were empowered to advance the allowance for travel and transportation when orders are given for duty within the United States—the authority to do it now being confined to the case of orders for service abroad.

Under an appropriation made at the last session, the naval monument has been removed from the navy yard, in this city, to a site west of the capitol. The expense has not exceeded the estimate, although, in addition to the repairs, about two hundred dollars' worth of labor, not included in the estimate, will be required fully to compensate the contractor, if he proceeds to renew the inscriptions, besides giving uniformity of color to the statues. But this, as the appropriation is exhausted, must depend solely on the liberality of Congress. (Q.)

The general appropriation for the suppression of the slave trade has had but small demands upon it, in addition to the special charges imposed by Congress in favor of Armstrong and of Livingston's heirs. For information in relation to the expenditures the past year, and to the property of the United States in Africa, acquired by former expenditures on this subject, a document is annexed. (R, 1 and 2.) This property may require some new legislation concerning its sale or preservation. Though an agent is still maintained at Liberia, the report from the commander of the Java, before named, contains all the intelligence received from the establishment at that place during the year, except a letter announcing the loss by piracy of a vessel in the employ of the colonists. From the nature of the transaction it may be questionable whether any hostile designs are meditated against the commerce of the United States by those who committed that outrage. But measures were immediately taken to obtain full information on the subject; and the earliest opportunity will be embraced to have that region of country again visited by one of our public vessels.

With a view to a more uniform and satisfactory administration of both the naval and civil branches of this Department, the rules and regulations, published in A. D. 1818, have been carefully revised and enlarged as to naval duties; and the different orders, circulars, and decisions, now in force in relation to the transaction of business between this Department and the officers of the navy, with other useful rules of a civil character in relation to the service, have been collected; in some cases amended, and in all condensed. The whole of these will soon be submitted for your approbation, and, if receiving it, will be afterwards laid before Congress. Their distribution and strict enforcement hereafter will, it is hoped, contribute to system in business, harmony in the service, and economy in the public disbursements. This last kind of economy, and not a diminution of the gross amount of naval expenditures, is all which probably may be expected under the gradual increase of our navy, the great improvements going forward in our docks and yards, the wider range and exposure of our navigation, and the present flourishing resources of the country, so well adapted to make due preparation in peace for the exigencies of future wars.

In this enviable state of the confederation, the estimates for the navy have been in some degree conformed to what is supposed to be the wishes of the people in respect to so important an establishment; and without any augmentation of officers not before sanctioned, and without the recommendation of any doubtful novelties in our expenditures, everything has been attempted which promises to insure, with frugality, promptitude and vigor, the promotion of the great ends of naval protection and defence.

With much respect,

LEVI WOODBURY.

DOCUMENTS COMMUNICATED TO CONGRESS BY THE PRESIDENT AT THE OPENING OF THE FIRST SESSION OF THE TWENTY-SECOND CONGRESS, ACCOMPANYING THE REPORT OF THE SECRETARY OF THE NAVY.

Schedule of documents accompanying the Secretary of the Navy's report to the President of the United States, dated December 3, 1831.

- A. Copy of a letter from Captain E. P. Kennedy, in relation to his visit to Liberia.
- B. Submitted estimate for the frigates Macedonian, Java, and corvette Cyane.
- C. No. 1 to 15. General estimates for the service of the year 1832.
- D. List of vessels in commission, their commanders, and stations.
- E. Statement of progress made in the execution of the law for "gradual improvement of the navy," including dry docks.
- F. Submitted estimate of the expense of two rope walks.
- G. Statement of vessels on the stocks, their condition, and the time and expense necessary to prepare them for launching.
- H. Statement respecting the vessels in ordinary.
- I. Statement showing the amount of stores, provisions, &c., on hand at the respective yards.
- J. Abstract of instructions to live oak agents, the limits of the districts, and the vessels employed.
- K. Submitted estimate for tanks to frigates and sloops-of-war in commission.
- L. Submitted estimate for two steam batteries.
- M. 1 and 2. Circulars respecting the commutation of the spirit part of the navy ration, assistance to vessels in distress, and punishments in the service.
- N. Report respecting the privateer pension fund.
- O. No. 1 to 3. List of deaths, dismissions, and resignations.
- P. Submitted estimate of arrearages.
- Q. Report on removal of the naval monument.
- R. No. 1 and 2. Account of expenditures of last year for suppression of the slave trade; and List of United States property in Liberia.

A.

Copy of a letter from Captain E. P. Kennedy, in relation to his visit to Liberia.

UNITED STATES FRIGATE JAVA, *Hampton Roads, May 11, 1831.*

SIR: I have the honor to report my arrival here from Mahon, via the Cape de Verd, Mesurado, and the West Indies. I left Mahon on the 8th January, arrived at Porto Praya on the 2d February, watered ship and sailed the 9th, and arrived at Mesurado the 18th same month. I am happy to inform you that I found the colony at Monrovia in a flourishing and happy state. I have no doubt but it will be the foundation of a great empire. I furnished the governor such articles as he required, with the exception of gun carriages, theirs being in a state of decay. I think iron carriages would suit them better than wood, the dry worm being very destructive there. The small schooner they have as a guard vessel, I think badly fitted, and too small. A fast schooner of 80 or 90 tons, mounting one long nine-pounder on a pivot, and two twelve or eighteen-pound carronades, with thirty men, would, I think, be sufficient to guard the coast against the piractical slave vessels. One of our man-of-war schooners would give great protection by cruising between the northern boundary of the colony and Cape Palma.

I left Mesurado on the 24th February, passed and looked into the Islands of St. Croix and St. Johns, and arrived at St. Thomas the 26th March, where I watered ship, and sailed from thence the 11th April, run down the north side of Porto Rico, sent a boat into St. Johns, and communicated with the consul; proceeded from thence to Cape François, where I should have anchored, but was prevented by the weather, and not being able to procure a pilot; from thence I sailed through the windward passage, looked into Cape Nicholas Mole, and run down the south side of Cuba, showing our colors in passing the different ports, and arrived at the Havana the 2d May. We have lost but two men, one from fever contracted in Africa, and the other with consumption. The officers and crew have been, and still are, very healthy. Shortly before we left Mahon, all the sick of the squadron were sent on board the Java, I think amounting to sixty-eight old cases of rheumatism, &c. The sick list is now reduced to twenty-four.

I received on board the Java, at Porto Praya, five mutineers, at the request of the consul, to be delivered to the marshal, at Norfolk, with a protest and other documents, proofs of the guilt of the prisoners. Will you please to direct what is to be done with Silas Cooper, a quartermaster, ordered home as a witness?

I have the honor to remain, with high respect, &c.,

EDMUND P. KENNEDY.

The Hon. JOHN BRANCH, *Secretary of the Navy, Washington.*

B.

Submitted estimate for the frigates Macedonian, Java, and corvette Cyane.

To rebuild or repair and equip the frigate Macedonian, a live oak frame having already been provided for her, there will be required the sum of	\$207,984 00
To provide live oak frames to rebuild or repair the frigate Java and corvette Cyane, there will be required the sum of	50,500 00
	\$258,484 00

C.

General Estimate.

There will be required for the navy during the year 1832, to the unexpended balances that may remain on hand on the 1st January, 1832, the sum of three millions one hundred and forty-seven thousand three hundred and eighty-three dollars and twenty cents.

1. For pay and subsistence of officers of the navy, and pay of seamen.....	\$1,409,927 64
2. For pay of superintendents, naval constructors, and all the civil establishment at the several yards.....	58,530 00
3. For the purchase, freight, and the transportation of provisions and stores.....	478,241 25
4. For pay and allowances to navy agents, and for clerk hire, office rent, fuel, and stationery.....	59,000 00
5. For repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission, including furniture for vessels in commission.....	536,682 00
6. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick.....	25 000 00
7. For improvement and the necessary repairs of navy yards and furniture for officers' houses	403,338 56
8. For ordnance and ordnance stores, and repairs of magazines and powder houses....	15,000 00
9. For books, maps, charts, chronometers, and other mathematical and nautical instruments, models, drawings, and for the preservation of the same, and for rating and preserving all the chronometers required for the navy.....	16,663 75
10. For freight and transportation of materials, other than provisions and stores, from one yard to another, and for the removal of timber and materials from one part of the yard to another; for wharfage, dockage, storage, and rent; traveling expenses of officers, and transportation of seamen; house rent, chamber money, and fuel and candles to officers other than those attached to navy yards and stations, and for officers in sick quarters where there is no hospital; for funeral expenses; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowance to persons attending courts-martial and courts of inquiry, and for officers engaged in extra service beyond the limits of their stations; for printing and stationery; for purchase and repair of steam and fire engines and for machinery; for purchase and maintenance of oxen and horses, and for carts, timber, wheels, and workmen's tools of every	

description; for postage of letters on public service; for pilotage and towing ships-of-war; for taxes on navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil, and fuel for vessels in commission and in ordinary, and for no other object or purposes whatever.	\$140,000 00
11. For contingent expenses for objects not hereinbefore enumerated	5,000 00
For arrearages due from contingent funds of former years.	80,000 00
Should the Macedonian be rebuilt or repaired, and live oak frames be procured for the frigate Java and corvette Cyane, there will be required:	
For the Macedonian	\$207,984 00
For the Java and Cyane	50,500 00
	258,484 00
Which will increase the above estimate to the sum of.....	\$3,485,867 20

C, No. 1.

Explanatory estimate of the pay and subsistence of all persons in the navy, attached to vessels in commission, for the year 1832, being part of the first item of the general estimate.

	Ships of the line.	Frigates, 1st class.	Frigates, 2d class.	Sloops, 1st class.	Schooners.	Total number of each.	Total amount of each grade.
	1	3	1	11	7		
Captains	2	3	1	.....	...	6	\$14,500 00
Masters commandant.....	.....	.....	.....	11	...	11	12,938 75
Lieutenants commandant .....	.....	.....	.....	.....	7	7	8,233 75
Lieutenants.....	10	18	5	44	12	98	94,570 00
Masters	2	3	1	11	...	17	11,262 50
Pursers	1	3	1	11	7	23	15,237 50
Surgeons of the fleet.....	1	3	.....	.....	...	4	8,045 00
Surgeons .....	.....	.....	1	11	...	12	14,518 08
Assistant surgeons.....	4	6	2	11	7	30	24,540 00
Chaplains	1	3	1	.....	...	5	3,312 50
Midshipmen.....	34	72	20	132	28	286	65,208 00
Boatswains	1	3	1	11	...	16	5,300 00
Gunners	1	3	1	11	7	23	7,618 75
Carpenters.....	1	3	1	11	...	16	5,300 00
Sailmakers	1	3	1	11	...	16	5,300 00
Secretaries	1	3	.....	.....	...	4	4,000 00
Schoolmasters.....	1	3	1	11	...	16	6,260 00
Clerks	1	3	1	11	7	23	6,900 00
Boatswains' mates.....	6	9	3	22	14	54	12,312 00
Gunners' mates.....	3	6	2	11	...	22	5,016 00
Carpenters' mates.....	3	6	2	11	7	29	6,412 00
Sailmakers' mates	2	3	1	11	7	24	5,472 00
Quartermasters	12	27	9	55	21	124	26,784 00
Quartergunners	20	36	10	66	28	160	34,560 00
Yeomen	3	9	3	33	7	55	11,880 00
Captains' stewards.....	1	3	1	11	7	23	4,968 00
Captains' cooks.....	1	3	1	11	...	16	3,456 00
Coopers	1	3	1	11	...	16	3,456 00
Armorsers	1	3	1	11	...	16	3,456 00
Armorsers' mates.....	2	3	1	.....	7	13	2,340 00
Masters-at-arms	1	3	1	11	...	16	3,456 00
Ships' corporals	4	6	2	.....	...	12	1,016 00
Cooks	1	3	1	11	7	23	4,968 00
Masters of the band.....	1	3	1	.....	...	5	1,080 00
Musicians, 1st class.....	6	12	3	.....	...	21	3,024 00
Musicians, 2d class.....	5	9	2	.....	...	16	1,920 00
Seamen	300	450	120	660	98	1,628	234,432 00
Ordinary seamen	240	360	100	330	49	1,079	129,480 00
Landsmen	100	150	30	220	21	521	50,016 00
Boys.....	46	81	21	132	35	315	22,680 00
	821	1,320	354	1,914	392	4,801	\$886,228 83

Seventy-five passed midshipmen, in addition to allowance as midshipmen....	\$12,243 75
Sixty-four midshipmen, who may be arranged as passed midshipmen, after examination, at \$6 per month and one ration per day	10,448 00
	22,691 75
	\$908,920 58

C, No. 2.

Explanatory exhibit of the officers, &c., awaiting orders and on furlough, for the year 1832, being part of the first item of the general estimate.

	Captains.	Masters com- mandant.	Lieutenants.	Midshipmen.	Pursers.	Surgeons.	Assistant sur- geons.	Masters.	Boatswains.	Carpenters.	Sailmakers.	Amount.
Awaiting orders.....	18	11	97	86	8	9	7	...	...	3	9	\$195,723 81
On furlough.....			10	12	...	...	...	4	1	...	...	8,766 50
												\$204,490 31

C, No. 3.

Explanatory estimate of the number, pay, &c., of officers, &c., required for five receiving vessels, for the year 1832, as part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	Total.	Amount.
Masters commandant.....	1	1	1	...	1	4	\$4,705 00
Lieutenants.....	3	3	2	2	3	13	12,545 00
Masters.....	1	1	...	...	1	3	1,987 50
Pursers.....	1	1	...	...	1	3	1,987 50
Assistant surgeons.....	1	1	...	...	1	3	2,081 25
Midshipmen.....	3	3	2	2	3	13	2,964 00
Boatswains' mates.....	1	1	1	1	1	5	1,140 00
Carpenters' mates.....	1	1	1	...	1	4	912 00
Stewards.....	1	1	1	1	1	5	1,080 00
Cooks.....	1	1	1	1	1	5	1,080 00
Able seamen.....	2	2	2	2	2	10	1,440 00
Ordinary seamen.....	6	6	4	2	6	24	2,880 00
Boys.....	4	4	2	2	4	16	1,152 00
	26	26	17	13	26	108	\$35,954 25

C, No. 4.

Explanatory estimate of the pay, &c., of the officers attached to recruiting stations and ordnance service, for the year 1832, forming part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Amount.
Masters commandant.....	1	1	1	1	1	5	\$10,053 75
Lieutenants.....	2	2	2	2	2	10	9,650 00
Midshipmen.....	2	2	2	2	2	10	3,192 50
Surgeons.....	1	1	1	1	1	5	5,425 00
							\$28,321 25

ORDNANCE SERVICE.

One captain.....	\$1,930 00
One lieutenant.....	965 00
	<u>\$2,895 00</u>

DEPOT FOR INSTRUMENTS, CHARTS, ETC., ETC.

One captain.....	\$965 00
One midshipman, passed.....	482 50
	\$1,447 50

C, No. 5.

Estimate of the pay and rations, and all other allowances to officers and crews, at navy yards and hospitals, for the year 1832, explanatory of the second part of the first item of the general estimate.

PORTSMOUTH.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain.....	1	\$100	16		65	30	3		\$3,466 75
Master commandant.....	1	60	5	\$300	40	20	2		2,010 75
Lieutenant.....	1	50	4		20	20	1		1,292 25
Lieutenant.....	1	50	4						965 00
Master.....	1	40	2	200	20	12	1		1,141 75
Surgeon.....	1	60	4	200	20	20	1		1,612 25
Purser.....	1	40	2	200	20	12	1		1,141 75
Teacher of mathematics.....	1	40	2	90	12	9		1	981 75
Midshipmen.....	3	19	1						957 75
Boatswain.....	1	20	2		12	9		1	651 75
Gunner.....	1	20	2		12	9		1	651 75
Steward.....	1	18	1						307 25
									\$15,180 75
<i>Ordinary.</i>									
Lieutenant.....	1	50	4						\$965 00
Carpenter.....	1	20	2						422 50
Carpenter's mate.....	1	19	1						319 25
Able seamen.....	4	12	1						941 00
Ordinary seamen.....	6	10	1						1,267 50
									\$3,915 25
<i>Civil.</i>									
Storekeeper ..	1			*200					\$1,400 00
Clerk to storekeeper.....	1								350 00
Clerk to commandant.....	1								500 00
Clerk to yard.....	1								600 00
Clerk to master builder.....	1								300 00
Master builder and inspector of timber.....	1								1,500 00
Porter.....	1	25							300 00
									\$4,950 00
Whole amount.....									\$24,046 00

NOTES.—House rent is estimated for naval officers in cases only where no house is furnished by the government.

Pay and rations of surgeons and their assistants are *averaged* under the law of 24th May, 1828.

C, No. 5.—*Estimate of pay and rations*—Continued.

BOSTON.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.	
<i>Yard.</i>										
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	.....	40	20	2	.....	1,710 75
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	.....	20	12	1	.....	941 75
Master	1	40	2	.....	.....	12	.....	.....	754 50
Surgeon.....	1	60	4	.....	20	20	1	.....	1,412 25
Assistant surgeon.....	1	30	2	\$145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	200	12	9	.....	1	1,091 75
Teacher of mathematics.....	1	40	2	90	12	9	.....	1	981 75
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain.....	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$17,687 00	
<i>Ordinary.</i>										
Captain	1	100	8	.....	45	25	1	.....	\$2,312 25
Lieutenants	3	50	4	.....	.....	.....	.....	.....	2,895 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Boatswain.....	1	20	2	.....	.....	.....	.....	.....	422 50
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,915 50
Carpenter	1	20	2	.....	12	9	.....	1	651 75
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers..	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen.....	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$19,241 75	
<i>Hospital.</i>										
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Assistant surgeon.....	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses.....	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50	
<i>Civil.</i>										
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	550 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant.....	1	40	.....	.....	.....	.....	.....	.....	480 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	420 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Inspector and measurer of timber.	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,300 00	
Whole amount.....										\$49,131 25

NEW YORK.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$200	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Assistant surgeon.....	1	30	2	145	16	14	.....	1	950 75

C, No. 5.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
<i>Ordinary.</i>									
Lieutenant	1	\$50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	.....	.....	.....	.....	.....	422 50
Able seamen.....	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen.....	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$4,258 50
<i>Hospital.</i>									
Surgeon	1	60	4	\$200	20	20	1	.....	\$1,612 25
Assistant surgeon	1	35	3	145	16	14	.....	1	1,102 00
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers.....	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	10	1	.....	.....	.....	.....	.....	211 25
									\$4,029 75
<i>Civil.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	350 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to builder.....	1	25	.....	.....	.....	.....	.....	.....	300 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Inspector and measurer of timber	1	.....	.....	.....	.....	.....	.....	.....	700 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,200 00
Whole amount									\$29,921 25

WASHINGTON.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	75	6	.....	40	20	2	.....	1,932 00
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	.....	20	12	1	.....	941 75
Master in charge of ordnance ..	1	40	2	.....	.....	.....	.....	.....	662 50
Chaplain	1	40	2	\$200	12	9	.....	1	1,091 75
Purser.....	1	40	2	200	20	12	1	.....	1,141 75
Boatswain.....	1	20	2	90	12	9	.....	1	741 75
Gunner, as laboratory officer....	1	20	2	90	12	9	.....	1	741 75
Gunner, keeper of magazine....	1	20	2	90	12	9	.....	1	741 75
Steward.....	1	18	1	.....	.....	.....	.....	.....	307 25
									\$14,076 25
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Boatswain's mates.....	2	19	1	.....	.....	.....	.....	.....	638 50
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen.....	6	12	1	.....	.....	.....	.....	.....	1,411 50
Ordinary seamen.....	8	10	1	.....	.....	.....	.....	.....	1,690 00
									\$5,686 75
<i>Hospital.</i>									
Surgeon	1	70	4	200	20	20	1	.....	\$1,732 25
Assistant surgeon	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurse	1	10	1	.....	.....	.....	.....	.....	211 25
Washers.....	1	8	1	.....	.....	.....	.....	.....	187 25
Cook	1	10	1	.....	.....	.....	.....	.....	211 25
									\$3,600 00

C, No. 5.—*Estimate of pay and rations*—Continued.

CHARLESTON, S. C.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	200	.....	.....	.....	.....	1,165 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	200	862 50
Whole amount.....									\$6,676 50

SACKETT'S HARBOR.

Master.....	1	\$40	2	\$200	20	12	1	\$1,141 75
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RECAPITULATION.

	1st item. Naval.	1st item. Ordinary.	1st item. Hospital.	2d item. Civil.	Aggregate.
Portsmouth.....	\$15,180 75	\$3,915 25	.....	\$4,950 00	\$24,046 00
Boston.....	17,687 00	19,241 75	\$3,902 50	8,300 00	49,131 25
New York	19,247 50	19,241 75	3,902 50	8,300 00	50,691 75
Philadelphia	15,433 00	4,258 50	4,029 75	6,200 00	29,921 25
Washington	14,076 25	5,686 75	3,600 00	12,700 00	36,063 00
Norfolk	18,887 50	19,241 75	3,902 50	8,930 00	50,961 75
Pensacola	15,419 00	2,950 25	3,600 00	6,150 00	28,119 25
Baltimore	6,676 50	.....	.....	.....	6,676 50
Charleston	6,676 50	.....	.....	.....	6,676 50
Sackett's Harbor	1,141 75	.....	.....	.....	1,141 75
Naval constructor .....	.....	.....	.....	3,000 00	3,000 00
	\$130,425 75	\$74,535 75	\$22,937 25	\$58,530 00	\$286,428 75

C, No. 6.

Explanatory estimate for provisions required for the navy for the year 1832.

For vessels in commission	4,588
For marines on board	571
For receiving vessels	82

5,241 persons,

At one ration per day, equal to 1,912,965 rations, which, including freight and transportation, and an amount necessary for the supply of fresh provisions, and to cover all contingencies, at 25 cents each, will make the sum estimated in the third item of the general estimate, viz: \$478,241.25.

In the above amount of \$478,241.25, is included the sum of \$49,066 for freight and transportation.

C, No. 7.

Explanatory of the fourth item in the general estimate for 1832.

For the pay and allowances for office rent, fuel, candles, stationery, books, clerk hire, &c., &c., &c., for 15 navy agents, including the foreign navy agents.....	\$55,400 00
For the pay, allowances, &c., &c., &c., for navy agents at Washington.....	3,600 00
	<u>\$59,000 00</u>

C, No. 8.

Data upon which the estimate for repairs, &c., of vessels in the year 1832 is founded.

Vessels to be repaired:

Delaware	\$103,982 00	
Constitution	98,000 00	
Constellation	40,000 00	
St. Louis	30,000 00	
Vandalia	30,000 00	
		\$301,982 00

For the preservation of the following vessels, if not repaired:

Independence	\$1,500 00	
Columbus	1,500 00	
Ohio	1,500 00	
Franklin	1,500 00	
Washington	1,500 00	
North Carolina	1,500 00	
Java	1,000 00	
Guerriere	1,000 00	
Hudson	1,000 00	
Congress	1,000 00	
Constellation	1,000 00	
Cyane	500 00	
St. Louis	1,800 00	
		16,300 00
		\$318,282 00

For the wear and tear of the following vessels during the year:

Delaware	\$25,000 00	
Potomac	13,000 00	
United States	13,000 00	
Brandywine	15,000 00	
Constitution	10,000 00	
John Adams	10,000 00	
Ontario	10,000 00	
Lexington	10,000 00	
Fairfield	10,000 00	
Boston	10,000 00	
Erie	10,000 00	
Peacock	10,000 00	
Natchez	10,000 00	
Falmouth	10,000 00	
Warren	10,000 00	
Vincennes	10,000 00	
Concord	10,000 00	
Dolphin	2,500 00	
Porpoise	2,500 00	
Grampus	2,500 00	
Shark	2,500 00	
Enterprise	2,000 00	
Boxer	2,000 00	
Experiment	2,000 00	
Fox and Sea Gull	400 00	
Furniture for vessels in commission	6,000 00	
		218,400 00
		\$536,682 00

C, No. 9.

Estimate for repairs and improvements of navy yards for the year 1832, explanatory of the fifth item of the general estimate.

PORTSMOUTH, N. H.

Towards the following improvements and repairs, viz:

Store, of brick	\$12,435 00	
Saw shed, of do.	2,580 94	
Officers' quarters, of brick	15,000 00	
Lock piers in timber dock for securing timber	2,500 00	
Completing timber shed No. 6, and for leveling in front of officers' quarters ..	1,700 00	
Enlarging and repairing west wharf, completing east wharf and spar dock, shingling and repairing spar house and rigging loft, painting ship houses Nos. 1 and 2, repairing and painting commandant's house, back buildings, and fences, repairing lodge, and leveling round the same	6,948 26	
		\$41,134 20

BOSTON.

Towards the following improvements and repairs, viz:	
Permanent quay wall from wharf 60 and ship house H, as marked on the plan of the yard, including piling and preparing foundation.....	\$50,000 00
Permanent quay wall between ship houses H and I, and filling up behind it to level of the yard.....	14,002 50
Brick culvert from yard wall to edge of proposed canal, between 24 and 28, on the plan of the yard, excluding excavation, &c., &c.....	1,000 00
Extending plan for securing timber under water, and to floor a passage from dry dock to ship house.....	5,000 00
Warrant officers' houses, with necessary outhouses and fences.....	10,000 00
Leveling yard and removing earth.....	3,000 00
To keep all the buildings, wharves, roads, enclosures, and covering of ships in ordinary, in good repair during the year.....	2,000 00
	<hr/>
	\$58,002 50

NEW YORK.

Towards the following improvements and repairs, viz:	
Brick timber shed, with stone foundation.....	\$20,000 00
Extension of wharf from flood gates of timber pond 930 feet.....	7,365 00
Mast house, of brick.....	22,000 00
Magazine.....	10,000 00
Bridge wharf, continuation, 290 feet.....	1,850 00
Mustering office.....	625 00
Belfry on one of the ship houses.....	250 00
Wharf on the flat, 300 feet.....	2,376 00
Stone wall on the northwest boundary of the yard.....	2,300 00
Filling in and leveling yard.....	1,500 00
Repairing roof of ship house No. 1, painting commandant's house, painting and repairing brick stores, blacksmith shop, timber sheds, and repairs to gun wharf.....	4,473 00
	<hr/>
	72,739 00

PHILADELPHIA.

Towards the following improvements and repairs, viz:	
Steam box house, with pitch and varnish kettles complete.....	\$1,200 00
Leveling the yard, and filling up.....	600 00
Paving timber shed No. 5.....	1,355 00
Tinning north side of ship house No. 2.....	2,000 00
New capping wall round the yard.....	2,950 00
Painting ship houses 1 and 2, and adding broader ledges to the windows....	1,450 00
Repairing wharf round frigate house and slip.....	733 75
Painting doors and windows of timber sheds, repairing blacksmith shop, workshops, offices, and store rooms.....	400 00
	<hr/>
	10,688 75

WASHINGTON.

Towards the following improvements and repairs, viz:	
Enlarging wharf on south side of yard, filling up, &c.....	\$20,000 00
Finishing north and south sides, and piling west end of timber dock.....	10,000 00
Finishing camboose shop.....	2,000 00
Improvements in steam engine, block factory, anchor factory, repairs of engine house, graduating yard, repairs of mud machine, and all other improvements therein.....	10,000 00
	<hr/>
	42,000 00

NORFOLK.

Towards the following improvements and repairs, viz:	
Facing wharves.....	\$25,000 00
Mast house and mould loft.....	24,000 00
Cooperage, and storehouse for tanks, staves, &c.....	19,941 99
House, with iron doors and windows, for iron store, armorer's, coppersmith's, tinner's, and other small workshops.....	18,981 12
Boat house No. 29, to complete it.....	5,000 00
Launching ways for a frigate.....	15,000 00
Filling up and leveling yard.....	5,000 00
Repairs of all works of every description within the yard.....	8,000 00
	<hr/>
	120,923 11

PENSACOLA.

Towards the following improvements and repairs, viz:	
Wood fence around the yard.....	\$2,500 00
Storehouse.....	18,851 70
Timber shed.....	5,000 00
Repairs during the year.....	2,500 00
	<hr/>
	25,851 70
For furniture of officers' houses in navy yards.....	5,000 00
	<hr/>
	\$403,339 26

C, No. 10.

Estimate of pay for officers, non-commissioned officers, musicians, and privates, and subsistence of officers of the marine corps, for the year 1832.

PAY.

One lieutenant colonel commandant, at \$75 per month.....	\$900 00	
Four lieutenant colonels, by brevet, at \$60 per month.....	2,880 00	
One paymaster, at \$60 per month.....	720 00	
One quartermaster, at \$60 per month.....	720 00	
Four captains, at \$40 per month.....	1,920 00	
Twenty-three first lieutenants, at \$30 per month.....	8,280 00	
Sixteen second lieutenants, at \$25 per month.....	4,800 00	
One surgeon, at \$60 per month.....	720 00	
One sergeant major, at \$10 per month.....	120 00	
One quartermaster's sergeant, at \$10 per month.....	120 00	
One drum major, at \$9 per month.....	108 00	
One fife major, at \$9 per month.....	108 00	
Seventy-one sergeants, at \$9 per month.....	7,668 00	
Seventy-three corporals, at \$8 per month.....	7,008 00	
Twenty drummers, at \$7 per month.....	1,680 00	
Twenty fifers, at \$7 per month.....	1,680 00	
Seven hundred and fifty privates, at \$6 per month.....	54,000 00	
Extra pay to the adjutant and inspector, at \$30 per month.....	360 00	
Pay for five clerks, viz: one for the lieutenant colonel commandant, one for the paymaster, one for the adjutant and inspector, and two for the quartermaster, at \$20 per month for each.....	1,200 00	
		<u>\$94,992 00</u>

SUBSISTENCE.

One lieutenant colonel commandant, 12 rations per day, is 4,380 rations, at 20 cents.....	\$876 00	
Four lieutenant colonels, by brevet, (commanding), 10 rations per day, is 14,600 rations, at 20 cents.....	2,920 00	
One paymaster, 4 rations per day, is 1,460 rations, at 20 cents.....	292 00	
One quartermaster, 4 rations per day, is 1,460 rations, at 20 cents.....	292 00	
Two captains, (commanding,) 6 rations per day, is 4,380 rations, at 20 cents.....	876 00	
Two captains, 3 rations per day, is 2,190 rations, at 20 cents.....	438 00	
Twenty-three first lieutenants, 4 rations per day, is 33,580 rations, at 20 cents.....	6,716 00	
Sixteen second lieutenants, 3 rations per day, is 17,520 rations, at 20 cents.....	3,504 00	
One surgeon, 4 rations per day, is 1,460 rations, at 25 cents.....	365 00	
One adjutant and inspector, 4 rations per day, is 1,460 rations, at 20 cents.....	292 00	
		<u>16,571 00</u>
		<u>\$111,563 00</u>

HEAD-QUARTERS MARINE CORPS, *Paymaster's Office*, October 4, 1831.

C. R. BROOM, *P. M. M. C.*

C, No. 11.

Estimate for expenditures in the quartermaster's department of the United States marine corps, for the year 1832.

SUBSISTENCE.

For 461 non-commissioned officers, musicians, privates, and washerwomen, serving on shore, at one ration per day each, is 153,665 rations, at 12 cents per ration, is..... \$18,439 80

CLOTHING.

For 938 non-commissioned officers, musicians, and privates, at \$30 each..... \$28,140 00
 For one hundred watch coats, at \$6.25 each..... 625 00
28,765 00

FUEL.

For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for the public offices, hospital, and armory..... 9,098 00

CONTINGENCIES.

For traveling expenses of officers and transportation of men; freight of stores from one station to another, toll, ferriage, wharfage and cartage; expenses of recruiting; per diem allowance for attending courts-martial and courts of inquiry, and for officers on extra duty; compensation to judge advocates; house rent and chamber money where there are no public quarters assigned; incidental labor in the quartermaster's department; expense of burying deceased persons belonging to the marine corps; printing and stationery, postage on public letters, forage, expenses in pursuing deserters, keeping in repair the barracks at the different stations, straw for the men, barrack furniture, spades, axes, shovels, picks and carpenter tools..... 14,000 00

MEDICINES.

For medicines, hospital stores, and surgical instruments, for the officers and marines serving on shore..... \$2,369 71

MILITARY STORES.

For the pay of armorers, keeping arms in repair, armorers' tools, musical instruments for a band, drums, fifes, flags, and ordnance stores..... 2,000 00

BARRACKS.

For building new barracks at New York and Norfolk.....	\$60,000 00	
For building officers' quarters and repairing barracks at Philadelphia.....	9,000 00	
For repairs of barracks at head-quarters, Charlestown, and Portsmouth, N. H. . .	5,000 00	
		\$74,000 00
		\$148,672 54

Respectfully submitted.

HEAD-QUARTERS MARINE CORPS, *Quartermaster's Office, Washington, September 28, 1831.*

C, No. 12.

ESTIMATE FOR MARINE CORPS AS PROPOSED TO BE CHANGED.

Copy of a letter from the Secretary of the Navy to the Board of Navy Commissioners, dated—

NAVY DEPARTMENT, *October 6, 1831.*

I submit for your inspection copies of the estimates from the pay and quartermasters of the marine corps for the year 1832, and take the opportunity to inquire what amount of expense would be saved, annually, if the marine corps was incorporated with the navy, and subject always to navy discipline and laws?

With your reply be pleased to return the estimates.

Extract from a letter addressed by the Secretary of the Navy to the Board of Navy Commissioners, dated—

NAVY DEPARTMENT, *October 10, 1831.*

In making the estimates concerning the difference of expense caused by incorporating the marine corps more fully into the navy, you may consider that, in such an event, the hospital establishment for that corps will not be separate; that forage, &c., will become unnecessary; and that three separate commands or stations on shore will probably prove sufficient for their accommodation and the wants of the service.

NAVY COMMISSIONERS' OFFICE, *October 25, 1831.*

SIR: The accompanying paper, A, based upon the principles laid down in your letters of the 6th and 10th instant, is respectfully submitted, in the hope that it contains the information which you have been pleased to call for.

If the marine corps were fully incorporated into the navy, and subjected always to its discipline and laws, without being charged with any functions other than such as have a direct relation to the navy, then the existing law organizing it as a distinct corps, liable to do duty either on shore or on board ship, would require such modifications as would adapt it, exclusively, to such service. Its duties on shore would be confined to navy yards, and would there be performed under the superintending direction of the senior officer in command, of whose command it would form a constituent part, precisely as do detachments on board ships form part of the crew of such ships, and there act as may be required of them by the commanders of such ships. Such an organization would preclude the necessity of investing any individual with the general command of the corps; and the staff essential to it, when viewed strictly as a military body, would become unnecessary, since all its functions would be performed by officers having similar duties to perform at this time in relation to the navy. Its clothing might be procured as is the clothing of seamen and ordinary seamen; its rations might be provided and distributed as is the ration of other branches of the ship's crew; its arms might be procured as are now the arms of the navy generally. It would be paid as are now seamen and others, by pursers. For its drill and preparation for service, the officers of the respective detachments would be as competent as are now the officers of ships to their appropriate commands. Such considerations have guided the Commissioners in preparing the information now submitted.

With very great respect, I am, sir, your obedient servant,

JOHN RODGERS.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

A.

Estimate of the expense of marines for the ships intended to be kept in commission during the year 1832, and for three navy yards, viz: Norfolk, New York, and Boston; based upon the principles suggested in the communications of the Secretary of the Navy to the Commissioners of the Navy, 6th and 10th instant.

The vessels to be in commission consist of one ship of the line, three frigates of the first class, one frigate of the second class, eleven sloops-of-war of the first class, and seven schooners. These ships and vessels, with the three navy yards, would require the following marines, viz:

	Captains.	1st lieut's.	2d lieut's.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.
One ship of the line.....	1	1	1	4	4	2	2	55
Three frigates of the 1st class.....	3	3	3	9	9	3	3	120
One frigate of the 2d class.....	1	1	1	2	2	1	1	30
Eleven sloops of the 1st class.....	11	11	11	22	22	11	11	176
Seven schooners.....	7	7	7	14	14	7	7	56
Navy yard at Boston.....	1	2	2	4	4	2	2	80
Navy yard at New York.....	1	2	2	4	4	2	2	80
Navy yard at Norfolk.....	1	2	2	4	4	2	2	80
Recruiting service and casualties.....	4	4	8	3	3	.....	.....
	8	15	30	48	66	30	30	677

Aggregate, 904.

Pay of the above, viz:

Eight captains, at \$40.....	\$3,840 00
Fifteen 1st lieutenants, at \$30.....	5,400 00
Thirty 2d lieutenants, at \$25.....	9,000 00
Forty-eight sergeants, at \$9.....	5,184 00
Sixty-six corporals, at \$8.....	6,336 00
Sixty drummers and fifers, at \$7.....	5,040 00
Six hundred and seventy-seven privates, at \$6.....	48,744 00
	<u>\$83,544 00</u>

SUBSISTENCE—COMMISSION OFFICERS.

Four captains, at six rations per day.....	8,760
Four captains, at three rations per day.....	4,380
Fifteen 1st lieutenants, at four rations per day... ..	21,900
Thirty 2d lieutenants, at three rations per day... ..	32,850
	<u>67,890 rations, at 25 cents.....</u>
	<u>\$16,972 50</u>
For two hundred and eighty-two non-commissioned officers, musicians, and privates, at one ration each per day, makes.....	102,920 rations, at 16 cents.....
	<u>\$16,468 80</u>

CLOTHING.

For eight hundred and fifty-one non-commissioned officers, musicians, and privates, at \$30.....	\$25,530 00
One hundred watch coats, at \$6.25.....	625 00
	<u>\$26,155 00</u>

FUEL.

Allowing twenty cords for each captain at a navy yard, twelve cords for each lieutenant, one hundred cords for each of the three navy yards, viz:	
Three captains, at twenty cords each.....	60
Twelve lieutenants, at twelve cords each.....	144
Three yards, at one hundred cords each.....	300
	<u>504 cords, at \$6.....</u>
	<u>\$3,024 00</u>

CANDLES.

For three captains, at \$20 per annum.....	\$60 00
For twelve lieutenants, at \$12 per annum.....	144 00
	<u>204 00</u>
	<u>\$3,228 00</u>

CONTINGENCIES.

Under this head the estimate for the corps, as now constituted and employed, is \$14,000. If it were fully incorporated into the navy, and employed as stated in the scale, this item would be considerably reduced in amount, probably to one-half, but say \$9,000.

MEDICINES, ETC.

The estimate for the corps, as it now is, under this head, (\$2,369 71) would admit of a small reduction, say to..... \$2,000 00

MILITARY STORES.

The estimate, as the corps now is, might probably not be more than sufficient..... \$2,000 00

BARRACKS.

The estimate would be confined to the navy yards at Boston, New York, and Norfolk; hence the amount in the estimate for the corps, as it now is, would be considerably reduced; but, as this is not an annual expense, it would be needless to institute any comparison.

Recapitulation and comparison of the amount of this estimate with the one prepared for the corps as now constituted.

	This estimate.	The estimate for the corps as it now is.
Pay.....	\$83,544 00	\$95,160 00
Subsistence of commission officers.....	16,972 50	16,571 00
Subsistence of non-commission officers, &c.....	16,468 80	18,439 80
Clothing.....	26,155 00	28,765 00
Fuel and candles.....	3,228 00	9,098 00
Contingencies.....	9,000 00	14,000 00
Medicines, &c.....	2,000 00	2,369 71
Military stores.....	2,000 00	2,000 00
	<u>\$159,368 30</u>	<u>\$186,403 51</u>
Difference in favor of this estimate.....		<u>\$27,035 21</u>

This estimate provides for certain commission and non-commission officers which are not embraced in the estimate for the corps as it now is; and it excludes certain commission and non-commission officers and privates which are embraced in that estimate. The difference in the annual expense, as to the *pay*, &c., between those provided for and those excluded, is:

Excluded, viz:

One lieutenant colonel commandant, at \$75.00.....	\$900 00	
Four lieutenant colonels by brevet, at \$60.00.....	2,880 00	
One paymaster, at \$60.00.....	720 00	
One quartermaster, at \$60.00.....	720 00	
Eight first lieutenants, at \$30.00.....	2,880 00	
One surgeon, at \$60.00.....	720 00	
One sergeant major, at \$10.00.....	120 00	
One quartermaster sergeant, at \$10.00.....	120 00	
One drum major, at \$9.00.....	108 00	
One fife major at \$9.00.....	108 00	
Twenty-three sergeants, at \$9.00.....	2,484 00	
Four corporals, at \$8.00.....	384 00	
Seventy-three privates, at \$6.00.....	5,256 00	
	<u>\$17,400 00</u>	
To which add extra pay to the adjutant and inspector, and pay of five clerks	1,500 00	
		<u>\$18,960 00</u>

Subsistence of the above, as estimated by the corps, viz:

One lieutenant colonel commandant, 12 rations per day.....	\$876 00	
Four lieutenant colonels by brevet, 10 rations per day.....	2,920 00	
One paymaster and one quartermaster, each 4 rations per day.....	584 00	
Eight first lieutenants, 4 rations per day.....	2,336 00	
One surgeon, 4 rations per day, at 25 cents.....	365 00	
One sergeant major, one quartermaster sergeant, one drum major, one fife major, twenty-three sergeants, four corporals, and seventy-three privates, each 1 ration per day, 37,960 rations, at 12 cents.....	4,555 20	
		<u>11,636 20</u>
		<u>\$30,596 20</u>

Clothing of the non-commission officers and privates excluded, viz:

One hundred and four in all, at \$30.00 each.....	3,120 00	
		<u>\$33,716 20</u>

The pay, &c., of the additional officers, &c., provided for in this estimate, are:

	Pay.	Subsistence.	Total.
Four captains.....	\$1,920 00	\$876 00	\$2,796 00
Fourteen second lieutenants.....	4,200 00	3,066 00	7,266 00
Nine drummers and nine fifers	1,512 00	788 40	2,300 40
			<u>\$12,362 40</u>
Clothing, viz:			
Eighteen drummers and fifers, at \$30.00.....			540 00
			<u>\$12,902 40</u>
			<u>\$20,813 80</u>

Thus, while this estimate excludes officers and others to an amount equal to \$33,716.20; which is embraced in the estimate for the corps as it now is, it includes \$12,902.40 not embraced in that estimate. It is due to the subject, however, here to remark that, of those thus *included*, the fourteen second lieutenants, nine drummers and nine fifers, are considered as absolutely necessary, whether any change in the organization of the corps takes place or not; unless we consider the eight first lieutenants excluded as supplying the place of eight of the fourteen second lieutenants included: in which case, the estimate for the corps as it now is will be deficient in the number required in the service during the ensuing year, six second lieutenants, nine drummers, and nine fifers, whose annual pay, subsistence, and clothing would, according to the estimate for the corps as it now is, amount to \$5,954.40.

It will further be perceived, that this estimate allows to all the commission officers an increase of 5 cents in the ration, and computes the ration of the non-commissioned officers, musicians and privates at 16 cents, which is one-third more than the price fixed in the estimate for the corps as now constituted; these items increase this estimate \$7,511.70.

If the amount of this increase were deducted from this estimate, and the annual expenses of the 6 second lieutenants and 18 musicians, before referred to, were added to the estimate for the corps as it now is, then the aggregate difference in the amount of the two estimates, instead of being \$27,035.31, would be \$40,501.31 in favor of this estimate.

This increase in the price of rations arises as a consequence upon the full incorporation of the corps into the navy; the officers would be considered as officers of the navy, commanding detachments belonging exclusively to the service, and should have similar allowances to those made to other officers of the navy; any distinction in such allowances would appear invidious and unjust.

In the event of the marine corps being attached exclusively to the navy, the appropriations, now made distinct, might all be merged in the general appropriations for the navy.

C, No. 13.

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the year 1832.

Secretary of the Navy.....	\$6,000 00
Six clerks, per act of 20th April, 1818.....	\$8,200 00
One clerk, per act of 26th May, 1824.....	1,000 00
One clerk, per act of 2d March, 1827	1,000 00
	<u>10,200 00</u>
Messenger and assistant messenger.....	1,050 00
Contingent expenses.....	3,000 00
	<u>\$20,250 00</u>

C, No. 14.

Estimate of the sums required for the support of the office of the Commissioners of the Navy, for the year 1832.

For salaries of the Commissioners of the Navy.....	\$10,500 00
For salary of their secretary.....	2,000 00
For salaries of clerks and draughtsman, per acts of 20th April, 1818, 26th May, 1824, and 2d March, 1827.....	7,750 00
For messenger	700 00
For contingent expenses.....	1,800 00
	<u>\$22,750 00</u>

C, No. 15.

Estimate of the expenses for the navy building, for the year 1832, viz:

For superintendent	\$250 00
For two watchmen, at \$300 each.....	600 00
For extra, for Sunday watching, at 52 days.....	52 00
Contingent expenses of said building, including fuel, repairs of building, engines, and improvement, &c.....	3,350 00

SOUTHEY PARKER, *Superintendent.*

D.

List of vessels in commission, their commanders and stations.

Class and name.	Commanders.	Where employed.
Frigate Brandywine	Commodore James Biddle.....	In the Mediterranean.
Sloop Concord	Master Commandant M. C. Perry ..	do
Sloop Boston	Master Commandant G. W. Storer.	do
Sloop John Adams.....	Master Commandant P. F. Voorhees	do
Sloop Ontario.....	Master Commandant W. L. Gordon.	do
Sloop Fairfield	Commodore Jesse D. Elliott.....	In the West Indies.
Sloop Erie.....	Master Commandant J. H. Clack...	do
Sloop Vincennes	Master Commandant E. R. Shubrick	do
Schooner Porpoise	Lieutenant James Armstrong	do
Schooner Shark	Lieutenant William Boerum	do
Schooner Grampus	Lieutenant Josiah Tatnall	do
Sloop Vandalia.....	Master Commandant Bev. Kennon.	Coast of Brazil.*
Sloop Warren.....	Master Commandant Benj. Cooper .	do
Sloop Lexington	Master Commandant Silas Duncan.	do
Schooner Enterprise	Lieutenant S. W. Downing	To be employed on coast of Brazil.
Frigate Guerriere	Commodore C. B. C. Thompson ...	In the Pacific.†
Frigate Potomac	Commodore John Downes	do
Sloop St. Louis	Master Commandant J. D. Sloat...	do*
Sloop Falmouth	Master Commandant F. H. Gregory	do
Schooner Dolphin.....	Lieutenant John C. Long.....	do
EMPLOYED IN THE PROTECTION OF LIVE OAK.		
Schooner Spark	Lieutenant W. P. Piercy	Atlantic, coast of Florida.
Schooner Ariel	Lieutenant Ebenezer Farrand	Gulf of Mexico, E. of Perdido river.
Schooner Sylph	Lieutenant H. E. V. Robinson.....	Gulf Mexico, bet. Perdido & Sabine.

E.

Statement showing the progress which has been made in executing the law for the gradual improvement of the navy, passed March 3d, 1827, including the condition of the dry docks.

The progress of the work on the dock at Boston during the past year has been satisfactory, and has not been interrupted by the effect of tides or accidents which impeded the operations during the winter of 1830.

It was necessary to open a communication from the dock to the great wells, by a tunnel at such a depth as to allow the water to flow from the dock chamber to the great pumps; it was concluded best to form this passage in the usual way of tunneling, without opening the ground from the top; and it was begun in this manner; but the flowing sands, saturated with copious springs at this depth, occasioned so much difficulty, and embarrassed the workmen to such a degree, that it was indispensable to open an excavation from the surface. This, of course, increased the expense, and caused delay last winter; the work, however, was successfully and well accomplished during the summer.

There has been expended for the year ending 31st October, on this dock—

For materials.....	\$64,572 01
For labor.....	59,664 04

Making..... \$124,236 05

Which, added to the amount paid for labor and materials upon the different branches of expenditure from its commencement in June, 1827, to 31st October, 1831—

For materials.....	\$236,647 23½
For labor.....	269,692 91½

Making the total expenditure of..... \$506,340 15

* Ordered home.

† Arrived December 1, 1831.

In the item of labor is included all the work and services of every kind performed on the dock, or on business connected with it, except the salary of the engineer.

From the great difficulty in procuring timber of the required form and size for the turning gates, the engineer was compelled to resort to a mode of procuring the gate ribs or rails out of planks, not having been able to procure the *solid* timber: large, straight timber was sawed into planks 18 inches wide and seven thick; they were steamed, and bent over a mould formed to the required curve. Three planks, bent successively one over the other, and well bolted with copper bolts, formed a rib 21 inches thick, and 18 deep. After cooling and being bolted, they were taken from the mould, and it was found that they preserved their curvature remarkably well; thus rails were obtained, made of what was known to be sound timber, which might not be the case if solid timber were used, though at more expense. There are only two or three of the top and bottom rails to prepare, for which good solid timber is expected from Norfolk.

The masonry of the dock may be considered as completed; the beautiful line of coping, three feet wide and fifteen inches thick, is all laid ere this. The top of the rubble wall behind the coping remains uncovered; it is proposed to cover this with a course of hammered stones level with the coping, which seems to be indispensable to protect the backing rubble work from the effects of frost.

The great wells for the pumps are completed and ready to receive the pumps, the placing of which, and the erection of the great steam engine, will be begun as soon as the engine house is covered, and with the windows in; the stone cornice is all laid, the roof frame partly on, and in two or three weeks the building will be slated.

The jettee walls are to extend from the wing walls of the dock towards the sea, as far as they can be carried with safety to the coffee dam; they will be parallel with, and fifty feet from, the axis of the dock on each side, and from the top of which a flight of stone stairs will descend to about low water mark.

These jettee walls are intended as a defence against the washing in of mud or other obstructions to the dock entrance. It was not considered prudent to commence these walls this fall, because the excavation requisite for a good foundation would endanger the coffer dam: it was thought best to leave it till the spring, when the works will be in a situation not to suffer so much, should any accident occur.

The turning gates have been commenced, and will be framed during the winter; and preparations are made for completing and hanging them in the spring.

The drain to discharge the water from the great pumps is about half done, and the sewer on one side of the dock is commenced; these will be prosecuted as fast as the weather and the new filling up of earth will permit. All the earth banking round the dock is brought up as high as required to receive the gravel and paving, which is to extend thirty feet wide round the dock, and this will be begun as early next spring as the season will allow. The dock may be used as soon as the turning gates are finished and in their place. The amount yet to be expended to complete the dock will probably be about \$75,000, of which about \$14,000 will be paid under existing contracts.

It would seem almost impossible, from past experience, to designate the time when the work will be completed; the able engineer, however, to whom its construction has been confided, has no doubt that a ship may be docked for repairs the ensuing summer.

Nearly all the stones required for the masonry of the dock at Norfolk are on hand, the recent supplies having been very great. An increased number of hammers are also expected from the north, so that it is hoped that the masonry of the dock can be put into a nearly finished state in the course of the winter, should the season be favorable for such work. The sinking of the great wells, and constructing the tunnel, about 165 feet long, from the dock to the wells, were attended with great difficulty. The upper part of the excavation, to 12 or 15 feet depth, was in a loose quicksand, full of springs, and notwithstanding a strong curbing was used, and great caution exercised, large quantities of this almost fluid mass run in under the curbing, and repeatedly filled in at night what had been dug out during the day; the consequence of this was, that round the curbing on the outside a hollow space was created, increasing the labor of digging, and embarrassing all the operations in and about the wells. After working to within a few feet of the necessary depths, the great spring which underlies this whole district at a depth of 50 to 70 feet broke up and increased the difficulties. To furnish a drain for the water to the great pumps for draining the dock, the driving the tunnel was hastened, and, a passage being thus effected, the water was discharged, so as to render the completion of this part of the work comparatively easy. Much unexpected trouble attended the bricking the tunnel; it was, however, successfully, though slowly, prosecuted, and is now completed. This part of the work appears to be well and substantially executed, and does credit to the workmen employed upon it.

Notwithstanding all the embarrassments which have been encountered, it will be seen that a vast quantity of business has been effected, and that all the heavy, difficult, and troublesome parts have been accomplished, such as the great wells, the tunnel, the foundation and first story of the engine house; and that the wing and jettee walls at the entrance of the dock are nearly done also. All the round oak pieces for the turning gates, except two or three pieces, have been procured; the ribs have been dressed, and piled up ready for framing, which will be commenced as soon as the masonry is so far advanced as that the gates can be placed when finished.

The amount expended during the year is—

For materials	\$112,143 73
For labor	104,394 28
	<hr/>
	\$216,538 01
Which added to the sums disbursed on this work since its commencement in December, 1827, up to October, 1831, will make the sum of.....	587,252 07
	<hr/>
Of which were expended—	
For materials	\$284,709 70
For labor.....	302,542 37
	<hr/>
	\$587,252 07
	<hr/>

There is yet due, under existing contracts, \$79,229.31, which, with \$100,000 additional for labor and materials, making \$179,229.31, will complete the dock, which there can be no doubt will be effected during the year 1832. Notwithstanding the unfavorable circumstances which have attended the operations at this dock, the progress during the year has been satisfactory.

Under this law contracts were made for live oak frames, and promiscuous timber required for five ships of the line, five frigates, and five sloops-of-war, which it was contemplated to build at the following yards:

	Seventy-four.	Forty-four.	Sloop.
At Portsmouth.....	0	1	1
At Boston.....	2	1	1
At New York.....	1	0	0
At Philadelphia.....	0	1	1
At Washington.....	0	1	1
At Norfolk.....	2	1	1

Under which contracts there have been delivered—

At Portsmouth, cubic feet.....	.....	2,282	5,675
At Boston, cubic feet.....	77,618	47,439	9,753
At New York, cubic feet.....	.....	13,759	.....
At Philadelphia, cubic feet.....	.....	42,925	9,136
At Washington, cubic feet.....	.....	23,664	14,828
At Norfolk, cubic feet.....	77,151	23,803	9,607
	154,769	153,872	48,999

357,640 cubic feet, for which the sum of \$498,021.43 have been paid.

F.

Submitted estimate of the expense of two rope walks.

Constructed of the best materials, and in the most approved manner, two rope walks will cost, each, \$70,000.00..... \$140,000 00

G.

Statement showing the number of vessels now on the stocks, their state of preservation, the yards where building, and the time and expense necessary to prepare them for launching.

PORTSMOUTH, N. H.

There are two ships on the stocks at this yard, viz:

Alabama, ship of the line.—This ship is in a good state of preservation, and can be prepared for launching at the probable expense, exclusive of joiners' work, of \$38,320.60, and in ninety days' time.

Santee, frigate of the first class.—This ship is also in a good state of preservation, and can be prepared for launching for \$29,341.42, in seventy days' time.

BOSTON.

There are three ships on the stocks at this yard, under houses and in a perfect state of preservation, viz:

Vermont, Virginia, ships of the line, and Cumberland, frigate of the first class.—The time necessary to prepare these ships for launching, with all the force that can be advantageously employed, and the probable expense, will be: for the Vermont, \$70,360.66, in ninety days; Virginia, \$79,726.46, in ninety days; Cumberland, \$74,780.73, in ninety days.

NEW YORK.

Two frigates are on the stocks at this yard, viz:

Sabine, frigate of the first class.—This ship is under cover in ship house No. 1, and is in a fine state of preservation, and could be finished and launched in sixty days, at an estimated expense of \$46,357.00.

Savannah, frigate of the first class.—This ship is also under cover in ship house No. 2, and is generally sound and in a good state of preservation, and could be finished and launched in four months, at an expense of \$46,435.00.

PHILADELPHIA.

Two ships are on the stocks at this yard, viz:

Pennsylvania, line of battle ship.—This ship is in a good state of preservation; the timbers, plank, beams, knees, &c., &c., are sound; it will cost to prepare her for launching, which will require six months to do, \$33,754.00

Raritan, frigate of the first class.—This ship is also in a good state of preservation, and can be prepared for launching in about three months, and will cost \$15,500.

WASHINGTON.

There is on the stocks at this yard only one ship, viz:

Columbia, frigate of the first class.—This ship is in a good state of preservation, and can be got ready for launching in two months, at an expense of \$42,576.49.

NORFOLK.

There are two ships on the stocks at this yard, viz:

New York, ship of the line.—This ship is under a good substantial house, on a foundation of wood, which is sound and good. The ceiling plank, from floor-heads to keelson, and fillings, have been removed within the year, and keel and keelson salted. It will require to complete this ship, exclusive of materials on hand, \$37,775.10; which can be done in about three months.

St. Lawrence, frigate of the first class.—This ship is also under a house; she rests on a stone foundation under the keel and bilge; her blocking is decayed, and also the foundation under shores; the foundation under the north side of the ship, under the wall shores, has settled about four inches; this is, however, now undergoing repairs, and will be completed the ensuing spring. It will cost to complete this ship, exclusive of materials on hand, \$32,590.53; which could be effected in ninety days. The keel and keelson of this ship have also been salted during the present year.

H.

Statement showing the number, names, state, and condition of the vessels-of-war belonging to the United States, now in ordinary; the station at which each is placed; with the cost of repairing and equipping, exclusive of articles belonging to the several vessels; and the materials which have been provided for repairs.

BOSTON.

Columbus, ship of the line.—The hull of this ship, sound and in good order, will require to have part of two streaks of wales put on, rudder to finish, masts to be wedged, anchors and stocks to be made, to be caulked throughout, and to be new coppered. Cost of material and labor, \$108,673.52.

Independence, ship of the line.—The frame and bottom plank of this ship supposed to be sound; the plank, outboard from lower edge of wales to rail, the ceiling, all the decks, magazine, platforms, plank on stern cutwater, &c., are defective, and will require to be new; she will require to be thoroughly caulked and new coppered. Cost of material and labor, \$163,955.23.

Constitution, frigate of the first class.—The frame of this ship, bottom plank, gun deck, ceiling between decks, and spar deck, knees and beams, are sound; the outboard plank from light water mark to rail ceiling in hold, orlop and berth decks, magazine platforms, plank on spar deck, &c., &c., are deficient, and require to be new; the head, knight-heads, and stem require repairs; the ship requires caulking throughout, and to be new coppered. Cost of materials and labor required, \$97,998.10.

Peacock, sloop-of-war.—This vessel has had her spars and rigging altered and repaired; her hull is considered sound and has been caulked, her sails are nearly all made or repaired, her masts rigged, and yards across, her hold thoroughly cleansed and whitewashed, water filled, salt provisions and wood stowed; some of her sea stores (not perishable) are provided; she requires her other articles of provisions and sea stores, some running rigging yet to be furnished, and some of her sails to be finished, and hull painted; she could be made ready for sea in ten days.

The ships are covered with tight roofs and side hurdles, with their guns and ballast on board, and due attention is paid to ventilating, pumping, cleaning, &c., &c.

NEW YORK.

Ohio, ship of the line.—This ship was launched in May, 1820, but has never been masted or fitted for sea; her outside plank, from water line to rail, is believed to be decayed, and will require to be replaced, as will also a part of the ceiling, clamps, and waist, on the upper and lower gun decks; her frame, upper and lower gun decks, beams and knees, are sound and in good condition; all her bulkheads have been removed to admit a free circulation of air; a tight roof was placed over this ship last winter; she has on board about 700 tons iron ballast; there have been no materials procured for the repairs and equipment of this ship except guns, shot, anchors, two chain cables, a set of iron tanks, ballast, and canvas for sails. Cost, \$171,072.69.

Washington, ship of the line.—This ship was built and launched in 1814, and has made but one cruise, and has been in ordinary since August, 1818; that part of her frame which is live oak is sound; her beams, knees, deck frames, and two-thirds of her decks are sound and good, as well as her bottom plank below the water lines; this ship is without a covering and is deficient in the decayed state of her upper works; all her bulk-heads, state rooms, have been taken down; she is well ventilated, and is daily visited by an officer; she has on board 250 tons of ballast, but no materials have been provided for her repair and equipment. Cost, \$186,034.94.

Franklin, ship of the line.—This ship was built and launched in 1815, and has made two cruises, one in the Mediterranean and one to the Pacific; she is in about the same condition as the Washington and would require the same repairs; she is at present used as a receiving ship, is well ventilated, and well taken care of; she is also without a covering, and does not require one while she is used as a receiving ship; no materials have been provided for the repair and equipment of this ship. Cost, \$192,185.16.

Hudson, frigate of the first class.—This ship was purchased by the government in 1826; her frame is of white oak; she is built of green materials, has made one cruise on the coast of Brazil; her upper works are partially decayed; although her state is not positively known, she is believed to be pretty generally sound below her gun deck, and would make a good receiving vessel, although not considered worth repairing.

United States, frigate of the first class.—This ship was built and launched in 1797, and has been much employed at sea; she is now undergoing a thorough repair, and will be, when finished, as good as a new ship; sufficient materials are on hand to complete her repairs, and for a part of her outfits.

PHILADELPHIA.

The *Cyane* is the only vessel in ordinary at this yard; she requires to be rebuilt, which will cost \$71,103.61.

NORFOLK.

Delaware, ship of the line.—In this ship some of the beams, deck plank, clamps, waterways, and sperkettings on all the decks, are defective in spots; defects are also discovered in the ceiling, &c. Before the condition of the bottom can be ascertained, the ship must be hove down or docked; the ship is under cover; it would require sixty days to effect her repairs, which will cost \$103,892.

North Carolina, ship of the line.—A few beams in this ship, on the spar and orlop decks, are decayed, and on all the decks the clamps, waterways, and sperkettings are partially decayed; outside the ship, the wales and channelways are generally decayed; she will require new main and mizzen channels; it will require four months to complete her repairs, which, exclusive of stores, will amount to \$149,083. This ship is also under cover.

Congress, frigate of the second class.—This ship will require a thorough repair, which will take nearly one year to complete, at an expense of \$148,247.

The *Java* and *Macedonian*, frigates, require to be rebuilt; the frame of the latter has already been procured; it will, however, require, to rebuild and equip her, the sum of \$207,984.

The frigate *Constellation* arrived since this report was commenced; her state and condition are such that she could be sent to sea in three weeks; her hull requires little more than caulking to be done to it, and her stores are nearly all complete; only some additional sails and rigging are required to fit her for a cruise of two years.

I.

Statement showing the amount on hand, at the several navy yards, of articles belonging to the several appropriations for the navy, November 1, 1831.

	Portsmouth.	Boston.	New York.	Philadelphia.	Washington.	Norfolk.
Gradual increase	\$195,869 73	\$321,045 63	\$450,808 98	\$190,281 17	\$250,217 14	\$177,114 36½
Gradual improvement.....	10,699 06	192,997 14	21,406 92	61,536 03	49,281 12	144,871 51½
Repairs	25,063 23	292,478 70	317,628 81	26,457 78	81,427 24	255,736 84
Ordnance	108,334 39	262,188 19½	636,274 45	163,734 01	138,127 57	173,887 38
Ten sloops.....	11,006 31	23,723 52	18,797 76	21,728 05	7,533 53	
Provisions		8,853 75	14,181 41		1,216 42	23,711 25
Pay, (slops).....		901 35	5,596 81			
	\$350,972 72	\$1,102,188 28½	\$1,464,695 14	\$463,737 04	\$527,803 02	\$775,331 34½

RECAPITULATION.

Amount on hand at Portsmouth.....	\$350,972 72
Amount on hand at Boston	1,102,188 28½
Amount on hand at New York	1,464,695 14
Amount on hand at Philadelphia.....	463,737 04
Amount on hand at Washington	527,803 02
Amount on hand at Norfolk.....	775,331 34½
	<u>\$4,684,737 55½</u>

J.

Abstract of instructions to the agents appointed to superintend the preservation of the live oak belonging to the United States.

The agents are required, in the first place, to procure from the surveyor general of the land office copies of the surveys of the lands within their respective districts, and within twenty miles of the sea coast, or fifteen of the sounds, bays, or creeks of salt water, on which live oak is known to be produced; to obtain from the register of the land office lists of the lands already sold, and which are not to be further noticed, unless so abounding with navy timber as to make it desirable it should belong to the United States; in this case, the fact is to be reported to the Navy Department.

In cases where copies of the surveys cannot be furnished by the surveyor general, the agents are authorized to employ a person to make the necessary copies, to examine the lands belonging to the United States, and, if bodies of valuable navy timber are discovered on any part of them, to report the same to the register, that he may withhold the lands from sale until the President of the United States can be informed of the fact, and reserve them, if he deems it expedient, for the use of the United States navy; to note minutely the soil of such tracts, their locality, with respect to the towns, bays, rivers, or creeks within their vicinity, and the facilities or difficulties of making roads, or boating the timber to landings from whence it may be taken to market; if such tracts belong to individuals, to note the same, &c., and to report, in detail, to the Department, at least once in three months, and to the register monthly, a list of all such tracts, &c.

The agents are further required to advertise their appointments in their respective districts, and to publish the provisions of the acts of Congress under which they perform their duties; to keep a steady watch on the sections of United States lands known to contain timber suitable for the navy; to report violations of these acts to the United States district attorney, and, generally, in all cases of doubt or difficulty arising under their appointments, to appeal to that officer for instructions; to accompany the

United States surveyors, while they are employed in the agent's district, and to refer to their field notes, &c., for such information as they may afford on the subjects under examination; to report also the form and dimensions of the timber obtainable from the live oak trees, according to diagrams with which the agents have been furnished; to communicate, to the commanders of vessels appointed to aid in the preservation of the live oak, information as to the titles of lands, necessary to enable them to determine upon the propriety of arresting or permitting the removal of navy timber, &c., and on all such matters as may facilitate the discharge of the duties confided to such commanders.

The commanders of these vessels are instructed to guard diligently the portion of sea coast assigned to each, respectively, against depredations on the navy timber; to examine the bays, rivers and creeks, for the discovery of such timber; to aid the land agents in exploring such watercourses, bays, &c., as may not be readily accessible without the use of boats, and generally to co-operate with them, as far as may be practicable under their instructions, in the discharge of the duties allotted to them.

The commanders are also required to visit the live oak districts frequently, and especially during the cutting season; if timber is about to be taken from lands which there is good reason to believe belong to the United States, to refer the subject, in the first instance, to the land agents, and finally, if necessary, to the United States district attorney. In the mean time they are authorized to forbid the removal of such timber; the agents are directed to note also the localities of any live oak lands they may discover, their proximity to landings from whence the timber may be transported to distant markets; to determine, as accurately as circumstances will permit, the geographical position of the principal capes, entrances into bays, rivers, &c.; to ascertain the depth of the water on the bars, or entrances thereof, distances to which they may be navigable, &c., and to communicate the information thus obtained to the Department only.

The following is a list of the land agents, and vessels and commanders thereof, appointed and employed in the preservation of the live oak, &c.

District the first extends from the mouth of the St. Mary's river, Georgia, to Cape Sable, or the southern extremity of the peninsula of Florida. Thompson Mason, agent.

District the second extends from Cape Sable to the mouth of the Suwanee river. Samuel Reed, agent.

District the third extends from the mouth of the Suwanee to range line between the 5th and 6th ranges east from Tallahassee. Eli B. Whitaker, agent.

District the fourth extends from range line between the 5th and 6th ranges east of Tallahassee to the Appalachian river. John E. Frost, agent.

District the fifth extends from the Appalachian river to the range line dividing the 29th and 30th ranges west of Tallahassee; this line passes near Deer Point, four miles east of Pensacola. John Clark, agent.

District the sixth extends from the western line last mentioned to the mouth of the Mississippi river. John Jerrison, agent.

District seventh extends from the mouth of the Mississippi to the mouth of the Sabine river. George Blair, agent.

The vessels employed are:

1. Schooner Spark, Lieut. Wm. P. Piercy, commander; the coast assigned to his protection extends from the St. Mary's to Cape Sable.

2. Schooner Ariel, Lieut. Ebenezer Farrand, commander; cruising ground extends from Cape Sable to the Perdido river.

3. Schooner Sylph, Lieut. H. E. V. Robinson, commander; this district extends from the Perdido river to the Sabine.

K.

Submitted estimate of the cost of iron tanks for the frigates and sloop-of-war in commission, viz: three frigates of the first class, one frigate of the second class, and eleven sloop-of-war.

For a frigate of the first class to hold about 39,500 gallons of water; for a frigate of the second class to hold about 34,000 gallons of water, and for a sloop-of-war to hold about 14,000 gallons of water:

Three frigates, at 39,500.....	118,500 galls.
One frigate	34,000 galls.
Eleven sloops, at 14,000.....	154,000 galls.

306,000 galls., at 43 cts.—\$131,795.00.

L.

Submitted estimate of the cost of a steam battery calculated to mount twelve 42-pounder cannon.

MATERIALS.

Wood.....	\$14,407
Copper.....	10,558
Iron.....	2,062
Lead.....	460
Oakum.....	600
Hardware for joiners.....	500
Augers.....	70
Pumps.....	100
Naval stores.....	100
	<hr/>
Magazine and light room.....	500
Painter's bill.....	700
Boats, two.....	200
	<hr/>
	\$28,857
	<hr/>
	1,400

Labor of every description	\$16,976
Contingencies	• 3,000
	\$50,227
CANNON.	
Twelve 42-pounders, at \$472.50.....	5,670
	\$55,897
Hence, two steam batteries are estimated to cost.....	\$111,794

M, Nos. 1 and 2.

Circulars respecting the commutation of the spirit part of the navy ration, assistance to vessels in distress, and punishments in the service.

M, No. 1.

General order to officers as to rations.

NAVY DEPARTMENT, June 15, 1831.

All persons in the naval service, entitled to rations, who shall voluntarily relinquish the use of that part of them composed of spirits, shall be paid therefor at the rate of six cents per ration, it being the estimated value of that part, as approved by this Department, September 17, 1817.

The payments made in pursuance of this regulation are to be charged to the appropriation for "provisions."

LEVI WOODBURY.

M, No. 2.

Circular.

NAVY DEPARTMENT, September 26, 1831.

To all Captains and Masters Commandant, Navy United States:

SIR: In consequence of recent occurrences in the service, your attention is invited to two subjects, where the law now regulates the rights and power of all concerned, but where there is still vested in officers a discretion, in the exercise of which it may be desirable to them to know distinctly the wishes of the President and of this Department.

One of these subjects, and our wishes upon it are, that when any portion of the navy furnishes relief to American vessels, whether wrecked or otherwise in distress, to yield which relief promptly ought to be, and long has been, one great object of its gallant exertions, no compensation of any kind should either be asked or received.

The other subject, and our wishes upon it are, that till Congress deem it proper to alter the existing laws concerning punishments in the navy, and whenever the laws allow a discretion in the choice of punishments, the first resort, in the case of offences by seamen, is recommended to be always had to pecuniary fines, badges of disgrace, and other mild corrections, rather than to the humiliating practice of whipping; and that never on the same day, by punishing, under an officer's own authority, two offences at once, should the stripes, limited by law, be exceeded in number, or be inflicted otherwise than in the presence and under the sanction of the commanding officer of the vessel or station.

And that, in the case of offences by officers, which it is hoped their well known high sense of duty and honor will prevent from becoming frequent, a system more remedial should be adopted, by sentencing to a reduction of rank and pay, or to suspension from promotion, rather than to suspension from active service; as persons, unfortunately guilty of any misbehavior, need most the constant discipline of active service, and, when suspended therefrom, are left without employment, under greater temptations and opportunities for injurious indulgences.

LEVI WOODBURY.

N.

Report respecting the privateer pension fund.

The privateer pension fund consists of stock of the corporation of Washington, purchased 25th of May, 1830, bearing interest of 5 per cent. per annum from 1st April preceding.....	\$1,961 81
Stock of the State of Maryland, purchased 10th of August, 1830, bearing interest of 5 per cent. per annum from 1st of April, 1831.....	37,500 00
And from 1st July, 1831.....	8,500 00
	\$47,961 81

The dividends on this stock constitute the only means of payment of pensions chargeable upon the fund. The amount of payments during this year cannot be ascertained until the agents shall have made their returns.

The pensions to widows and orphans, by the limitation of the laws granting them, have expired.

Eighty-six persons have been authorized to receive pensions during the continuance of their disability, under the acts of Congress of the 13th of February and 2d of August, 1813.

Of the number entitled, but forty-two have applied for payment within two years; and, in making remittances to the agents, it is believed to be necessary to provide for the latter only, as the rest may be presumed to be dead, or to have relinquished their claims.

Of the number now in receipt of pensions, there are in Massachusetts, 17; Pennsylvania, 2; Maryland, 6; New York, 10; New Hampshire, 2; Rhode Island, 1; Maine, 4. Total, 42—of which, two receive \$20

per month; six, \$3 per month; one, \$15 per month; two, \$12 per month; one, \$10 per month; one, \$9 per month; three, \$8 per month; thirteen, \$6 per month; four, \$5 per month; six, \$4 per month; one, \$3 per month; two, \$2 per month.

To meet these payments, will require semi-annually the sum of \$1,616. The half-yearly dividends on stock amount to \$1,199.04; consequently, should these pensioners continue to claim, a sale of part of the stock will be necessary.

There was in the Treasury to the credit of the fund on the 1st January, 1831, the sum of.... \$285 69
Dividends on stock to 1st January, 1832, will be..... 1,790 40

\$2,076 09

Remitted to agents the sum of..... \$805 37

Which, with the balances in their hands, was estimated as sufficient to pay claims during the first half year of 1831, including salary of secretary to October 1st, 1831.

Salary of secretary to January 1st, 1832..... 62 50

Semi-annual payment to forty-two pensioners, 1st January, 1832, to be remitted in December next..... 1,616 00

\$2,483 87

Will leave a balance against the fund, on the 1st of January 1832, of \$407 78

THO. L. RAGSDALE, *Secretary P. P. Fund.*

NAVY DEPARTMENT, *October 13, 1831.*

O, 1, 2, and 3.

LISTS OF DEATHS, DISMISSIONS, AND RESIGNATIONS.

O, 1.

List of deaths in the navy of the United States, since the 1st of December, 1830.

Name and rank.	Date.	Cause.	Place.
CAPTAIN.			
Arthur Sinclair	February 7, 1831..	.....	Norfolk.
MASTERS COMMANDANT.			
Samuel W. Adams	January 1, 1831..	.....	Brooklyn, N. Y.
John Porter	September 2, 1831..	Protracted illness ...	Watertown, Mass.
LIEUTENANTS.			
John K. Carter	February 1, 1831..	Lunacy	Lunatic asylum, N. Y.
Joseph R. Blake	May 11, 1831..	Consumption.....	Washington, D. C.
Benjamin Tallmadge, jr.	June 20, 1831..	Brain fever	Gibraltar.
John T. Ritchie	June 26, 1831..	Protracted illness ...	Georgetown, D. C.
Francis Sanderson.....	August 23, 1831..	.....	Baltimore.
Paul H. Hayne.....	September 14, 1831..	Yellow fever.....	Pensacola hospital.
Charles H. Caldwell	August 9, 1831..	.....	At sea.
SURGEONS.			
A. B. Beers.....	June 8, 1831..	.....	Fairfield, Conn.
Robert P. Macomber.....	June 16, 1831..	Inflam. of the bowels.	Port Mahon.
William C. McCall	September 15, 1831..	.....	Near Trenton, N. J.
ASSISTANT SURGEON.			
Caleb W. Cloud.....	July 15, 1831..	Yellow fever.....	W. I., on b'd Vincennes.
PURSERS.			
Joseph Watson	February 16, 1831..	.....	Portsmouth, N. H.
Alexander P. Darragh	January 9, 1831..	.....	Gibraltar.
MIDSHIPMEN.			
William C. Allen.....	.....	.....	Philadelphia.
Ferdinand Smith.....	.....	.....	do
Edward Hopkinson.....	January 31, 1831..	Fall from mizen top..	Monte Video.
Thomas O. L. Elwyn.....	August 1, 1831..	Consumption.....	Brandywine Springs.
Charles K. Ruffin	July 27, 1831..	Black vomit	Pensacola hospital.
John C. Wynan.....	January 31, 1831..	Consumption.....	Norfolk, Va.
BOATSWAIN.			
Levi Talbot	July 13, 1831..	.....	Norfolk.
GUNNER.			
W. S. Cowan (acting)	September 14, 1831..	Consumption.....	New York hospital.

O, No. 2.

List of dismissals from the navy of the United States, since December 1, 1830.

Name and rank.	MASTER COMMANDANT.	Date of dismissal.
James Ramage.....		September 23, 1831.
	LIEUTENANT.	
Thomas S. Hammersley.....		July 16, 1831.
	MIDSHIPMEN.	
Zebulon P. Wardell.....		December 10, 1830.
Timothy B. Field.....		December 10, 1830.
Francis G. Beatty.....		December 10, 1830.
William R. O'Sullivan.....		December 10, 1830.
Amedens B. Marrast.....		December 10, 1830.
Charles Sperry.....		April 21, 1830.
Horatio N. Cady.....		June 8, 1831.
William B. Everett.....		June 8, 1831.
Israel S. Griffin.....		June 8, 1831.
William F. Grymes.....		June 8, 1831.
Robert Jones.....		June 8, 1831.
David M. Stokes.....		June 8, 1831.
William J. Jenkins.....		October 26, 1831.
Robert W. Alden.....		November 14, 1831.
John A. Turley.....		November 29, 1831.
	BOATSWAIN.	
Henry Vanderford.....		February 10, 1831.
	MARINE OFFICERS.	
First Lieutenant C. F. Spering.....		September 23, 1831.
Second Lieutenant Thomas Burke.....		October 3, 1831.

O, No. 3.

List of resignations in the navy of the United States, since December 1, 1830.

Name and rank.	LIEUTENANT.	Date of resignation.
John Swartwout.....		June 15, 1831.
	SURGEON.	
Samuel B. Malone.....		September 20, 1831.
	ASSISTANT SURGEON.	
John H. Imlay.....		September 5, 1831.
	PASSED MIDSHIPMAN.	
John R. Bryan.....		September 5, 1831.
	MIDSHIPMEN.	
Thomas M. Petway.....		December 2, 1830.
Augustus Marrast.....		December 14, 1830.
J. B. Glentworth.....		January 21, 1831.
William H. Browne.....		April 4, 1831.
R. H. L. Paterson.....		April 12, 1831.
Henry Mifflin.....		April 22, 1831.
James W. Southard.....		April 29, 1831.
Albert McDaniel.....		May 9, 1831.
Milo H. Smith.....		June 3, 1831.
Robert P. Mayrant.....		June 11, 1831.
Timothy B. Field.....		July 18, 1831.
John L. Taylor.....		August 3, 1831.
Henry F. Toulmin.....		August 15, 1831.
George M. Thompson.....		September 12, 1831.
Alonzo P. Buck.....		September 26, 1831.
John W. Willis.....		October 7, 1831.
William A. Patterson.....		October 19, 1831.
Adam J. Leslie.....		October 31, 1831.
Daniel Cameron.....		November 16, 1831.
Joseph B. Eckford.....		November 16, 1831.
	GUNNERS.	
Jacob Carpenter (acting).....		August 16, 1831.
Thomas Stanley (acting).....		November 16, 1831.

CARPENTER.

Philip P. Goumpert (acting)..... April 26, 1831.

MARINE OFFICERS.

Second Lieutenant Farnifold Green..... June 29, 1831.
Second Lieutenant Thomas Lee..... September 30, 1831.

P.

Submitted estimate for arrearages.

For arrearages of former years, arising from insufficient appropriations for the contingent expenses of the navy..... \$80,000 00

Q.

Report on the removal of the naval monument.

NAVY COMMISSIONERS' OFFICE, November 24, 1831.

Sir: The amount appropriated for removing and reconstructing the naval monument, was \$2,100.

Of this sum the disbursements to the present time amount to	\$1,502 50
There will be due to contractors on the completion of the work	564 96
And for <i>extra</i> work.....	32 54
	<u>\$2,100 00</u>

The inscriptions upon the monument being very faint, it has been proposed to improve them; and for this purpose, should it be approved, there will be required an additional appropriation of one hundred and thirty dollars.

With very great respect, I am, sir, your most obedient servant,

JNO. RODGERS.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

R, No. 1.

*Suppression of the slave trade, under the act of March 3, 1819.**Dr.*

1831.		
March 2.	To balance in the Treasury this day	\$9,979 99
Jan. 26.	To amount refunded by G. Harrison, navy agent	150 00
March 2.	To amount appropriated per act of this date.....	10,000 00
	Amount	<u>\$20,129 99</u>

Cr.

1831.		
March 12.	By payment to F. W. Armstrong, former marshal of Alabama, for support of fifteen Africans, per special act of February 25, 1831.....	\$1,551 14
March 12.	By payment to Livingston's estate, for support of fifteen Africans, per special act of February 25, 1831.....	2,184 33
March 15.	By bill of exchange of Joseph Mechlin, agent.....	500 00
March 15.	By bill of exchange of Joseph Mechlin, agent.....	500 00
March 15.	By bill of exchange of Joseph Mechlin, agent.....	2,526 83
March 15.	By bill of exchange of Joseph Mechlin, agent.....	400 00
March 29.	By bill of exchange of Joseph Mechlin, agent.....	375 00
May 16.	By Thomas Finley, marshal of Maryland, for expenses of two Africans	18 00
Oct. 24.	By bill of exchange of Joseph Mechlin, agent.....	750 00
Oct. 25.	By bill of exchange of Joseph Mechlin, agent.....	764 26
Oct. 29.	By bill of exchange of Joseph Mechlin, agent.....	71 05
Nov. 3.	By bill of exchange of Joseph Mechlin, agent.....	662 52
Nov. 21.	By balance to the credit of the fund this day.....	9,826 86
	Amount	<u>\$20,129 99</u>
Nov. 21.	To balance due the fund on the other side	<u>9,826 86</u>

R, No. 2.

Schedule of the United States property attached to the agency for liberated Africans, and not of a convertible nature.

No. 1. <i>Agency house</i> .—This is a frame building, two stories high, surrounded with a double piazza; it is 64 feet long, 40 feet wide, height of stories 11 and 9 feet; the materials for its construction were brought from the United States in 1823; it was valued by Mr. Ashmun at.....	\$7,500 00
No. 2. <i>Storehouse</i> .—A small building attached to the agency house; it is two stories high, the lower of mason work; it was formerly valued at \$500.00, but, from its ruinous condition, its value at present may be estimated at.....	200 00
No. 3. <i>Servants' house, &c.</i> .—Erected adjacent to the agency house; it is constructed of African materials, one story and a half high, well finished, and may be valued at.....	800 00
No. 4. <i>Warehouse</i> .—Is a two story frame building, erected in 1826, and valued by Mr. Ashmun at.....	1,800 00
No. 5. <i>Magazine</i> .—A stone building, rough-cast on the outside; it is vaulted, and covered with a shingle roof, and lined inside with timber; valued at.....	200 00
No. 6. <i>Fortification on Crown hill</i> , for the protection of the eastern side of the town; foundation merely laid; its form is hexagonal, and intended to mount four guns; foundation, together with the materials collected, estimated by Mr. Ashmun at.....	175 00
No. 7. <i>Central fort</i> , formerly Fort Stockton, is of a triangular form, with three pentagonal towers, and can mount from 6 to 9 guns; it has been nearly completed by the Colonization Society. Mr. Ashmun estimated the work done by the United States at.....	950 00
No. 8. <i>Fort Norris battery</i> , erected near the summit of Cape Mesurado, and intended for the protection of the harbor; it is constructed of heavy mason work, and mounts four long twelve-pounders; was built in 1827. Mr. Ashmun valued it, exclusive of the armament, at.....	800 00
No. 9. <i>Buildings for the reception of liberated Africans</i> , consisting of, 1st, a central building, part of which is two stories high; the whole is 60 feet long, and consists of 8 apartments; 2d, two ranges of buildings, one story high, each 72 feet long, and 42 feet wide. These were built in 1827, and valued at.....	2,800 00
These buildings were located on the Stockton river, about four or five miles from the Cape. The situation was low, and overflowed every rainy season; owing to this they were rapidly decaying, and were also, from their remote situation, subject to the depredations of the natives. To prevent their total destruction, they have been removed to the cape, where one of them has been put up, and the materials of the others are under shelter.	
No. 10. <i>Two houses at Thompsontown</i> , each 36 feet long, and one and a half stories high, built in 1825 of African materials, and valued by Mr. Ashmun at.....	750 00
No. 11. <i>One schooner</i> , coppered to the bends, and completely rigged, finished in 1829, and may be valued at.....	2,000 00
There was another schooner, but she was wrecked in May, 1829, and so much injured as to be unworthy of repair.	
No. 12. <i>One four-oared boat</i> , with sails, awning, &c., complete.....	60 00
No. 13. <i>Nine pieces of ordnance</i> , viz: 3 long twelves, 4 long sixes, and 2 nine-pounder caronades. Mr. Ashmun reported 21 pieces, but, on examination, the late agent, Dr. Randall, ascertained that several pieces were included in the report that did not properly belong to the United States, but were presented to the colony by different individuals, or were obtained by the colonists from wrecks. The carriages of all these are unfit for service, but, according to Mr. Ashmun's valuation, may be estimated at.....	870 00
	\$18,895 00

Inventory of articles belonging to the United States agency for recaptured Africans, now in the public store at Cape Mesurado.

One quadrant, two speaking trumpets, fourteen minute glasses, one tenon saw, one broad axe, one shark hook, two harpoons, two caulking mallets, three pod augers, one cooper's adze, six assorted screw augers, twelve assorted gimlets, thirteen stock locks, twenty-five plane irons, double and single, thirteen brace bits, one large cold chisel, twelve and a half pairs round and hollow planes, one hand bellows, one tea kettle, one pair tinner's shears, two quires of log paper, one two-handed hammer, two whitewash brushes, two caulking irons, one large salt pan, one chain cable, four deck lights, one draw knife, two narrow axes, three log reels, thirty-seven damaged muskets, seven pistols, (in the hands of the colonists,) fifteen muskets, two rifles, ten pistols, in good order, twenty round shot for eighteen-pounders, one hundred round shot for twelve-pounders, one hundred and twelve round shot for nine-pounders, eighty round shot for six-pounders, nine double-headed shot, five stands canister shot for eighteen-pounders, thirty-five stands canister shot for twelve-pounders, twelve stands canister shot for nine-pounders, one hundred and twenty-four grape shot.

22D CONGRESS.]

No. 458.

[1ST SESSION.]

ANNUAL REPORT ON THE NAVY PENSION FUND FOR 1831.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 8, 1831.

NAVY DEPARTMENT, *December 8, 1831.*

Sir: Accompanying this you will receive the reports on the navy pension and navy hospital funds for the year 1831.

We have the honor to be, very respectfully, &c., &c.,

LEVI WOODBURY.
LOUIS M'LANE.

HON. ANDREW STEVENSON, *Speaker of the House of Representatives.*

The commissioners of the navy pension and navy hospital funds have the honor herewith to transmit a report on the concerns of these funds for the year 1831, showing the sums which were in the Treasury of the United States, to their credit, on the 1st of January, the amount received, and the several sums expended since that time, for the uses and purposes of the respective funds.

The commissioners avail themselves of the occasion to suggest the propriety of an amendment of the laws establishing these funds. It appears to them that the present system, provided by law for their management, is not the best calculated to promote either the prosperity of their fiscal concerns, or the accomplishment of the benevolent objects for which they were established.

The acts of Congress of the 23d April, 1800, and the 26th February, 1811, require the concurrence of the Secretaries of the Navy, Treasury, and War, or a majority of them, before any official act can be performed relating to them, or any portion of the moneys belonging to the funds be drawn out, to be applied to the purposes for which they were raised.

The extent to which the business of these funds has advanced within a few years past, the necessity for a frequent investment and reinvestment of the stocks of the navy pension fund, the increase in the number of applicants for pensions, and the consequent increased duty of examining the numerous and diversified claims to this bounty, demand almost incessant attention from the clerks having charge of the business, and tend to interrupt the discharge of the proper duties of each of the Departments.

These inconveniences, it is believed, might, in a great measure, be obviated by conferring the management of the several interests of the funds upon one of the Departments, by which they might be more maturely examined, and executed with corresponding accuracy.

The commissioners would also recommend that the management of the privateer pension fund be given to the same Department, and that authority be added to appoint or designate a clerk to keep the accounts, and perform such other services as the business of the funds may require, and who shall receive a salary of \$1,000 per annum, to be paid from the three funds, in the following proportions, to wit, \$400 by each of the navy funds, and \$200 by the privateer pension fund.

They would further recommend that authority be given to the Department to which the charge of these funds may hereafter be confided, to revise and amend the rules for the government of the navy hospitals, which were prepared by a board of navy surgeons, in conformity to the act of Congress passed the 26th February, 1811, and which were submitted to that body on the 16th of March, 1812; and to prepare a code of laws for the Navy asylum, which has been erected "for the disabled and decrepid officers, seamen, and marines of the United States navy."

The commissioners take the liberty of inviting the attention of Congress to that part of the report of the Secretary of the Navy, communicated to the President of the United States on the 6th of December, 1830, which relates to the comfortless condition of the navy hospitals at the several naval stations.

In that report it is stated that "the condition of the navy hospitals at most of the navy yards is entirely deficient in the means of giving accommodation to the invalids of the navy." "At Pensacola there is no building which will even protect the sufferers from the inclemency of the weather." "At New York, and Charlestown, Massachusetts, the necessary lands have been purchased with the navy hospital funds, and these are, in every respect, favorably situated for affording the advantages which such establishments should possess." "These sites remain unimproved, and unprovided with the buildings, &c., that are indispensable for the accommodation of the sick."

In consequence of the exhaustion of the navy hospital funds by the erection of the two very large establishments at Philadelphia and Norfolk, the commissioners have not been able to make any material improvement in the state of the other navy hospitals since the date of the report above quoted; and the important naval stations at Boston, New York, and Pensacola are still destitute of the buildings demanded by the wants of the naval service.

It is also due to the disabled and decrepid officers and seamen, &c., of the navy, who, by their long and faithful services, have earned a claim to the benefits of the Navy asylum, that this establishment be completed and carried into operation as speedily as the means of effecting it can be obtained from the justice or bounty of the government. And it is earnestly hoped that Congress will grant the appropriations necessary for the completion of these improvements, and for the erection of such hospital buildings at Charlestown, (Mass.) New York, and Pensacola, as are required for the comfortable accommodation of the invalids of the navy at those stations.

The accounts of the navy hospital fund during the current year are exhibited in the document annexed, marked A; its general administration, from the commencement of it to this date, may be seen in the document marked B.

The accounts of the navy pension fund for the current year are presented in the document C; and its condition from the beginning, in the document D.

LOUIS M'LANE,
LEVI WOODBURY,
LEW. CASS,

NOVEMBER 18, 1831.

Commissioners of the Navy Hospital and Pension Funds.

To the HON. ANDREW STEVENSON, *Speaker of the House of Representatives, U. S.*

A.

*The navy hospital fund.**Dr.*

1831.			
Jan. 1.	To balance in the Treasury to the credit of the fund, on the 1st January, 1831..	\$15,907	05
Jan. 29.	To this sum carried to the credit of the fund, for deductions from pay of the navy, &c., &c.	7,894	06
March 19.	To this sum from D. D. Brodhead.	4	56
April 4.	To this sum from Nash Legrand, agent, &c.	56	26
June 27.	To this sum carried to the credit of the fund for deductions from pay of the navy, for quarter ending 31st March.	4,975	84
July 7.	To this sum carried to the credit of the fund for deductions from pay of the navy, for quarter ending 30th June.	5,688	84
Nov. 3.	To this sum carried to the credit of the fund for deductions from pay of the navy, for quarter ending 30th September.	6,280	71
		\$40,807	32

Cr.

1831.			
Jan. 1.	By this sum paid to Nash Legrand, late agent, &c.	\$138	74
Jan. 10.	By this sum paid to J. J. Young, navy hospital agent.	300	00
Jan. 10.	By this sum paid to the secretary of the fund, for quarter's salary, ending Dec. 31st, 1830.	62	50
Jan. 24.	By this sum paid to J. J. Young, agent.	71	00
Feb. 9.	By this sum paid to C. Jeffries, for work on Norfolk hospital.	315	00
Feb. 26.	By this sum paid to Thomas Towson, for building stone.	2,192	06
March 14.	By this sum paid to J. J. Young, agent.	200	00
March 25.	By this sum paid to J. J. Young, agent.	500	00
April 3.	By this sum paid to secretary of the fund, for quarter's salary.	62	50
April 3.	By this sum paid to postage account against the fund.	2	67
April 14.	By this sum paid to J. J. Young, agent.	500	00
April 22.	By this sum paid to Nash Legrand, late agent.	313	73
May 6.	By this sum paid to J. J. Young, agent.	500	00
May 21.	By this sum paid to N. Eaton, for two years' services as messenger of the fund.	50	00
June 1.	By this sum paid to J. J. Young, agent for Norfolk hospital.	110	97
June 25.	By this sum paid to Nash Legrand, late agent.	56	26
June 25.	By this sum paid to J. J. Young, agent, &c.	500	00
July 6.	By this sum paid to J. J. Young, agent, &c.	500	00
July 8.	By this sum paid to secretary, for quarter's salary.	62	50
July 19.	By this sum paid to J. J. Young, agent, &c.	105	00
Aug. 27.	By this sum paid to J. J. Young, agent, &c.	1,000	00
Sept. 6.	By this sum paid to George Harrison, for navy asylum.	110	28
Sept. 9.	By this sum paid to Thomas Towson, for building stone.	995	29
Sept. 26.	By this sum paid to J. J. Young, agent, &c.	1,000	00
Oct. 7.	By this sum paid to J. J. Young, agent, &c.	1,000	00
Oct. 8.	By this sum paid to J. J. Young, agent, &c.	120	00
Oct. 13.	By this sum paid to N. Eaton, for services as messenger.	9	65
Oct. 13.	By this sum paid to secretary of the fund, for quarter's salary.	62	50
Oct. 22.	By this sum paid to J. J. Young, agent, &c.	1,914	00
	By balance in the Treasury this day to the credit of the fund.	28,052	67
		\$40,807	32

I certify that, from an examination of the register of requisitions in this office, the amounts paid by requisition out of the navy hospital fund, within the time stated on the credit side of the account, correspond with the amounts within stated.

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 23, 1831.*

C.

Accounts of the navy pension fund the past year.

No. 1, is a statement from the Register, showing the balances in the Treasury to the credit of the fund on the 1st January and 18th November, 1831; the payments made in and from the Treasury between those periods, on account of the fund.

No. 2, is a statement in detail from the Fourth Auditor of the sums paid into the Treasury from the 1st January to the 17th November, 1831; by whom, and on what account; and the disbursements made between those periods.

No. 3, is a statement from the Register, showing the amount of United States stocks to the credit of the fund on the 1st January and 18th November, 1831; their different kinds; the amounts redeemed and purchased between those periods; and the interest accruing to the fund on said stocks, during the year 1831.

The sum of \$30,637 of United States four and a half per cent. stocks has been reimbursed by the United States, and the sum of \$67,444.45 of three and five per cent. United States stocks has been purchased; which latter sum cost \$66,375, showing by this transaction a nominal gain to the fund of \$1,069.45.

On the 1st and 2d of January, 1832, \$162,708.04, of four and a half per cent., and \$19,444.45 of five per cent. United States stocks, belonging to the fund, making the sum of \$182,152.48, will be reimbursed by the United States; which will devolve on the commissioners of the fund for reinvestment.

Amount of stocks to the credit of the fund on 6th of December, 1831.

	Cost.	Nominal amount.
United States stock.....	\$894,260 08	\$915,407 98
Washington corporation stock.....	56,498 75	59,472 40
Washington Bank stock.....	14,260 00	14,000 00
Union Bank stock.....	15,340 50	15,000 00
	<hr/>	<hr/>
	\$980,359 33	1,003,880 38
Columbia Bank stock.....	99,502 60	92,600 00
Which is a loss to the fund, the Columbia Bank being insolvent.		
The interest accruing on United States stocks in 1831 will be.....		\$38,793 43
On all other stocks of the fund.....		4,423 64
		<hr/>
		\$43,217 07

Which may be considered the income of the fund.

The expenditure on account of pensions and other incidental expenses chargeable on the fund, for 1831, will not probably vary much from \$30,000.

On the roll of pensioners submitted in the last annual report, there were 463 invalid pensioners, and 73 pensioners' widows and minors under sixteen years of age. No correct information has as yet been received of the whole number to be dropped from the roll, from deaths, marriages, or other causes; but it is presumed it will equal the number of pensions granted during the year 1831. These additions and other changes in the roll make so inconsiderable an alteration in the number and circumstances of the pensions chargeable on the fund, that the commissioners have deemed it unnecessary to cause a new roll to be made out; but one will readily be furnished, should it be the pleasure of Congress to require it.

No. 1.

Statement in relation to the navy pension fund.

Balance in the Treasury on the 1st of January, 1831, to the credit of the navy pension fund..	\$21,386 09
Payments made into the Treasury, for its benefit, from that time to the 17th of November, 1831, inclusive.....	66,166 68
	<hr/>
	\$87,552 77
Amount of payments made by the Treasurer of the United States on account of said fund, during the same period.....	77,571 41
	<hr/>
Balance to credit of account, November 18, 1831.....	\$9,981 36

T. L. SMITH, *Register.*

TREASURY DEPARTMENT, *Register's Office, November 18, 1831.*

No. 2.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 17, 1831.*

SIR: In the following statements from the books of this office will be found the information relative to the navy pension fund, which was called for in your letter dated 5th instant.

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

RICHARD H. BRADFORD, Esq., *Acting Secretary of the Navy Pension Fund.*

Navy pension fund.

1. Balance in the Treasury, to the credit of the fund, on the 1st day of January, 1831. \$21,386 09
 2. Amount paid into the Treasury since that time, from whom, and on what account, viz:

1831.				
January	18.	From commissioners of navy pension fund, for balance of interest on United States stocks, to 1st January, 1831.....	\$1,774 22	
April	18.	From commissioners of navy pension fund, for balance of interest on United States stocks, to 1st April, 1831	9,619 71	
July	2.	From commissioners of navy pension fund, for balance of interest on United States stocks, to 1st July, 1831.....	9,619 71	
October	18.	From commissioners of navy pension fund, for balance of interest on United States stocks, to 1st Oct., 1831	9,693 88	
				\$30,707 52
January	21.	From Buller Cocke, late prize agent.....	\$553 52	
June	1.	From Buller Cocke, late prize agent.....	500 00	
				1,053 52
January	1.	From commissioners navy pension fund, for dividends on stock, viz:		
		From Washington corporation, to 1st January..	\$743 41	
August	12.	From Washington corporation, to 1st July	1,486 82	
Nov.	14.	From Washington corporation, to 1st October..	743 41	
Nov.	14.	From Union Bank, Georgetown, due 1st April.	375 00	
Nov.	16.	From Bank of Washington, due 1st May.....	420 00	
				3,768 64
August	2.	From commissioners navy pension fund, for 4½ per cent. United States stock reimbursed	\$4,637 00	
Nov.	14.	From commissioners navy pension fund, for 4½ per cent. United States stock reimbursed....	26,000 00	
				\$30,637 00
				\$66,166 68
Total, including the amount in Treasury 1st January last.....				\$87,552 77

3. Disbursements made from the fund, from the 1st January to 16th November, 1831, inclusively, viz:

1831.				
January	10.	To William Hardman, for salary as secretary to the fund....	\$63 90	
March	15.	To Michael Kenny, seaman, deceased, for pension.....	24 98	
March	16.	To Patrick Fitzpatrick, for pension.....	60 00	
February	2.	To Richard Smith, cashier, for purchase of 3 per cent. stock...	24,000 00	
April	1.	To William Hardman, secretary, for salary.....	62 50	
May	1.	To George Williams, seaman, deceased, for pension.....	168 90	
May	12.	To William Hardman, secretary, for salary in full to 30th April	20 60	
May	23.	To Lydia Ann Goar, for pension.....	96 25	
May	20.	To Nathan Eaton, messenger, for extra services.....	50 00	
June	27.	To Patrick Fitzpatrick, deceased, for pension.....	22 00	
July	6.	To E. Hall, for salary, as secretary to the fund.....	41 66	
August	20.	To Richard Smith, cashier, for purchase of 3 per cent. stock..	16,000 00	
October	1.	To J. Tull, for pension.....	60 00	
October	12.	To Nathan Eaton, messenger, for extra services.....	9 65	
May	24.	To president United States Branch Bank, Washington, for balance due him	373 97	
October	22.	To president United States Branch Bank, Washington, for balance due him	792 00	
Nov.	16.	To Richard Smith, cashier, for purchase of 5 per cent. United States stock, at 105½ per cent.....	26,375 00	
				\$68,221 41
Advanced to the following agents, to pay pensions, viz:				
April	6.	President Branch Bank United States, Hartford, Ct.....	\$450 00	
June	20.	President Branch Bank United States, New York.....	4,000 00	
June	20.	President Branch Bank United States, Boston.....	1,700 00	
June	20.	President Branch Bank United States, Portland, Me.....	50 00	
June	20.	President Branch Bank United States, Charleston, S. C.....	300 00	
June	20.	President Branch Bank United States, New Orleans.....	200 00	
June	20.	President Branch Bank United States, Lexington, Ky.....	400 00	
June	20.	President Branch Bank United States, Hartford, Ct.....	100 00	
June	20.	President Branch Bank United States, Savannah, Ga.....	360 00	
June	20.	President Bank United States, Philadelphia	1,700 00	
October	18.	President Branch Bank United States, Cincinnati, Ohio.....	90 00	
				9,350 00
Total.....				\$77,571 41
Leaving a balance in the Treasury, on the 16th of November, of.....				\$9,981 36

No. 3.

Statement of the stocks to the credit of the navy pension fund on the books of the Treasury; showing also the interest payable thereon in 1831, the stock redeemed, and the amount purchased during that year.

Denomination of stock.	Amount.	Period of interest.	Am't of interest for 1831.
Three per cent. stock.....	{\$158,821 75 16,844 45	From January 1 to December 31, 1831	\$5,017 30
		From July 1 to December 31, 1831...	
Five per cent. stock of 1820.....	19,444 44	From January 1 to December 31, 1831	972 20
Five per cent. stock of 1821.....	15,000 00	From January 1 to December 31, 1831	750 00
Five per cent. stock of 1821.....	25,000 00	From October 1 to December 31, 1831	312 50
Exchanged 4½ per cent. stock of 1824.....	29,946 74	From January 1 to December 31, 1831	1,347 60
Funded 4½ per cent. stock of May 24, 1824.....	487,642 56	From January 1 to December 31, 1831	21,943 92
Funded 4½ per cent. stock of May 26, 1824.....	162,708 04	From January 1 to December 31, 1831	8,199 34
	<u>\$915,407 98</u>		
Add interest on stock redeemed in 1831, viz:			
On funded 4½ per cent. of May 26, 1824.....	\$26,000 00	From October 1 to November 14, 1831	146 25
On exchange 4½ per cent. of 1825.....	4,637 00	From January 1 to June 31, 1831...	104 32
	<u>\$30,637 00</u>		<u>\$38,793 43</u>
Amount to the credit of the fund on January 1, 1831.....			\$878,600 53
Add stock purchased, viz:			
Three per cent., February 2, 1831.....	\$25,600 00		
Three per cent., August 16, 1831.....	16,844 43		
			<u>42,444 45</u>
Five per cent. of 1821, November 14, 1831.....			25,000 00
			<u>\$946,044 98</u>
Deduct stock redeemed in 1831, viz:			
Funded four and one-half per cent. of May 26, 1824.....	\$26,000 00		
Exchanged four and one-half per cent. of 1825.....	4,637 00		
			<u>30,637 00</u>
Amount of stock now to the credit of the fund.....			<u>\$915,407 98</u>

T. L. SMITH, *Register.*

TREASURY DEPARTMENT, *Register's Office, November 19, 1831.*

D.

Navy pension fund, its debt and credit since established.

Dr.

To amount of the fund at the close of 1813, as per report of the Fourth Auditor, dated the 22d January, 1830, and heretofore presented to Congress.....		\$328,676 13
To amount received from sale of prizes from 1st January, 1814, to 31st December, 1828, as per same report.....		451,694 51
To amount of interest on stocks and bank dividends, from 1st January, 1814, to 31st December, 1828, as per same report.....	\$708,971 93	
To amount since received from stocks and dividends, viz:		
In 1829.....	\$36,203 67	
In 1830.....	42,406 45	
In 1831.....	34,476 16	
		<u>113,036 28</u>
		822,008 21
To amount of net gain on the purchase of stocks from 1st January, 1814, to 31st December, 1829, as shown by same report.....	\$37,549 90	
To amount since gained on same, viz:		
In 1830.....	\$4,131 30	
In 1831.....	1,069 45	
		<u>5,200 75</u>
		42,750 65

To amount of an unexpended balance of an appropriation, by Congress, for the widows and orphans of the officers and crew of the Wasp, refunded by Buller Cocke.....	\$14,516 65
To amount of two surplus dividends, declared by the Bank of Washington in 1817, not entered or accounted for, as stated in said report of Auditor.....	1,400 00
	<hr/>
Balance	\$1,661,096 15
	47,234 70
	<hr/> <hr/>
	\$1,708,330 85

Cr.

By amount of United States stocks on 19th November, 1831, cost.....	\$894,260 08
By amount of Columbia Bank stock, (bank insolvent) cost.....	99,502 60
By amount of Washington Bank stock, cost.....	14,260 00
By amount of Union Bank stock, cost.....	15,340 50
By amount of Washington corporation stock, cost.....	56,498 75
By amount paid for pensions to 31st Dec., 1829, as per report of Fourth Auditor, dated 22d Jan., 1830.....	\$525,236 70
By amount since for same, viz:	
In 1830.....	\$31,937 69
By amount since for same, viz: as far as accounts are settled,	
In 1831.....	27,221 93
	<hr/>
	59,159 62
	<hr/>
	584,396 32
By amount paid for contingencies from 1st January, 1814, to 31st December, 1829, as per Fourth Auditor's report.....	\$17,696 69
By amount since paid for same, viz:	
In 1830.....	\$507 12
In 1831.....	248 31
	<hr/>
	755 43
	<hr/>
	18,452 12
By balance due from Stockton & White, late commissioners of loans, as per said report of Fourth Auditor.....	1,093 25
By balances due from agents for paying pensions.....	11,169 37
By balance due from late agents, as per said report.....	\$3,726 50
By amount since paid by B. Homans.....	300 00
	<hr/>
	3,426 50
By balance due from Treasurer of the United States, on the 18th November, 1831.....	9,981 36
	<hr/> <hr/>
	\$1,708,330 85

Dr.

By balance per contra.....	\$47,284 70
From which, deduct balances due from Treasurer, agents for paying pensions, late agents, and from Stockton & White, commissioners of loans.....	25,670 48
	<hr/>
Difference	\$21,614 22

Which difference is probably made up of the sums gained on former purchases of stocks, prior to 1814, which cannot be particularized, in consequence of the loss of books, and the present accounts not showing the precise transactions of stocks prior to that time.

NAVY DEPARTMENT, December 6, 1831.

22D CONGRESS.]

No. 459.

[1st Session.]

ON A CLAIM FOR PRIZE MONEY ON ACCOUNT OF THE CAPTURE OF THE BRITISH SQUADRON ON LAKE CHAMPLAIN, IN 1814.

COMMUNICATED TO THE SENATE-DECEMBER 19, 1831.

To the honorable the Senate of the United States:

The petition of William Nelson humbly sheweth that Andrew Nelson was a seaman in the service of the United States, and on board of the Saratoga, commanded by Commodore McDonough; that the said Andrew was killed on board of the said vessel in the engagement of the eleventh of September, Anno Domini one thousand eight hundred and fourteen, which so gloriously terminated in the capture of the British squadron on Lake Champlain.

That your petitioner took out letters of administration to the estate of his brother, the said Andrew, and made application to the Navy Department to recover his pay and prize money. That your petitioner received the *wages* of the said Andrew, but was informed in relation to the prize money "that until an appropriation shall have been made by Congress, the Department cannot change the situation of the claim."

That your petitioner did not receive any of the prize money decreed by Congress to the said Andrew,

and to all those who fought and bled in that memorable naval victory; and your petitioner therefore prays your honorable body that, taking the premises into consideration, you will be induced to make an appropriation for the payment of the claim which the said Andrew had, and which it is the duty of your petitioner, as his administrator, to prosecute.

And he will pray, &c.

WILLIAM NELSON.

Letters of administration granted to your humble petitioner in the orphan's court, city of Philadelphia, on the 10th day of April, Anno Domini 1830.

Received on his estate for wages \$41.16.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 6, 1832.*

SIR: I have the honor to return you the memorial of William Nelson, who claims the prize money due to Andrew Nelson for the capture of the British fleet on Lake Champlain, with which I send you a copy of a report from me to the Secretary of the Navy, showing how the appropriation made by Congress has been disbursed.

By a list filed in this office, it appears that Andrew Nelson was one of those entitled to prize money; and it does not appear that the sum due to him has ever been paid. But as there is nothing in the Treasury under the appropriation for that object, the claim cannot be paid without the interposition of Congress.

Very respectfully your obedient servant,
Hon. WM. WILKINS, *Senator. Present.*

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 9, 1832.*

SIR: In answer to your letter of the 7th instant, I have the honor to state that the amount of prize money due to Andrew Nelson, seaman, who was killed on Lake Champlain the 11th September, 1814, is one hundred and twenty dollars and forty-two cents.

An amount will be stated for Midshipman Wm. C. Chaplin for the differences of pay between a midshipman and a lieutenant, from the 11th August, to the 31st December, 1829, and from the 16th February to the 10th March, 1830. Be pleased to inform me where the remittance will find him.

I have the honor to be, very respectfully, sir, your obedient servant,

AMOS KENDALL.

Hon. WILLIAM WILKINS, *U. S. Senate, Washington.*

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 25, 1830.*

SIR: In reply to the reference made to me of the enclosed letter, from the chairman of the Committee on Naval Affairs, in the House of Representatives, relative to the claim of James L. Ridgely, administrator of Edward Moon, for prize money, I have the honor to state:

That on the 3d March, 1815, Congress passed an act authorizing the amount of the valuation of each captured vessel of the British squadron on Lake Champlain to be distributed among the captors or their heirs, provided the amount should not exceed \$400,000.

That the amount of the valuations appears to have been \$310,000.

That an apportionment of this sum was made among the captors, and the sum of \$120.42 was assigned to Edward Moon, who was killed in the battle, but has never been paid.

That the whole \$310,000 has been paid out of the Treasury and accounted for except \$10, which was carried to the surplus fund.

That the sum of \$290,438.19 of this money was placed in the hands of George Beal, a purser in the navy and prize agent, for distribution.

That in his settlement with this office he appears to have produced receipts for the whole sum placed in his hands, except \$18,863.10.

That this sum, viz: \$18,863.10, was carried to his credit in a settlement made in this office, May 29th, 1823, upon his producing powers of attorney from the seamen authorizing him to receive such prize money as might be allotted to them, dated mostly on the 11th September and 26th December, 1814.

And that it is not known, nor is it believed that this sum, or any considerable portion thereof, has ever been or ever will be claimed or distributed; and that it has been, by the said agent, applied to his own private use and emolument.

I am, sir, very respectfully, your obedient servant,
Hon. SECRETARY of the Navy.

AMOS KENDALL.

P. S.—The funds assigned to the above object were disbursed as follows:

By George Beale, as above.....	\$290,438 19
By White Young	13,853 49
By amount paid Lieutenant R. Henly, from the Treasury, through B. L. Lear, as his share..	5,698 32

\$309,990 00

22D CONGRESS.]

No. 460.

[1ST SESSION.]

ON THE PRACTICE OF DISBURSING OFFICERS OF THE NAVY OF TRANSFERRING APPROPRIATIONS FROM ONE OBJECT TO ANOTHER, AND THE MANNER OF PROVIDING FOR DEFICIENCIES IN SUCH APPROPRIATIONS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 20, 1831.

NAVY DEPARTMENT, *December 20, 1831.*

SIR: I avail myself of the proposition made yesterday by the Committee on Naval Affairs to commence an explanation in detail of some of the recommendations contained in the last annual report from this Department.

As the item concerning arrearages is of more pressing importance to the service at this moment than any other, I have prepared, and herewith submit, the outlines of a bill to effect the desired object of meeting early the past and present demands in arrear on the enumerated contingent appropriations.

In addition to what has been said in the annual report on the causes of the deficiencies in that appropriation for some years, I understand their operation cannot be distinctly traced without infinite labor, because the demands on that appropriation have never uniformly been confined for payment to that appropriation alone, but have been discharged by the disbursing officers out of any other appropriation, a balance of which happened to be on hand.

In this way there has seldom been an apparent deficiency to meet individual claims, if the whole gross amount of appropriations for all parts of the naval service were sufficient to meet the whole demands. Thus, also, in some years, a surplus may have appeared of the contingent appropriation, when in fact fifty or sixty thousand dollars more than its amount may have been taken at the different stations and in different squadrons from other appropriations, and applied to the discharge of claims on the contingent appropriation, and which would not be discovered till the accounts of the disbursing officers were finally settled. In this way it is that the disbursing officers have paid, from unauthorized appropriations, over seven millions of dollars. When the whole appropriations under certain heads have not equaled the whole demands, the deficiency has at times been supplied, it is understood, by subsequent acts of Congress making provision for the arrearages.

As greater strictness has been introduced in keeping the accounts with the disbursing officers of the Department, the inadequacy of the usual amount appropriated to pay contingencies has become more apparent on the books, and has led to such difficulties with individual claimants as to keep up an occasional resort to the former practice of meeting the urgent demands beyond its amount, by taking the balances on hand from other appropriations. This was done from the year 1825 to 1828 to the amount of over fifty thousand dollars yearly. But the efforts to induce the pursers, navy agents, and other disbursing officers to keep their accounts more correctly, and not to pay from one appropriation claims upon another, have so far been successful, for about three years, as to leave unpaid the demands beyond the last appropriation, and throw the real insufficiency of the amount upon the claimants rather than the disbursing officers. Small claims in favor of individuals were outstanding previous to that, though most of them have been discharged in some of the methods before named. Since that time few have been discharged from any other appropriation, though the balances on hand of other appropriations were more than large enough to do it. The deficiency in this particular item for 1829 and 1830 is therefore from twenty to thirty thousand dollars each year, according to the best data obtainable. This is but little over half the real deficiency for three or four years preceding, as shown by the settlements of the disbursing officers. In 1831 it will probably be somewhat larger than in 1830; for diminished as some items of expense have been, such as allowances for extra service, and travel for certain purposes and on certain routes, yet the transportation of seamen home from foreign stations, after the expiration of their terms of service, and fitting out an unusually large number of vessels within the year, (more than double the number in 1830,) have in some respects been very onerous to this appropriation.

Again, the interests of the service are seriously endangered by our present inability to meet the deficiency, except in the informal and unwarranted manner once practiced. There exist bills of exchange drawn on foreign stations, both in 1830 and 1831, chargeable to this appropriation, that cannot be paid, the former at any time and the latter at maturity, without the aid of Congress. The work at some of the yards cannot proceed further till a new appropriation is made, unless on the hope merely that it will be made for the arrearages and for the coming year.

Three vessels now fitting out must have their full equipment suspended or their wants from this fund supplied on credit. The last sloop-of-war piloted into New York harbor, after being blown off the coast over twenty days, has come in on a credit for the pilotage, and which cannot be discharged without the appropriation now asked for.

These circumstances are hastily alluded to, as a few among many others, illustrative of the urgency and importance of not only making this appropriation of \$80,000, but of carrying it through at the earliest day practicable.

Most of the demands outstanding are for services and supplies of a highly useful character, such as money advanced abroad to assist our absent vessels, on implicit faith placed in the credit, justice, and punctuality of the government, and such as expensive journeys in the performance of important duties, the passages of seamen, and the labor and tools at yards, as well as fuel for forges and vessels. These demands, as before remarked, are mostly in the hands of individuals, and not of disbursing officers, as the latter are now strictly forbidden to pay any of them out of any balance on hand belonging to different heads of appropriation; and hence the deficiency is felt by a larger number of persons, and many of them ill able to endure it.

I have the honor to be, very respectfully, &c.,

LEVI WOODBURY.

HON. MICHAEL HOFFMAN, *Chairman Naval Committee, H. R., U. S.*

22D CONGRESS.]

No. 461.

[1ST SESSION.]

NAVAL REGISTER FOR 1832.

COMMUNICATED TO THE SENATE DECEMBER 28, 1831.

NAVY DEPARTMENT, *December 28, 1831.*

SIR: I have the honor to transmit, herewith, for the use of the members of the Senate, fifty copies of the Naval Register for 1832.

I remain, sir, very respectfully, your obedient servant,

LEVI WOODBURY.

The PRESIDENT of the *United States Senate.*

Naval register for 1832.

OFFICE OF THE SECRETARY OF THE NAVY.

Names.	Duty.	Place of birth.	Where a citizen.	When appointed.	Salary.
Levi Woodbury.....	Secretary	New Hampshire	New Hampshire	May 23, 1831.....	\$6,000
John Boyle	Chief clerk.....	Ireland	Maryland	June, 1813.....	2,000
Christopher Andrews.....	Corresponding clerk.....	do	District of Columbia.	June 1, 1829.....	1,600
R. H. Bradford.....	do	Virginia	Virginia.....	June 1, 1830.....	1,400
Wm. Hardeman	do and record'g clerk	Tennessee.....	do	May 1, 1830.....	1,400
Thomas Miller.....	Recording and copying clerk	Virginia	Tennessee	Aug. 22, 1826.....	1,000
John D. Simms.....	Register of correspondence.	do	Virginia	April 5, 1827.....	1,000
Thomas L. Ragsdale.....	Warrant clerk.....	North Carolina	North Carolina	May 18, 1829.....	800.
Lauriston B. Hardin	Register	do	do	May 1, 1831.....	1,000
Nathan Eaton.....	Messenger	Massachusetts	District of Columbia.	July 12, 1821.....	700
Lindsay Muse	Assistant messenger.....	District of Columbia.	do	Jan. 1, 1829.....	350

OFFICE OF THE NAVY COMMISSIONERS.

John Rodgers	President Naval Board....	Maryland	Maryland	Oct. 1, 1827.....	\$3,500
Charles Stewart	Commissioner	Pennsylvania.....	New Jersey	June 15, 1830.....	3,500
D. T. Patterson.....	Commissioner.....	New York	Louisiana	Aug. 1, 1828.....	3,500
C. W. Goldsborough	Secretary	Maryland	Maryland	Nov. 10, 1823.....	2,000
William G. Ridgely	Chief clerk.....	do	District of Columbia.	Nov. 23, 1823.....	1,600
John Green	Clerk.....	do	Maryland	June 28, 1814.....	1,150
Joseph P. McCorkle	Clerk.....	Delaware.....	Pennsylvania	March 16, 1819.....	1,000
James Hutton.....	Clerk.....	Pennsylvania.....	do	July 20, 1822.....	1,000
Robert A. Slye.....	Clerk.....	Maryland	District of Columbia.	Dec. 25, 1816.....	1,000
B. S. Randolph	Clerk.....	Virginia	Virginia	Oct. 1, 1820.....	1,000
C. Schwarz	Draftsman	Germany.....	District of Columbia.	Aug. 30, 1820.....	1,000
Richard Elliott.....	Messenger	Connecticut	do	Feb. 22, 1827.....	700

Naval register for 1832.

CAPTAINS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Rodgers	Lieutenant, March 9, 1798.	March 5, 1799.	Maryland	Maryland	Maryland	President Navy Board.
James Barron	do March 9, 1798.	May 22, 1799.	Virginia	Virginia	Virginia	Commandant Navy yard, Philadelphia.
Wm. Bainbridge	Lieut. and commander, August 3, 1798.	May 22, 1800.	New Jersey	Pennsylvania	New Jersey	Leave of absence.
Charles Stewart	Lieutenant, March 9, 1798.	April 22, 1806.	Pennsylvania	do	do	Commissioner Navy Board.
Isaac Hull	do March 9, 1798.	April 23, 1806.	Connecticut	Connecticut	Connecticut	Commandant Navy yard, Washington.
Isaac Chauncey	do Sept. 17, 1798.	April 24, 1806.	do	New York	New York	Commandant Navy yard, New York.
Jacob Jones	Midshipman, April 10, 1799.	March 3, 1813.	Delaware	Delaware	Delaware	Commanding naval officer, Baltimore.
Charles Morris	Acting midshipman, July 3, 1799.	March 5, 1813.	Connecticut	Connecticut	Connecticut	Commandant Navy yard, Charlestown.
Lewis Warrington	Midshipman, Jan. 6, 1800.	Nov. 22, 1814.	Virginia	Virginia	Virginia	Commandant Navy yard, Norfolk.
William M. Crane	do May 23, 1799.	Nov. 24, 1814.	New Jersey	New Jersey	New Jersey	Leave of absence.
James T. Leonard	do Feb. 26, 1799.	Feb. 4, 1815.	New York	New York	New York	Waiting orders.
James Biddle	do Feb. 12, 1800.	Feb. 28, 1815.	Pennsylvania	Pennsylvania	Pennsylvania	Commanding Mediterranean squadron.
Charles G. Ridgely	do Oct. 17, 1799.	do	Maryland	Maryland	Maryland	Leave of absence.
Daniel T. Patterson	do Aug. 20, 1800.	do	New York	New York	Louisiana	Commissioner Navy Board.
Melancthon T. Woolsey	do April 9, 1800.	April 27, 1816.	do	do	New York	Leave of absence.
John O. Creighton	do June 25, 1800.	do	do	do	do	Waiting orders.
John Downes	do June 1, 1802.	March 5, 1817.	Massachusetts	Massachusetts	Massachusetts	Commanding Pacific squadron.
John D. Henley	do Oct. 14, 1799.	do	Virginia	Virginia	Maryland	Commandant Navy yard, Portsmouth.
Jesse D. Elliott	do April 2, 1804.	March 27, 1818.	Maryland	Pennsylvania	Pennsylvania	Commanding West India squadron.
Stephen Cassin	do Feb. 21, 1800.	March 3, 1825.	Pennsylvania	do	Dist. Columbia.	Leave of absence.
James Renshaw	do July 7, 1800.	do	do	do	Pennsylvania	Commanding naval officer, Charleston.
O. C. B. Thompson	do Dec. 22, 1802.	do	Virginia	Virginia	Virginia	On his return from command of Pacific squadron.
Alex. S. Wadsworth	do April 2, 1804.	do	Maine	Maine	Maine	Leave of absence.
George W. Rodgers	do April 2, 1804.	do	Maryland	Maryland	Maryland	Commanding Brazilian squadron.
George C. Read	do April 2, 1804.	do	Ireland	Pennsylvania	Pennsylvania	Waiting orders.
Henry E. Ballard	do April 2, 1804.	do	Maryland	Maryland	Maryland	Waiting orders.
David Deacon	do Oct. 10, 1799.	Jan. 24, 1826.	New Jersey	New Jersey	New Jersey	Leave of absence.
Samuel Woodhouse	do May 2, 1801.	March 3, 1827.	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Joseph J. Nicholson	do April 2, 1804.	do	Maryland	Maryland	Maryland	Leave of absence.
Wolcott Chauncey	do June 28, 1804.	April 24, 1828.	Connecticut	New York	New York	Waiting orders.
Edmund P. Kennedy	do Nov. 22, 1805.	do	Maryland	Dist. Columbia.	Virginia	Waiting orders.
Alex. J. Dallas	do Nov. 22, 1805.	do	Pennsylvania	Pennsylvania	Pennsylvania	Commandant Navy yard, Pensacola.
John B. Nicholson	do July 4, 1805.	do	Virginia	Virginia	Virginia	Waiting orders.
B. V. Hoffman	do July 4, 1805.	March 11, 1829.	New York	New York	New York	Waiting orders.
Jesse Wilkinson	do July 10, 1805.	do	Virginia	Virginia	Virginia	Ordinary at Norfolk.
T. Ap Catesby Jones	do Nov. 22, 1805.	do	do	do	do	Inspector ordnance and ammunition.
Wm. B. Finch	do June 20, 1806.	Feb. 21, 1831.	England	Dist. Columbia.	Dist. Columbia.	Waiting orders.
Wm. B. Shubrick	do June 20, 1806.	do	South Carolina	South Carolina	South Carolina	Waiting orders.
Alex. Claxton	do June 20, 1806.	do	Pennsylvania	Dist. Columbia.	Pennsylvania	Waiting orders.
Charles W. Morgan	do Jan. 1, 1808.	do	Virginia	Virginia	Virginia	Ordinary at Charlestown, Mass.

Captains—40.

NOTE.—Those officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1832—Continued.
MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Budd	Nov. 22, 1805	March 28, 1820	Maryland	Maryland	Maryland	Leave of absence.
Lawrence Kearny	July 24, 1807	March 3, 1825	New Jersey	New Jersey	New Jersey	Rendezvous, New York.
Foxhall A. Parker	Jan. 1, 1808	do	Virginia	Virginia	New York	Waiting orders.
Edward R. M'Call	do	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Daniel Turner	do	do	New York	Rhode Island	Rhode Island	Navy yard, Portsmouth.
David Conner	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
John Gallagher	do	do	do	Maryland	Maryland	Navy yard, New York.
Thomas H. Stevens	Feb. 8, 1808	do	South Carolina	South Carolina	Connecticut	Waiting orders.
William M. Hunter	Jan. 16, 1809	March 21, 1826	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
John D. Sloat	Feb. 12, 1800	do	New York	New York	New York	Comm'd'g sloop St. Louis, returning home.
Matthew C. Perry	March 1, 1809	do	Rhode Island	Rhode Island	Rhode Island	Commanding sloop Concord.
Charles W. Skinner	Jan. 16, 1809	March 3, 1827	Maine	Pennsylvania	Virginia	Rendezvous, Norfolk.
John T. Newton	do	do	Virginia	Virginia	New York	Leave of absence.
Joseph Smith	do	do	Massachusetts	Massachusetts	Massachusetts	Navy yard, Boston.
Lawrence Rousseau	do	April 24, 1828	Louisiana	Louisiana	Louisiana	Leave of absence.
George W. Storer	do	do	New Hampshire	Maine	New Hampshire	Commanding sloop Boston.
Beverly Kennon	May 18, 1809	do	Virginia	Virginia	Virginia	Comd'g sloop Vandalia, on his return home.
Edward R. Shubrick	Jan. 16, 1809	do	South Carolina	South Carolina	South Carolina	Commanding sloop Vincennes.
F. H. Gregory	do	do	Connecticut	Connecticut	Connecticut	Commanding sloop Falmouth.
John H. Claack	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Commanding sloop Erie.
P. F. Voorhees	do	do	New Jersey	New Jersey	New Jersey	Commanding sloop John Adams.
Benjamin Cooper	Jan. 16, 1809	do	do	do	New York	Commanding sloop Warren.
William L. Gordon	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Commanding sloop Ontario.
Silas Duncan	do	March 11, 1829	New Jersey	New Jersey	New Jersey	Commanding sloop Lexington.
David Geisinger	do	do	Maryland	Maryland	Maryland	Rendezvous, Philadelphia.
Robert F. Stockton	Sept. 1, 1811	May 27, 1830	New Jersey	New Jersey	New Jersey	Waiting orders.
Isaac McKeever	Feb. 1, 1809	do	Pennsylvania	Louisiana	Pennsylvania	Rendezvous, Baltimore.
Wm. D. Saltor	Nov. 15, 1809	March 3, 1831	New York	New Jersey	New Jersey	Navy yard, Pensacola.
Charles S. McCauley	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Boston.
Thomas M. Newell	Sept. 11, 1813	do	Georgia	Georgia	Georgia	Waiting orders.
Elie A. F. Valette	Jan. 25, 1812	do	Virginia	Pennsylvania	Pennsylvania	Navy yard, Norfolk.
Wm. A. Spencer	Nov. 15, 1809	do	New York	New York	New York	Leave of absence.
John H. Aulick	do	do	Virginia	Maryland	Virginia	Navy yard, Washington.
Wm. V. Taylor	April 28, 1813	do	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
Mervine P. Mix	Sept. 22, 1812	do	Connecticut	New York	Connecticut	Ordinary at New York.
Bladen Dulany	May 18, 1809	do	Virginia	District of Columbia.	Virginia	Leave of absence.
Silas M. Stringham	Nov. 15, 1809	do	New York	New York	New York	Leave of absence.

Masters commandant—37.

Naval register for 1832—Continued.
ALPHABETICAL LIST OF LIEUTENANTS.

Names.	Date of present commission.	Names.	Date of present commission.
A.			
Armstrong, James.....	April 27, 1816.	Ellery, Frank.....	March 28, 1820.
Abbot, Joel.....	April 1, 1818.	Engle, Frederick.....	January 13, 1825.
Armstrong, William M.....	March 3, 1821.	Engle, Henry, jr.....	March 3, 1827.
Adams, H. A.....	January 13, 1825.	Ellison, Francis B.....	May 17, 1828.
Adams, George.....	March 3, 1827.	F.	
Auchmuty, H. J.....	May 17, 1828.	Farragut, William A. C.....	December 9, 1814.
Armstrong, Charles M.....	March 3, 1831.	Fitzhugh, Andrew.....	April 27, 1816.
B.		Forrest, French.....	March 5, 1817.
Bell, John H.....	December 9, 1814.	Freelon, Thomas W.....	March 28, 1820.
Babbitt, Edward B.....	May 1, 1815.	Farragut, D. G.....	January 13, 1825.
Breese, Samuel L.....	April 27, 1816.	Foot, Andrew H.....	May 27, 1830.
Boorman, Charles.....	March 5, 1817.	Farrand, Ebenezer.....	March 3, 1831.
Belt, William J.....	do	G.	
Boerum, William.....	do	Gwinn, John.....	April 27, 1816.
Bell, Charles H.....	March 28, 1820.	Gauntt, Charles.....	March 5, 1817.
Bigelow, Abraham.....	do	Graham, John H.....	do
Byrne, Edmund.....	January 13, 1825.	Goodrum, James.....	April 1, 1818.
Bubier, John.....	do	Gerry, Thomas R.....	January 13, 1825.
Browne, A. J. D.....	do	Gardner, William H.....	do
Baldwin, Russell.....	do	Glynn, James.....	do
Buchanan, Franklin.....	do	Gednoy, Thomas R.....	do
Bruce, Henry.....	do	Goldsborough, L. M.....	do
Boughan, James G.....	do	Gerry, James T.....	April 28, 1826.
Blake, George S.....	March 3, 1827.	Glendy, William M.....	March 3, 1827.
Barron, Samuel.....	do	Green, William.....	do
Benham, Timothy G.....	do	Gordon, Alexander G.....	do
Bullus, Oscar.....	do	Graham, John.....	May 17, 1828.
Buchanan, T. McKean.....	do	H.	
Bailey, Theodorus, jr.....	do	Henry, Henry.....	March 5, 1817.
Boutwell, Edward B.....	May 17, 1828.	Hull, Joseph B.....	January 13, 1825.
Bispham, John E.....	do	Harris, William S.....	do
Blanchard, Edward O.....	do	Hobbs, H. H.....	do
Ball, John L.....	May 27, 1830.	Hollins, George N.....	do
Bell, Henry H.....	March 3, 1831.	Hudson, William L.....	April 28, 1826.
C.		Howard, William L.....	do
Crowley, Charles E.....	December 9, 1814.	Humphreys, S.....	March 3, 1827.
Champlin, Stephen.....	do	Harwood, A. A.....	do
Crabb, Thomas.....	February 4, 1815.	Homans, James T.....	May 17, 1828.
Cross, Joseph.....	April 27, 1816.	Hunter, William H.....	May 27, 1830.
Conover, Thomas A.....	March 5, 1817.	Hof, Henry.....	March 3, 1831.
Campbell, A. S.....	do	I.	
Cooke, John A.....	April 1, 1818.	Inman, William.....	April 1, 1818.
Coeke, H. H.....	do	Ingraham, D. N.....	January 13, 1825.
Cooper, James B.....	April 22, 1822.	Izard, George.....	March 3, 1827.
Carpender, E. W.....	January 13, 1825.	Ingersoll, Jonathan.....	March 3, 1831.
Chauncey, John S.....	do	J.	
Cunningham, R. B.....	do	Jameson, William.....	March 5, 1817.
Cutts, Joseph, jr.....	do	Jarvis, Joseph R.....	March 28, 1820.
Crowninshield, Jacob.....	do	Johnson, Edward S.....	January 13, 1825.
Campbell, William H.....	April 28, 1826.	Jones, Richard A.....	April 28, 1826.
Calhoun, J. Edward.....	do	Johnston, Z. F.....	March 3, 1827.
Coxe, John R., jr.....	do	Jones, Robert W.....	do
Carr, John A.....	do	Jackson, Charles H.....	do
Coeke, Samuel B.....	March 3, 1827.	Johnston, Stephen.....	March 3, 1831.
Cassin, John.....	May 17, 1828.	K.	
Colhoun, John.....	May 27, 1830.	Kelly, John.....	January 13, 1825.
Chauncey, Charles W.....	do	Knight, James D.....	do
Craven, Thomas T.....	do	Kennon, William H.....	April 28, 1826.
Callan, Jerome.....	March 3, 1831.	L.	
D.		Latimer, William K.....	February 4, 1815.
Downing, Samuel W.....	March 5, 1817.	Levy, Uriah P.....	March 5, 1817.
Dale, John M.....	April 1, 1818.	Long, John C.....	do
Dornin, Thomas.....	January 13, 1825.	Lee, John H.....	do
Dupont, Samuel F.....	April 28, 1826.	Le Compte, Samuel W.....	March 28, 1820.
Downes, A. E.....	March 3, 1827.	Lowndes, Charles.....	January 13, 1825.
Deas, Fitz Allen.....	May 27, 1830.	Leib, Thomas J.....	April 28, 1826.
Duke, Nathaniel W.....	March 3, 1831.	Lewis, Arthur.....	do
Davis, Charles H.....	do	Long, A. K.....	March 3, 1827.
E.		Little, John H.....	do
Evans, John.....	April 27, 1818.	Lynch, William F.....	May 17, 1828.
Esckridge, Alexander.....	March 5, 1817.		

Naval register for 1832—LIEUTENANTS—Continued.

Names.	Date of present omission.	Names.	Date of present commission.
Lee, Sidney Smith.....	May 17, 1828.	Ritchie, Robert.....	January 13, 1825.
Leekwood, Samuel.....	do	Rinker, John M.....	March 3, 1827.
Lazdner, James L.....	do	Ringgold, Cadwallader.....	May 17, 1828.
Lawrence, N. C.....	March 3, 1831.	Rhodes, H. H.....	do
M.		Rodgers, John G.....	do
Mayo, Isaac.....	February 4, 1815.	Russell, Edward M.....	do
Mervine, William.....	do	Robb, Robert G.....	May 27, 1830.
McKenney, William E.....	March 5, 1817.	Robinson, H. E. V.....	March 3, 1831.
McIntosh, James M.....	April 1, 1818.	S.	
McCluney, William I.....	do	Smoot, Joseph.....	April 27, 1816.
Montgomery, J. B.....	do	Simonds, Lewis E.....	April 1, 1818.
Moorehead, Joseph.....	January 13, 1825.	Sawyer, H. B.....	do
Myers, Joseph.....	do	Stribling, C. K.....	do
McKean, William H.....	do	Sands, Joshua R.....	do
Morcer, Samuel.....	do	Shields, William F.....	March 3, 1821.
Marston, John, jr.....	do	Saunders, John L.....	January 13, 1825.
Mattison, Joseph.....	do	Sullivan, John M.....	do
Magruder, George A.....	April 28, 1826.	Shubrick, Irvine.....	do
Manning, Thomas I.....	do	Smith, John H.....	do
Marshall, John.....	March 3, 1827.	Stewart, David R.....	do
Morris, H. W.....	May 17, 1828.	Slidell, Alexander.....	do
Marshall, John H.....	do	Seton, William.....	April 28, 1826.
Morris, Richard H.....	do	Selfridge, T. O.....	March 3, 1827.
Moore, John W.....	do	Slaughter, A. G.....	do
McMullin, Richard R.....	do	Sterrett, Isaac S.....	May 17, 1828.
Manning, John.....	do	Shaw, Thompson D.....	do
Mason, Murray.....	March 3, 1831.	Stallings, Joseph.....	do
McBlair, Charles H.....	July 12, 1831.	Stockton, Samuel W.....	May 27, 1830.
N.		Skipwith, Grey.....	March 3, 1831.
Nicholson, Wm. C.....	March 3, 1821.	Swift, Jonathan W.....	do
Newman, William D.....	January 13, 1825.	Stockton, Philip A.....	do
Nicholas, John S.....	April 28, 1826.	Smith, William.....	do
Nicholson, Joseph M.....	do	T.	
Newell, Lloyd B.....	May 17, 1828.	Ten Eick, Abraham S.....	April 27, 1816.
Neville, Frederick A.....	do	Taylor, William.....	March 5, 1817.
O.		Tattnall, Josiah.....	April 1, 1818.
Oellers, James P.....	July 24, 1813.	Thorburn, R. D.....	May 17, 1828.
Ogden, Henry W.....	March 5, 1817.	Turner, Charles C.....	do
Ogdon, William S.....	May 17, 1828.	Taylor, Elias C.....	do
P.		Tilton, Edward J.....	March 3, 1831.
Percival, John.....	December 9, 1814.	U.	
Paine, Thomas.....	December 1, 1815.	Upshur, George P.....	March 3, 1827.
Page, Benjamin, jr.....	April 27, 1816.	V.	
Paulding, Hiram.....	do	Voorhees, Ralph.....	March 5, 1817.
Pottenger, William.....	March 5, 1817.	Varnum, Frederick.....	March 28, 1820.
Page, Hugh N.....	April 1, 1818.	Van Brunt, G. J.....	March 3, 1827.
Platt, Charles T.....	March 28, 1820.	Vail, Edward M.....	May 27, 1830.
Pendergrast, G. J.....	March 3, 1821.	Valdes, Pedro C.....	March 3, 1831.
Paine, Jott Stone.....	January 13, 1825.	W.	
Prentiss, William E.....	do	Webb, Thomas T.....	December 9, 1814.
Pettigru, Thomas.....	do	Wish, John A.....	April 27, 1816.
Pinckney, R. S.....	do	Wyman, Thomas W.....	do
Pinkham, Alexander B.....	do	White, John.....	do
Pearson, George F.....	do	Williamson, Jonathan D.....	do
Pope, John.....	April 28, 1826.	Williamson, Charles L.....	March 5, 1817.
Powell, Levin M.....	do	Whitlock, E. D.....	April 1, 1818.
Peck, Elisha.....	do	Williams, James.....	March 28, 1820.
Pearson, William.....	do	Wilson, Stephen B.....	January 13, 1825.
Piercy, William P.....	do	Wetmore, William C.....	do
Pinkham, R. R.....	March 3, 1827.	Walker, William S.....	do
Pinkney, Henry.....	do	Wilson, James P.....	April 28, 1826.
Purviance, H. Y.....	do	Wilkes, Charles, jr.....	do
Pennington, Lawrence.....	May 27, 1830.	Woolsey, William G.....	do
Paine, Amasa.....	March 3, 1831.	West, John W.....	March 3, 1827.
R.		Whittle, William C.....	May 17, 1828.
Randolph, Robert B.....	April 27, 1816.	Ward, James H.....	March 3, 1831.
Ramsay, William W.....	March 5, 1817.	Y.	
Ridgeway, Ebenezer.....	do	Young, John J.....	March 28, 1820.
Rutledge, Edward C.....	January 13, 1825.	Z.	
Randolph, V. M.....	do	Zantzing, John P.....	December 9, 1814.
Rudd, John.....	do		

Naval register for 1832—Continued.

LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James P. Oellers, sailingmaster.....	Feb. 28, 1809....	July 24, 1813....	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
1814.						
John P. Zantlinger	Nov. 15, 1809....	Dec. 9, 1814....	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Leave of absence.
Charles E. Crowley.....	Jan. 16, 1809....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
John H. Bell.....	do	do	North Carolina	North Carolina	North Carolina	Leave of absence.
Thomas T. Webb	Jan. 1, 1808....	do	Virginia	Virginia	Virginia	Leave of absence.
John Percival	March 6, 1809....	do	Massachusetts	Massachusetts	Massachusetts.....	Leave of absence.
Wm. A. C. Farragut.....	Jan. 16, 1809....	do	Tennessee	Louisiana	Mississippi.....	Pascagoula. Sick.
Stephen Champlin, sailingmaster	May 22, 1812....	do	Rhode Island.....	Connecticut	Connecticut	Leave of absence.
1815.						
Isaac Mayo	Nov. 15, 1809....	Feb. 4, 1815....	Maryland	Maryland	Maryland.....	Leave of absence.
William K. Latimer.....	do	do	do	do	do	Receiving ship, Baltimore.
William Mervino	Jan. 16, 1809....	do	Pennsylvania.....	Pennsylvania.....	New York.....	Waiting orders.
Thomas Crabb.....	Nov. 15, 1809....	do	Maryland	do	Pennsylvania.....	Navy yard, Portsmouth.
Edward B. Babbit	do	May 1, 1815....	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Thomas Paine, jr., sailingmaster.....	Oct. 10, 1812....	Dec. 1, 1815....	Rhode Island.....	South Carolina	Georgia	Leave of absence.
1816.						
James Armstrong.....	Nov. 15, 1809....	April 27, 1816....	Kentucky	Mississippi.....	Massachusetts	Commanding schooner Porpoise.
Joseph Smoot	Dec. 1, 1809....	do	Maryland	Maryland.....	Maryland.....	Navy yard, Gosport.
Robert B. Randolph	Aug. 15, 1810....	do	Virginia	Virginia	Virginia	Leave of absence.
Samuel L. Breese.....	Dec. 17, 1810....	do	New York	New York.....	New York.....	Leave of absence.
John Evans	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Benjamin Page, jr.....	do	do	England	New York.....	New York.....	Commanding schooner Boxer.
John A. Wish	do	do	South Carolina	South Carolina	South Carolina	Leave of absence.
John Gwinn	May 18, 1809....	do	Maryland	Maryland.....	Maryland.....	Navy yard, Philadelphia.
Thomas W. Wyman.....	Dec. 17, 1810....	do	Massachusetts	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
Andrew Fitzhugh.....	June 9, 1811....	do	Virginia	Virginia	Virginia	On return from commanding schr. Dolphin.
Joseph Cross	do	do	Maryland	Maryland.....	Maryland.....	Navy yard, Washington.
Abraham S. Ten Eick.....	Sept. 1, 1811....	do	New Jersey	New Jersey.....	New Jersey.....	Leave of absence.
John White, sailingmaster.....	Dec. 2, 1813....	do	Massachusetts	Massachusetts.....	Massachusetts.....	Waiting orders.
Hiram Paulding.....	Sept. 1, 1811....	do	New York.....	New York	New York.....	Rendezvous, New York.
Jonathan D. Williamson	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Brandywine.
1817.						
Uriah P. Levy, sailingmaster.....	Oct. 21, 1812....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles Boarman	June 9, 1811....	do	Maryland	District of Columbia	Virginia	Leave of absence.
French Forrest	do	do	do	do	District of Columbia.	Leave of absence.
William E. McConney.....	do	do	New York.....	New York	New York.....	Leave of absence.

Naval register for 1832—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William J. Belt	Sept. 1, 1811....	March 5, 1817....	Maryland	Maryland	Maryland	Leave of absence.
William Jamesson	do	do	Virginia	District of Columbia	Virginia	Sloop Boston.
William Boorum	do	do	New York	New York	New York	Commanding schooner Shark.
Charles L. Williamson	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Charles Gauntt	do	do	do	do	Pennsylvania	Receiving ship Philadelphia.
William W. Ramsay	do	do	Virginia	Virginia	District of Columbia.	On furlough.
Ralph Voorhees	do	do	New Jersey	New Jersey	New Jersey	Navy yard, New York.
Henry Henry, sailingmaster	July 1, 1812....	do	Maryland	Virginia	Pennsylvania	Leave of absence.
Samuel W. Downing	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Commanding schooner Enterprise.
William Pottenger	do	do	Maryland	Maryland	New York	Leave of absence.
Henry W. Ogden	do	do	New Jersey	Pennsylvania	New Jersey	Rendezvous, New York.
Alexander Eskridge	Jan. 1, 1812....	do	Virginia	Virginia	Virginia	Leave of absence.
Ebenezer Ridgeway	do	do	Massachusetts	New Hampshire	New Hampshire	Mediterranean.
Thomas A. Conover	do	do	New Jersey	New Jersey	New Jersey	On furlough.
Archibald S. Campbell	do	do	Virginia	Virginia	Virginia	Navy yard, Pensacola.
William Taylor	do	do	do	do	do	Waiting orders.
John C. Long	June 18, 1812....	do	New Hampshire	New Hampshire	New Hampshire	Commanding schooner Dolphin.
John H. Graham	do	do	Vermont	New York	New York	Leave of absence.
John H. Lee	do	do	Virginia	Virginia	Virginia	Leave of absence.
1818.						
James M. McIntosh	Sept. 1, 1811....	April 1, 1818....	Georgia	Georgia	Georgia	Leave of absence.
Josiah Tatnall	Jan. 1, 1812....	do	do	do	do	Commanding schooner Grampus.
Hugh N. Page	Sept. 1, 1811....	do	Virginia	Virginia	Virginia	Ordinary at Norfolk.
John A. Cook	Jan. 1, 1812....	do	District of Columbia.	District of Columbia.	District of Columbia.	Ordinary at Washington.
William Inman	do	do	New York	New York	New Jersey	Leave of absence.
Joel Abbot	June 18, 1812....	do	Massachusetts	Massachusetts	Rhode Island	Receiving ship at Boston.
Lewis E. Simonds	Jan. 1, 1812....	do	do	South Carolina	Massachusetts	Leave of absence.
John M. Dalo	June 18, 1812....	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Philadelphia.
H. H. Cooke	do	do	Virginia	Virginia	Virginia	Sloop Fairfield.
William J. McCluney	Jan. 1, 1812....	do	Pennsylvania	Pennsylvania	Pennsylvania	Receiving ship New York.
E. D. Whitlock	do	do	New Jersey	New Jersey	New Jersey	West India squadron.
James Goodrum	June 18, 1812....	do	Virginia	Virginia	Virginia	Leave of absence.
J. B. Montgomery	June 4, 1812....	do	New Jersey	New York	New Jersey	Leave of absence.
Horace B. Sawyer	Jan. 1, 1812....	do	Vermont	Vermont	Vermont	Rendezvous, Boston.
C. K. Stribling	June 18, 1812....	do	South Carolina	South Carolina	Virginia	Receiving ship, Norfolk.
Joshua R. Sands	do	do	New York	New York	New York	Waiting orders.
1820.						
John J. Young	Jan. 1, 1812....	March 23, 1820....	New York	New York	New York	Superintendent Navy hospital, Norfolk.

Naval register for 1832—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
Charles H. Bell.....	June 18, 1812 ...	March 28, 1820....	New York.....	New York.....	New York.....	On furlough.
Abraham Bigelow	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Frank Ellery.....	Jan. 1, 1812....	do	Rhode Island	Rhode Island	Rhode Island	Schooner Shark.
Frederick Varnum	June 18, 1812....	do	Massachusetts.....	Massachusetts	Massachusetts.....	Navy yard, Charlestown, Massachusetts.
Joseph R. Jarvis	do	do	do	Maine	Maine	Receiving ship, Charlestown, Mass.
Thomas W. Freelon.....	do	do	New York.....	New York.....	Vermont	Receiving ship, Charlestown, Mass.
James Williams	Sept. 1, 1811....	do	West Indies.....	District of Columbia	Virginia	Leave of absence.
Samuel W. Le Compte	June 4, 1812....	do	Maryland.....	Maryland.....	Maryland	Waiting orders.
Charles T. Platt.....	June 18, 1812....	do	New York.....	New York.....	New York.....	Leave of absence.
1821.						
Wm. M. Armstrong.....	Nov. 30, 1814....	March 3, 1821....	Kentucky	Mississippi	Kentucky	Rendezvous, Norfolk.
Wm. F. Shields	Feb. 2, 1814....	do	Georgia.....	Louisiana.....	Georgia.....	Sloop Warren.
G. J. Pendergrast	Jan. 1, 1812....	do	Kentucky	Kentucky	Kentucky	Leave of absence.
Wm. C. Nicholson	June 18, 1812....	do	Maryland.....	Maryland.....	Maryland.....	Sloop Concord.
1822.						
James B. Cooper, sailingmaster	July 9, 1812....	April 22, 1822....	New Jersey	New Jersey	New Jersey	Philadelphia station.
1825.						
E. W. Carpendor	July 10, 1813....	Jan. 13, 1825....	New York.....	New York.....	New York.....	Sloop John Adams.
John L. Saunders.....	Nov. 15, 1809....	do	Virginia	Virginia	Virginia	Rendezvous, Norfolk.
Joseph B. Hull	Nov. 9, 1813....	do	New York.....	Connecticut	Connecticut	Leave of absence.
Jott Stone Paine	do	do	do	Maine	Maine	Leave of absence.
John E. Prentiss	do	do	Massachusetts	Massachusetts.....	Massachusetts.....	Sloop St. Louis.
John M. Sullivan.....	March 1, 1813....	do	New York.....	New York.....	New York.....	Ordinary at New York.
Joseph Morehead	Nov. 9, 1813....	do	Maryland.....	Ohio.....	Ohio.....	Leave of absence.
Thomas Pettigru	Jan. 1, 1812....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
John S. Chauncey	do	do	New York.....	New York.....	New York	Leave of absence.
Irvine Shubrick	May 12, 1814....	do	South Carolina	South Carolina	Delaware	Frigate Potomac.
Thomas R. Gerry.....	Dec. 6, 1814....	do	Massachusetts	Massachusetts	Massachusetts	Sloop John Adams.
John Kelly.....	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Edmund Byrne.....	do	do	do	do	do	Leave of absence.
Edward S. Johnson	Nov. 30, 1814....	do	Rhode Island	Rhode Island	Rhode Island.....	Receiving ship, New York.
William H. Gardner	Dec. 6, 1810....	do	Maryland.....	Maryland.....	Virginia	Schooner Shark.
David G. Farragut	Dec. 17, 1810....	do	Tennessee.....	Tennessee.....	Tennessee.....	Receiving ship, Norfolk.
Richard S. Pinckney.....	August 3, 1814....	do	South Carolina	South Carolina	South Carolina	Frigate Brandywine.
Stephen B. Wilson.....	Jan. 1, 1812....	do	New York.....	New York.....	New York	Frigate Potomac.
Edward C. Rutledge.....	Nov. 30, 1814....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
William S. Harris	do	do	Kentucky	Kentucky	Kentucky	Leave of absence.
Thomas Dornin	May 2, 1815....	do	Ireland.....	Maryland.....	Maryland.....	Sloop Falmouth.
Robert B. Cunningham.....	Nov. 30, 1814....	do	Virginia	Virginia	Virginia	Leave of absence.

Naval register for 1832—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James Glynn.....	March 4, 1815....	Jan. 13, 1825....	Pennsylvania.....	Virginia.....	Connecticut.....	Sloop Lexington.
Joseph Myers.....	Dec. 6, 1814....	do.....	North Carolina.....	do.....	North Carolina.....	Leave of absence.
William C. Wotmore.....	June 18, 1812....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Thomas R. Gedney.....	March 4, 1815....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Preparing charts.
John Bubier.....	Nov. 9, 1813....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Lexington.
Victor M. Randolph.....	June 11, 1814....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Joseph Cutts, jr.....	Dec. 6, 1814....	do.....	Maine.....	Maine.....	Maine.....	Leave of absence. Sick.
Jacob Crowninshield.....	March 11, 1815....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Erie.
Frederick Engle.....	Dec. 6, 1814....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
A. J. D. Brown.....	Dec. 17, 1810....	do.....	Connecticut.....	Connecticut.....	Massachusetts.....	Rendezvous, Boston.
John H. Smith.....	Jan. 1, 1815....	do.....	New York.....	New York.....	New York.....	Leave of absence.
John Rudd.....	Nov. 30, 1814....	do.....	Rhode Island.....	Virginia.....	Virginia.....	Waiting orders.
Russell Baldwin.....	May 17, 1813....	do.....	Massachusetts.....	New York.....	New York.....	Furlough.
Robert Ritchie.....	Feb. 1, 1814....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
David R. Stewart.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William W. M'Kenn.....	Nov. 30, 1814....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Ordinary, Philadelphia.
Franklin Buchanan.....	Jan. 28, 1815....	do.....	Maryland.....	do.....	do.....	Leave of absence.
Hubbard M. Hobbs.....	March 4, 1815....	do.....	Virginia.....	Virginia.....	Alabama.....	Leave of absence.
Samuel Mercer.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Charles Lowndes.....	March 18, 1815....	do.....	do.....	do.....	Virginia.....	Leave of absence.
L. M. Goldsborough.....	June 18, 1812....	do.....	District of Columbia.....	District of Columbia.....	Maryland.....	In charge of chronometers and other nauti- [cal instruments.
George N. Hollins.....	Feb. 1, 1814....	do.....	Maryland.....	Maryland.....	do.....	Sloop Ontario.
D. N. Ingraham.....	June 18, 1812....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Furlough.
John Marston, jr.....	April 15, 1813....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Furlough.
Henry Bruce.....	Nov. 9, 1813....	do.....	Maine.....	do.....	do.....	Sloop Vincennes.
William D. Nowman.....	Feb. 1, 1814....	do.....	New York.....	New York.....	New York.....	Sloop Lexington.
Henry A. Adams.....	March 14, 1814....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
Alexander B. Pinkham.....	June 17, 1814....	do.....	Massachusetts.....	Ohio.....	Massachusetts.....	Leave of absence.
James D. Knight.....	Nov. 30, 1814....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Joseph Mattison.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
William S. Walker.....	do.....	do.....	New Hampshire.....	New Hampshire.....	Massachusetts.....	Sloop Warren.
Alexander Slidell.....	Jan. 1, 1815....	do.....	New York.....	New York.....	New York.....	Frigate Brandywine.
James G. Doughan.....	Jan. 11, 1815....	do.....	Virginia.....	Maryland.....	Virginia.....	Waiting orders.
George F. Pearson.....	March 11, 1815....	do.....	New Hampshire.....	Massachusetts.....	Massachusetts.....	Leave of absence.
1826.						
James T. Gerry.....	Dec. 20, 1815....	April 28, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Concord.
John S. Nicholas.....	June 6, 1815....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
Samuel F. Dupont.....	Dec. 19, 1815....	do.....	New Jersey.....	Delaware.....	Delaware.....	Sloop Ontario.
William L. Hudson.....	Jan. 1, 1816....	do.....	New York.....	New York.....	New York.....	On furlough.

Naval register for 1832—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William H. Campbell	May 30, 1816	April 28, 1826	Maryland	Maryland	Maryland	Sloop Vincennes.
Joseph M. Nicholson	do	do	do	do	do	Norfolk station.
James P. Wilson	Jan. 1, 1817	do	do	do	do	Leave of absence.
George A. Magruder	do	do	Virginia	Virginia	Virginia	Rendezvous, Philadelphia.
J. Edward Calhoun	May 30, 1816	do	South Carolina	South Carolina	South Carolina	Furlough.
John Pope	do	do	Massachusetts	Maine	Maine	Navy yard, Portsmouth, N.H.
Levin M. Powell	March 1, 1817	do	Virginia	Virginia	Virginia	Leave of absence.
Charles Wilkes, jr.	Jan. 1, 1818	do	New York	New York	New York	Leave of absence.
Elisha Peck	March 4, 1817	do	Connecticut	Connecticut	Connecticut	Sloop Falmouth.
John R. Coxe, jr.	July 4, 1817	do	Pennsylvania	Pennsylvania	Pennsylvania	Schooner Enterpriso.
William Senton	do	do	New York	New York	New York	Ordinary at New York.
John A. Carr	do	do	Maryland	Virginia	Virginia	Furlough.
Thomas J. Manning	Jan. 1, 1817	do	New Jersey	New Jersey	New Jersey	Leave of absence.
William Pearson	Jan. 1, 1818	do	do	do	do	Leave of absence.
William L. Howard	Jan. 10, 1815	do	do	New York	do	Schooner Enterpriso.
William P. Piercy	March 15, 1815	do	Pennsylvania	District of Columbia	District of Columbia	Commanding schooner Shark.
Richard A. Jones	June 18, 1812	do	New York	New York	New York	Leave of absence.
Thomas J. Leib	Sept. 1, 1811	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
William G. Woolsey	Jan. 1, 1817	do	At sea	Maryland	Maryland	Leave of absence.
William H. Kennon	do	do	Virginia	Virginia	Virginia	Sloop Vandalla.
Arthur Lewis	do	do	do	do	do	Leave of absence.
1827.						
John W. West	Nov. 3, 1818	March 3, 1827	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
T. O. Selfridge	Jan. 1, 1818	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
R. R. Pinkham	do	do	do	Ohio	Ohio	Frigate Potomac.
Henry Eagle, jr.	do	do	New York	New York	New York	Leave of absence.
A. K. Long	do	do	Maryland	Maryland	Maryland	Leave of absence.
G. J. Van Brunt	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Henry Pinkney	Nov. 3, 1818	do	Maryland	Maryland	Maryland	Leave of absence.
William M. Glendy	Jan. 1, 1818	do	Virginia	do	Virginia	Sloop Falmouth.
John H. Little	do	do	Maryland	do	Maryland	Sloop Lexington.
George P. Upshur	April 23, 1818	do	Virginia	Virginia	Virginia	Frigate Brandywine.
Samuel B. Cooke	Jan. 1, 1818	do	do	do	do	Leave of absence.
George S. Blake	do	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Z. F. Johnston	do	do	Maryland	Maryland	Maryland	Leave of absence.
William Greene	do	do	Virginia	Virginia	Virginia	Schooner Grampus.
Samuel Barron	Jan. 1, 1812	do	do	do	do	Sloop Fairfield.
George Izard, jr.	Jan. 1, 1818	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Timothy G. Bonham	Nov. 30, 1814	do	Connecticut	Connecticut	Connecticut	Leave of absence.

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Naval register for 1832—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Robert W. Jones	Jan. 1, 1818....	March 3, 1827....	New York.....	New York.....	New York.....	Leave of absence.
Alexander G. Gordon	do	do	District of Columbia	District of Columbia	Virginia	Sloop John Adams.
A. G. Slaughter.....	Nov. 3, 1818....	do	Virginia	Virginia	do	Leave of absence.
A. E. Downes.....	Jan. 1, 1818....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Oscar Bullus	Jan. 1, 1817....	do	District of Columbia	New York.....	New York.....	On furlough. *
S. Humphreys.....	Jan. 1, 1818....	do	New York.....	do	do	Sloop St. Louis.
John Marshall	do	do	Virginia	Virginia	Virginia	Sloop Concord.
Charles H. Jackson.....	March 4, 1818....	do	Georgia.....	Georgia.....	Georgia.....	Ordinary at Portsmouth, N. H.
Andrew A. Harwood	Jan. 1, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, New York.
T. McK. Buchanan.....	Nov. 3, 1818....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Theodore Bailey, jr.....	Jan. 1, 1818....	do	New York.....	New York.....	New York.....	Leave of absence.
John M. Rinker	do	do	Pennsylvania.....	Louisiana.....	Pennsylvania.....	Leave of absence.
H. Y. Purviance.....	Nov. 3, 1818....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
George Adams.....	Jan. 1, 1818....	do	Delaware	do	do	Sloop Concord.
1828.						
Cad'r Ringgold.....	March 4, 1819....	May 17, 1828....	Maryland.....	Maryland.....	Maryland.....	Sloop Vandalia.
John Graham	Feb. 27, 1819....	do	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Boston.
William F. Lynch	Jan. 26, 1819....	do	Virginia	Virginia	Virginia	Receiving ship, Norfolk.
Henry W. Morris	Aug. 21, 1819....	do	New York.....	New York.....	New York.....	Leave of absence.
Isaac S. Storott	March 24, 1819....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Francis B. Ellison	May 28, 1819....	do	New York.....	New York.....	New York.....	Leave of absence.
Edward B. Boutwell.....	March 3, 1819....	do	Virginia	Virginia	Virginia	Sloop Fairfield.
James T. Homans	Dec. 8, 1819....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Erie.
John E. Bispham	Dec. 13, 1819....	do	Pennsylvania.....	New Jersey	New Jersey	Leave of absence.
Sidney Smith Lee.....	Dec. 30, 1820....	do	Virginia	Virginia	Virginia	Leave of absence.
William C. Whittle.....	May 10, 1820....	do	do	do	do	Leave of absence.
John H. Marshall	do	do	do	Louisiana.....	Louisiana.....	Frigate Brandywine.
Richard H. Morris.....	do	do	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
Thompson D. Shaw.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Robert D. Thorburn	March 30, 1820....	do	Virginia	Virginia	Virginia	Under orders to schooner Shark.
Samuel Lockwood.....	July 12, 1820....	do	Connecticut.....	New York.....	New York.....	Sloop Vandalia.
Lloyd B. Nowell.....	May 10, 1820....	do	Georgia.....	Georgia.....	Georgia.....	Leave of absence. Sick.
John Cassin	do	do	Pennsylvania.....	District of Columbia.	District of Columbia.	Leave of absence.
Hillary H. Rhodes.....	do	do	District of Columbia.	do	do	Sloop Erie.
William S. Ogden.....	July 26, 1820....	do	New York.....	New York.....	New York.....	Sloop Ontario.
Edward O. Blanchard.....	May 10, 1820....	do	Virginia	Mississippi.....	Louisiana.....	Sloop Warren.
H. J. Auchmuty	do	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	On furlough.
John G. Rodgers.....	July 4, 1817....	do	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Fredrick A. Neville.....	May 10, 1820....	do	Virginia	Ohio.....	Ohio.....	Sloop Fairfield.

Naval register for 1832—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John W. Mooers.....	May 10, 1820....	May 17, 1828....	New York	New York	New York.....	Schooner Dolphin.
Edmund M. Russell.....	June 18, 1812....	do	Massachusetts	Massachusetts	Massachusetts	Schooner Enterpriso.
Richard R. McMullin.....	May 10, 1820....	do	New York	New York.....	New York.....	Sloop Warren.
Charles C. Turner.....	do	do	Virginia	Virginia	Virginia	Mediterranean.
Joseph Stallings.....	do	do	Maryland	Maryland	Maryland	Sloop Lexington.
John Manning.....	do	do	North Carolina	North Carolina	North Carolina	Leave of absence.
Elias C. Taylor.....	Jan. 1, 1819....	do	New Jersey.....	New Jersey	New Jersey	Sloop Warren.
James L. Lardner.....	May 10, 1820....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania	Leave of absence.
1830.						
Robert G. Robb.....	Sept. 6, 1821....	May 27, 1830....	Virginia	Virginia	Virginia	Leave of absence.
Edward M. Vail.....	Dec. 1, 1821....	do	France.....	District of Columbia.	District of Columbia.	Sloop John Adams.
Fitz Allen Deas.....	July 4, 1821....	do	New York.....	South Carolina	South Carolina	Navy yard, Philadelphia.
Samuel W. Stockton.....	Dec. 1, 1821....	do	New Jersey.....	New Jersey	New Jersey	Sloop Warren.
John Calhoun.....	Jan. 25, 1821....	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Schooner Grampus.
Charles W. Chauncey.....	May 1, 1822....	do	New York.....	New York.....	New York.....	Sloop Falmouth.
Lawrence Pennington.....	Nov. 22, 1822....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Thomas T. Craven.....	May 1, 1822....	do	District of Columbia.	New Hampshire	New York.....	Receiving ship, New York.
Andrew H. Foot.....	Dec. 4, 1822....	do	Connecticut	Connecticut	Connecticut	Sloop St. Louis.
John L. Ball.....	do	do	Virginia	Virginia	Virginia	Frigate Brandywine.
William W. Hunter.....	May 1, 1822....	do	Pennsylvania.....	Louisiana	Louisiana	Leave of absence.
N. C. Lawrence.....	do	March 3, 1831....	New York.....	New York.....	New York.....	Sloop Vandalia.
Amasa Paine.....	do	do	Vermont	Vermont	Vermont	Leave of absence.
Nathaniel W. Duke.....	do	do	Kentucky	Kentucky	Kentucky	West India squadron.
Edward J. Tilton.....	do	do	Delaware	Delaware	Delaware	Leave of absence.
James H. Ward.....	March 4, 1823....	do	Connecticut	Connecticut	Connecticut	Sloop Concord.
Henry Hoff.....	Oct. 28, 1823....	do	Pennsylvania.....	South Carolina.....	South Carolina	Frigate Potomac.
Jonathan Ingersoll.....	March 4, 1823....	do	Connecticut	Connecticut	Connecticut	Frigate Potomac.
Groy Skipwith.....	do	do	Rhode Island.....	Tennessee.....	Tennessee	West India squadron.
Murray Mason.....	Nov. 14, 1823....	do	District of Columbia.	District of Columbia.	District of Columbia.	Mediterranean squadron.
Charles H. Davis.....	Aug. 12, 1823....	do	Massachusetts	Massachusetts	Massachusetts	Sloop Ontario.
Stephen Johnston.....	June 28, 1823....	do	Indiana.....	Ohio	Ohio	On furlough.
Jonathan W. Swift.....	Aug. 25, 1823....	do	Massachusetts.....	North Carolina	New York.....	Mediterranean squadron.
Jerome Callan.....	March 4, 1823....	do	Pennsylvania.....	Indiana.....	Pennsylvania.....	Leave of absence.
Pedro C. Valdes.....	June 16, 1823....	do	Chili	Pennsylvania.....	do	On furlough.
Charles M. Armstrong.....	March 4, 1823....	do	New York.....	New Jersey	New Jersey	Sloop-of-war Falmouth.
Ebenezer Farrand.....	do	do	do	do	do	Commanding schooner Ariel.
Henry H. Bell.....	Aug. 4, 1823....	do	North Carolina	North Carolina	North Carolina	Sloop Vincennes.
Philip A. Stockton.....	Feb. 1, 1823....	do	New Jersey.....	New Jersey	New Jersey	Leave of absence.
William Smith.....	March 4, 1823....	do	Kentucky	Kentucky	Kentucky	Sloop Boston.

Naval register for 1831—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
H. E. V. Robinson	March 4, 1823....	March 3, 1831....	Missouri	Missouri	Missouri	Commanding schooner Sylph.
Charles H. McBlair.....	do	July 12, 1831....	Maryland	Maryland	Maryland	Sloop Ontario.

Lieutenants—259.

SURGEONS.

Lewis Heermann.....	Feb. 8, 1802....	Nov. 27, 1804....	Germany.....	Virginia	Louisiana	Leave of absence.
Jonathan Cowdory.....	Jan. 1, 1800....	do	Massachusetts...	New York.....	Virginia	Navy yard, Norfolk.
William P. C. Barton.....	April 10, 1809....	June 28, 1809....	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Thomas Harris	July 6, 1812....	July 6, 1812....	do	do	do	Naval hospital, Philadelphia.
William Turk.....	May 15, 1800....	July 24, 1813....	New York.....	New York.....	New York.....	Waiting orders.
Hyde Ray	July 20, 1809....	do	Maryland	Maryland	Maryland	Leave of absence.
Gerard Dayers.....	March 15, 1809....	do	Flanders	District of Columbia.	Virginia	Navy yard, Charlestown.
John A. Kearney.....	March 3, 1809....	do	Ireland	do	District of Columbia.	Naval hospital, Pensacola.
Bailey Washington.....	May 9, 1810....	do	Virginia	Virginia	Virginia	Naval hospital, Washington.
William Swift.....	May 14, 1813....	April 15, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Thomas B. Salter.....	May 19, 1813....	May 22, 1815....	New Jersey	New Jersey	New Jersey.....	Hospital, New York.
Peter Christie	July 8, 1812....	April 27, 1816....	do	do	Pennsylvania.....	Fleet surgeon coast of Brazil.
Samuel Jackson.....	July 10, 1812....	March 27, 1818....	New York.....	New York.....	New York.....	Fleet surgeon in the Pacific.
Andrew B. Cooke.....	Dec. 21, 1812....	do	do	do	do	Waiting orders.
Leonard Osborne.....	April 29, 1813....	do	England	District of Columbia.	Maryland	Leave of absence.
Thomas Williamson.....	May 13, 1813....	do	Maryland	Maryland	do	Hospital, Norfolk.
George S. Sproston	Nov. 8, 1813....	do	do	do	do	Leave of absence.
Benajah Ticknor.....	Dec. 10, 1814....	July 10, 1824....	Vermont	Connecticut	Connecticut	Leave of absence.
Mordecai Morgan.....	Dec. 28, 1818....	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Thomas J. Boyd.....	March 28, 1820....	do	Delaware	Delaware	Delaware	Navy yard, Washington.
James Cornick.....	Sept. 11, 1819....	May 2, 1825....	Virginia	Virginia	Virginia	Fleet surgeon, West Indies.
Charles Chase	Dec. 10, 1814....	May 3, 1825....	Maine	Maine	Maine	Navy yard, Portsmouth.
D. S. Edwards	July 30, 1818....	May 5, 1825....	Connecticut	Connecticut	Connecticut	Rendezvous, New York.
Isaac Hulse	May 12, 1823....	May 6, 1825....	New York.....	New York.....	Maryland	Leave of absence.
John S. Wily.....	Dec. 20, 1815....	May 9, 1825....	Maryland	Maryland	do	Navy yard, New York.
George Torrill.....	March 28, 1820....	May 22, 1826....	Virginia	Virginia	Virginia	Rendezvous, Norfolk.
John Haslett.....	June 30, 1823....	May 23, 1826....	South Carolina	South Carolina	South Carolina	Sloop Boston.
James Page.....	March 5, 1811....	April 23, 1827....	Maryland	Maryland	Maryland	Baltimore station.
Waters Smith	June 5, 1820....	Jan. 3, 1828....	New York.....	Florida	Florida	Sloop St. Louis.
Benjamin F. Bache.....	July 9, 1824....	do	Virginia	Pennsylvania.....	New Jersey	Navy yard, Pensacola.
A. A. Adee	July 15, 1824....	do	New York.....	New York.....	New York.....	Leave of absence.
Thomas Dillard.....	Nov. 15, 1824....	do	Virginia	Virginia	Virginia	Mediterranean squadron.
Stephen Rapalje.....	June 30, 1823....	Dec. 4, 1828....	New York.....	New York.....	New York.....	Receiving ship, New York.
James M. Greene.....	April 29, 1825....	do	Ireland	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.

Naval register for 1832—SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John R. Chandler.....	Nov. 14, 1824....	Dec. 4, 1828....	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
B. R. Tinslar.....	Feb. 1, 1823....	do	New York.....	New York.....	New York.....	Hospital at Boston.
William Plumstead.....	May 13, 1825....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
George W. Codwise.....	May 14, 1825....	do	West Indies.....	New York.....	New York.....	Leave of absence.
G. R. B. Horner.....	May 26, 1826....	April 4, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
W. S. W. Rusehenberger.....	Aug. 10, 1826....	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Falmouth.
William Johnson.....	Aug. 16, 1826....	do	Delaware.....	Delaware.....	Delaware.....	Sloop Erie.
Samuel Mosley.....	Aug. 17, 1826....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Robert J. Dodd.....	May 29, 1826....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Warren.
William Fairlie Patton.....	Aug. 17, 1826....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.

Surgeons—44.

ASSISTANT SURGEONS.

Cornelius Moore.....	May 26, 1824....	May 26, 1824....	New York.....	New York.....	New York.....	Schooner Dolphin.
Richard Kennon.....	Nov. 17, 1824....	Nov. 17, 1824....	Virginia.....	Virginia.....	Virginia.....	Naval hospital, Norfolk.
Gideon White, jr.....	May 2, 1825....	May 2, 1825....	Maryland.....	Maryland.....	Maryland.....	Hospital, New York.
John F. Brooke.....	May 16, 1825....	May 16, 1825....	Virginia.....	Pennsylvania.....	Virginia.....	Leave of absence.
Henry S. Coulter.....	May 26, 1826....	May 26, 1826....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Samuel W. Ruff.....	Aug. 12, 1826....	Aug. 12, 1826....	Virginia.....	Virginia.....	Virginia.....	Sloop Concord.
Mifflin Coulter.....	Aug. 15, 1826....	Aug. 15, 1826....	Maryland.....	Maryland.....	Maryland.....	Sloop Warren.
George W. Palmer.....	Aug. 18, 1826....	Aug. 18, 1826....	New York.....	New York.....	New York.....	Leave of absence.
Samuel Barrington.....	Jan. 3, 1828....	Jan. 3, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
William Milnor.....	do	do	do	do	do	Schooner Dolphin.
Thomas L. Smith.....	do	do	New Jersey.....	New York.....	New York.....	Sloop Vandalia.
William Whelan.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Hospital, Pensacola.
Andrew E. Kennedy.....	do	do	do	do	do	Navy yard, New York.
Lewis B. Hunter.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Schooner Porpoise.
George Blacknell.....	do	do	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Enterprise.
Richard K. H. Sims.....	Dec. 2, 1828....	Dec. 2, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William A. W. Spotswood.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John C. Sponcer.....	Dec. 16, 1828....	Dec. 16, 1828....	Ohio.....	Ohio.....	Ohio.....	Sloop Vandalia.
Edward H. Freeland.....	March 11, 1829....	March 11, 1829....	Maryland.....	Maryland.....	Maryland.....	Sloop Vincennes.
Frederick Wessels.....	do	do	do	do	Pennsylvania.....	Leave of absence.
H. N. Glentworth.....	do	do	Pennsylvania.....	Pennsylvania.....	New Jersey.....	Leave of absence.
William M. Wood.....	May 16, 1829....	May 16, 1829....	Maryland.....	Maryland.....	Maryland.....	Schooner Grampus.
George B. McKnight.....	do	do	New York.....	Pennsylvania.....	District of Columbia.	Naval hospital, Philadelphia.
William G. Micks.....	do	do .....	.....	.....	.....	Frigate Brandywine.
John B. Elliot.....	May 20, 1829....	May 20, 1829....	.....	.....	.....	Sloop Boston.
William Tyler.....	May 23, 1829....	May 23, 1829....	.....	.....	.....	Sloop Concord.
Amos G. Gambrill.....	June 20, 1829....	June 20, 1829....	.....	.....	.....	Leave of absence.

Naval register for 1832—ASSISTANT SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Jones W. Plummer	June 20, 1829....	June 20, 1829....	.....	.....	.....	Sloop Ontario.
John V. Smith	June 27, 1829....	June 27, 1829....	.....	.....	.....	Naval hospital, Boston.
George Clymer.....	July 1, 1829....	July 1, 1829....	.....	.....	.....	Frigate Brandywine.
Isaac Brinkerhoff.....	do	do .....	.....	.....	.....	Schooner Shark.
Daniel Egbert.....	Aug. 22, 1829....	Aug. 22, 1829....	.....	.....	.....	Leave of absence.
Solomon Sharpe	Sept. 15, 1829....	Sept. 15, 1829....	.....	.....	.....	Sloop Fairfield.
Jonathan M. Foltz.....	April 4, 1831....	April 4, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Euclid Borland.....	do	do	Virginia	North Carolina	Virginia	Sloop John Adams.
Henry De Witt Pawling.....	do	do .....	.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Hugh Morson	do	do .....	.....	.....	Virginia	Sloop Falmouth.
William L. Vanhorn.....	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.
Assistant surgeons—38.						
PURSERS.						
Clement S. Huntt.....	June 7, 1803....	April 25, 1812....	Maryland	Maryland	Rhode Island	Waiting orders.
Samuel Hambleton.....	Dec. 6, 1806....	do	do	District of Columbia.	Maryland	Sloop Fairfield.
Thomas J. Chow.....	March 9, 1809....	do	Connecticut	Connecticut	New York	Leave of absence.
Francis A. Thornton.....	Jan. 20, 1811....	do	Virginia	Virginia	Virginia	Baltimore station.
James M. Halscy.....	March 2, 1811....	do	New York	New York	New York.....	Navy yard, New York.
Edward Fitzgerald.....	March 22, 1811....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.
William S. Rogers.....	Feb. 26, 1813....	Feb. 26, 1813....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Samuel P. Todd	July 20, 1812....	March 1, 1813....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
George Beale.....	Jan. 8, 1812....	July 24, 1813....	Virginia	Virginia	Virginia	Waiting orders.
James H. Clark.....	July 24, 1813....	do	Connecticut	New York.....	New York.....	Leave of absence.
Joseph Wilson.....	do	do	Massachusetts.....	Massachusetts	New Hampshire	Leave of absence.
William Sinclair.....	March 26, 1814....	March 26, 1814....	do	Georgia	Georgia	Frigate Brandywine.
John N. Todd.....	March 1, 1815....	March 1, 1815....	Pennsylvania.....	Pennsylvania.....	Pennsylvania	Waiting orders.
Timothy Winn.....	June 20, 1799....	May 17, 1815....	Massachusetts.....	Massachusetts	District of Columbia.	Navy yard, Washington.
William M. Sands.....	May 20, 1815....	May 20, 1815....	New York	New York	New York.....	Receiving ship, New York.
Joseph H. Torry.....	June 6, 1815....	June 6, 1815....	do	do	do	Navy yard, Pensacola.
Thomas Breese	July 8, 1815....	July 8, 1815....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Navy yard, Philadelphia.
John De Broe.....	Dec. 29, 1817....	Dec. 29, 1817....	New Jersey.....	Pennsylvania.....	Virginia	Leave of absence.
Charles O. Handy	do	do	Rhode Island.....	Rhode Island.....	Rhode Island	Leave of absence.
Silas Butler	April 6, 1799....	do	Connecticut	Connecticut	New York.....	New York station.
Edward N. Cox.....	do	March 2, 1820....	Maryland	New York	do	Navy yard, Boston.
Nathaniel H. Porry.....	March 23, 1820....	March 23, 1820....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
John N. Hambleton.....	Oct. 26, 1819....	May 26, 1824....	Maryland	Maryland	Maryland	Sloop Warren.
William McMurtrie.....	Nov. 14, 1823....	do	Pennsylvania	New Jersey	New Jersey.....	Sloop Concord.
Garret R. Barry.....	Jan. 15, 1824....	March 3, 1825....	do	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
D. McF. Thornton.....	Dec. 30, 1824....	do	Virginia	Kentucky	Virginia	Receiving ship, Norfolk.

Naval register for 1832—PURSERS—Continued.

1831.]

NAVAL REGISTER.

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Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Josiah Colston.....	May 20, 1825....	May 28, 1825....	Maryland.....	District of Columbia.	District of Columbia.	Leave of absence.
Dudley Walker.....	March 4, 1819....	Aug. 21, 1826....	do.....	Massachusetts.....	Massachusetts.....	Leave of absence.
McKean Buchanan.....	Aug. 21, 1826....	do.....	do.....	District of Columbia.	Pennsylvania.....	Sloop Falmouth.
Henry Etting.....	Jan. 1, 1818....	Nov. 7, 1826....	do.....	Pennsylvania.....	do.....	Sloop Erie.
James Brooks.....	Dec. 28, 1818....	Jan. 7, 1828....	Virginia.....	New York.....	Virginia.....	Navy yard, Norfolk.
Gronville C. Cooper.....	March 11, 1829....	March 11, 1829....	Massachusetts.....	Massachusetts.....	District of Columbia.	Navy yard, Portsmouth.
Francis B. Stockton.....	do.....	do.....	New Jersey.....	New York.....	New York.....	Leave of absence.
Francis G. McCauloy.....	May 27, 1829....	May 27, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.
William A. Slacum.....	June 8, 1829....	June 8, 1829....	Virginia.....	Florida.....	Florida.....	Frigate Potomac.
Nathaniel Wilson.....	Oct. 6, 1829....	Oct. 6, 1829....	Maine.....	Louisiana.....	Louisiana.....	Sloop Boston.
Philo White.....	May 11, 1830....	May 11, 1830....	North Carolina.....	North Carolina.....	North Carolina.....	In the Pacific.
Benjamin J. Gahoone.....	Nov. 12, 1830....	Nov. 12, 1830....	Rhode Island.....	New York.....	New York.....	Schooner Grampus.
Sterrett Ramsey.....	Nov. 18, 1830....	Nov. 18, 1830....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
Edward T. Dunn.....	Feb. 21, 1831....	Feb. 21, 1831....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop John Adams.
John A. Bates.....	March 2, 1831....	March 2, 1831....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Schooner Porpoise.
Andrew J. Watson.....	May 1, 1831....	May 1, 1831....	Virginia.....	District of Columbia.	District of Columbia.	Sloop Lexington.

Pursers—42.

CHAPLAINS.

James Everett.....	Dec. 23, 1818....	Dec. 23, 1818....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Addison Searle.....	April 27, 1820....	April 27, 1820....	New Hampshire.....	New Hampshire.....	New York.....	Navy yard, New York.
John W. Grier.....	March 3, 1825....	March 3, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Hervey H. Hayes.....	May 3, 1827....	May 3, 1827....	Connecticut.....	Connecticut.....	Connecticut.....	Navy yard, Philadelphia.
John P. Fenner.....	Feb. 25, 1828....	Feb. 25, 1828....	England.....	District of Columbia.	New York.....	Navy yard, Boston.
Charles S. Stewart.....	Nov. 1, 1828....	Nov. 1, 1828....	New Jersey.....	New York.....	do.....	Waiting orders.
William Ryland.....	May 23, 1829....	May 23, 1829....	Ireland.....	Maryland.....	District of Columbia.	Navy yard, Washington.
Timothy J. Harrison.....	Oct. 2, 1829....	Oct. 2, 1829....	Connecticut.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Walter Colton.....	Nov. 6, 1830....	Nov. 6, 1830....	Vermont.....	Connecticut.....	District of Columbia.	Leave of absence.

Chaplains—9.

PASSED MIDSHIPMEN.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James M. Watson.....	Feb. 1, 1823....	March 23, 1829....	Virginia.....	Virginia.....	District of Columbia.	Leave of absence.
John W. Turk.....	March 4, 1823....	do.....	New York.....	New York.....	New York.....	Navy yard, New York.
Junius J. Boyle.....	Aug. 27, 1823....	do.....	Maryland.....	District of Columbia.	District of Columbia.	Sloop Ontario.
William E. Hunt.....	Oct. 28, 1823....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop John Adams.
Gurden C. Ashton.....	Dec. 9, 1823....	do.....	Virginia.....	Virginia.....	Virginia.....	Ordinary at Norfolk.
Peter Turner.....	March 4, 1823....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.
Augustus R. Strong.....	June 20, 1823....	do.....	Missouri.....	Ohio.....	Ohio.....	Mediterranean.
Robert L. Browning.....	March 4, 1823....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
A. B. Fairfax.....	Aug. 4, 1823....	do.....	Virginia.....	Virginia.....	Virginia.....	Acting lieut. on board schooner Spark.

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Naval register for 1832—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Neil M. Howison	Feb. 1, 1823....	March 23, 1829....	Virginia	Virginia	Virginia	Frigate Brandywine.
Wm. B. Lyne.....	March 4, 1823....	do	North Carolina....	North Carolina....	North Carolina....	Receiving ship, Norfolk.
John T. Jenkins.....	do	do	New York.....	New York.....	New York.....	On furlough.
Walter C. Cutts.....	do	do	Maine	Maine	District of Columbia	Leave of absence.
John A. Davis.....	do	do	North Carolina....	Tennessee.....	Louisiana	Leave of absence.
Henry K. Thatcher.....	do	do	Maine	Maine	Maine	Leave of absence.
James H. Rowan.....	Aug. 19, 1823....	do	New York.....	New York	New York.....	On furlough.
Samuel E. Munn	Aug. 27, 1823....	do	Maryland	do	Maryland	Leave of absence.
William H. Noland	Dec. 13, 1823....	do	Virginia	Virginia	Arkansas	Leave of absence.
Wm. D. Porter.....	Jan. 1, 1823....	do	Louisiana	Massachusetts	District of Columbia	Leave of absence.
Philander F. Canedy.....	March 4, 1823....	do	Massachusetts.....	Vermont	Vermont	Assisting in preparing charts.
William C. Homes.....	Aug. 25, 1823....	do	do	Massachusetts	Massachusetts.....	Under suspension.
1830.						
William McBlair	Nov. 16, 1824....	Feb. 20, 1830....	Maryland	Maryland	Maryland	Acting lieutenant on board schooner Ariel.
George M. Hooe.....	Oct. 21, 1824....	do	Virginia	Virginia	Virginia	Waiting orders.
John S. Misroon.....	June 27, 1824....	do	South Carolina....	South Carolina....	South Carolina....	Waiting orders.
William C. Selden	Nov. 16, 1824....	do	Virginia	Virginia	District of Columbia	Acting lieutenant on board schooner Sylph.
Richard L. Page.....	March 1, 1824....	do	do	do	Virginia	Sloop Concord.
Frederick Chatard.....	Nov. 16, 1824....	do	Maryland	Maryland	Maryland	Leave of absence.
Gab'l G. Williamson.....	June 2, 1824....	do	Virginia	Virginia	Virginia	Sloop Lexington.
Benjamin J. Totten.....	March 4, 1823....	do	West Indies	New York.....	New York.....	Schooner Dolphin.
Owen Burns	Dec. 1, 1824....	do	North Carolina....	North Carolina....	North Carolina....	Frigate Brandywine.
Harry Ingersoll.....	Feb. 28, 1824....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop John Adams.
Alexander H. Marbury	July 14, 1824....	do	District of Columbia	District of Columbia.	District of Columbia	Waiting orders.
H. M. Houston.....	May 12, 1824....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles A. Thompson	Aug. 27, 1823....	do	Maryland	Maryland	Maryland	West Indies.
1831.						
Arthur Sinclair.....	March 4, 1823....	June 4, 1831....	Virginia	Virginia	Virginia	Sloop Warren.
Edwin W. Moore	Jan. 1, 1825....	do	District of Columbia	do	do	Sloop Fairfield.
William F. Hooe.....	Aug. 1, 1825....	do	Virginia	do	do	Leave of absence.
Henry Moor.....	March 1, 1825....	do	Maine	Maine	Maine	Schooner Enterprise.
Lorenzo T. Bennett.....	Dec. 7, 1825....	do	New York.....	Connecticut	Connecticut	Sloop Erie.
Robert B. Hitchcock.....	Jan. 1, 1825....	do	Connecticut	do	do	Assist. in charge of chronometers.
C. H. A. H. Kennedy.....	Feb. 10, 1819....	do	Virginia	Virginia	Virginia	Schooner Porpoise.
Thomas W. Brent	March 1, 1825....	do	District of Columbia.	District of Columbia	District of Columbia	Sloop Peacock.
George M. Bache.....	Jan. 1, 1825....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Ezra T. Doughty	May 3, 1824....	do	New York.....	New York.....	New York.....	On furlough.
Joseph Lanman.....	Jan. 1, 1825....	do	Connecticut	Connecticut	Connecticut	Receiving ship, New York.
John W. Cox.....	March 1, 1825....	do	Louisiana	Ohio	Ohio	Rendezvous, Philadelphia.

Naval register for 1832—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John K. Mitchell	Feb. 1, 1825	June 4, 1831	North Carolina	Florida	Florida	West Indies.
William F. Irving	Jan. 1, 1825	do	New York	New York	New York	Navy yard, New York.
Thomas Turnor	April 21, 1825	do	Virginia	Virginia	Virginia	Leave of absence.
Charles H. Poor	March 1, 1825	do	Massachusetts	Massachusetts	District of Columbia	Sloop Lexington.
James F. Schenek	do	do	Ohio	Ohio	Ohio	Waiting orders.
John B. Cutting	Jan. 1, 1825	do	Virginia	Virginia	Virginia	Ordinary at Norfolk.
T. M. Washington	Oct. 21, 1824	do	do	do	do	Leave of absence.
Robert Fitzhugh	Jan. 1, 1825	do	Maryland	New York	New York	On furlough.
Matthew F. Maury	Feb. 1, 1825	do	Virginia	Tennessee	Tennessee	Sloop Falmouth.
Timothy A. Hunt	March 1, 1825	do	Connecticut	Connecticut	Connecticut	Leave of absence.
Sylvanus Godon	March 4, 1819	do	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Potomac.
James S. Palmer	Jan. 1, 1825	do	New Jersey	New Jersey	New Jersey	Leave of absence.
William Radford	March 1, 1825	do	Virginia	Missouri	Missouri	Leave of absence.
Samuel F. Hazard	Jan. 1, 1823	do	Rhode Island	Rhode Island	Rhode Island	Navy yard, Boston.
John M. Borrien	March 1, 1825	do	Georgia	Georgia	New Jersey	Schooner Shark.
George A. Prentiss	do	do	New Hampshire	New Hampshire	New Hampshire	Receiving ship at Boston.
John C. Sharpe	Jan. 1, 1825	do	Virginia	Virginia	Virginia	Sloop Lexington.
John C. Carter	do	do	do	Kentucky	Kentucky	On furlough.
George Hurst	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Receiving ship, Philadelphia.
Alfred Taylor	do	do	Virginia	Virginia	Virginia	Navy yard, Portsmouth.
Samuel P. Lee	Nov. 22, 1825	do	do	do	do	Receiving ship at Boston.
Henry Tooley	Jan. 1, 1825	do	Tennessee	Mississippi	Mississippi	Frigate Potomac.
John P. Gilliss	Dec. 12, 1825	do	Delaware	Illinois	Illinois	Waiting orders.
Charles S. Renshaw	Jan. 1, 1825	do	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
Horatio G. Myers	Nov. 25, 1825	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Simon B. Bissell	March 1, 1825	do	Vermont	New Hampshire	New Hampshire	Navy yard, Portsmouth.
Samuel Swartwout	May 10, 1820	do	New York	New York	New York	Leave of absence.
John J. Glasson	Feb. 1, 1823	do	do	do	do	On furlough.
Passed midshipmen—74.						
A.						
MIDSHIPMEN						
James Alden, jr.	April 1, 1828	April 1, 1828	Maine	Maine	Maine	Sloop Concord.
John J. Almy	Feb. 2, 1829	Feb. 2, 1829	Rhode Island	Rhode Island	Rhode Island	Sloop Concord.
*John P. B. Adams	do	do	Delaware	Delaware	Delaware	Sloop John Adams.
James Anderson	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Concord.
*John G. Anthony	July 1, 1822	July 1, 1822	New York	New York	New York	Sloop Vincennes.
*Franklin Anderson	March 3, 1831	March 3, 1831	Massachusetts	Virginia	Virginia	Sloop John Adams.
*William M. E. Adams	June 7, 1831	June 7, 1831	Georgia	Georgia	Georgia	Schooner Dolphin.
*Joseph Herrod Adams	Dec. 8, 1831	Dec. 8, 1831	do	Massachusetts	do	do
Charles A. Ausc	Dec. 13, 1831	Dec. 13, 1831	do	Georgia	do	Waiting orders.

Those midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

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Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
B.						
Joseph R. Brown	July 10, 1819	July 10, 1819	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Lexington.
Charles Crillon Barton	Dec. 1, 1824	Dec. 1, 1824	do	do	do	Leave of absence.
Francis Bartlett	March 1, 1825	March 1, 1825	Massachusetts	Vermont	Massachusetts	Schooner Grampus.
Henry Booraem	Nov. 1, 1826	Nov. 1, 1826	New Jersey	New York	New York	Leave of absence.
*Agenor Bosque	do	do	Louisiana	Louisiana	Louisiana	West India squadron.
Charles S. Boggs	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Philip M. Box	do	do	Georgia	Georgia	Georgia	Leave of absence.
William W. Bleeker	May 1, 1827	May 1, 1827	New York	New York	New York	New York school.
Carter B. Beverley	August 1, 1827	Aug. 1, 1827	Virginia	Mississippi	Mississippi	Sloop Fairfield.
James E. Brown	Dec. 1, 1827	Dec. 1, 1827	do	Virginia	Virginia	Leave of absence.
William H. Brown	Jan. 1, 1828	Jan. 1, 1828	Maryland	Maryland	District of Columbia	New York school.
Lloyd J. Bryan	do	do	Virginia	Virginia	Virginia	Sloop Falmouth.
*William H. Burges	April 1, 1828	April 1, 1828	North Carolina	North Carolina	North Carolina	Leave of absence.
William H. Ball	do	do	District of Columbia	Ohio	District of Columbia	Frigate Brandywine.
*William C. Banister	do	do	Virginia	Virginia	Virginia	Leave of absence.
*John Borden	do	do	Pennsylvania	Ohio	Ohio	Leave of absence.
John Buchanan	July 1, 1828	July 1, 1828	Maryland	Maryland	Maryland	Sloop Vandalia.
James K. Bowie	Nov. 1, 1828	Nov. 1, 1828	do	do	do	Leave of absence.
Thomas A. Budd	Feb. 2, 1829	Feb. 2, 1829	New York	New York	New York	Sloop Vandalia.
John Bannister	do	do	Virginia	Virginia	Virginia	Sloop Ontario.
Edward C. Bowers	do	do	do	Connecticut	do	Leave of absence.
*Nathaniel Greene Bay	do	do	New York	New York	New York	Leave of absence.
*Augus. S. Baldwin	do	do	New Jersey	New Jersey	New Jersey	Sloop Warren.
Otway H. Berryman	do	do	Virginia	District of Columbia	District of Columbia	Sloop Vandalia.
*John Shaw Booth	May 27, 1829	May 27, 1829	New York	New York	Connecticut	Schooner Dolphin.
Richard Bache, jr.	June 3, 1829	June 3, 1829	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Pensacola.
*Francis E. Barry	June 22, 1829	June 22, 1829	Teneriffe	do	do	Leave of absence.
*Eugene Boyle	May 11, 1831	May 11, 1831	Maryland	District of Columbia	District of Columbia	Frigate Potomac.
*Thomas M. Brasher	June 6, 1831	June 6, 1831	New York	New York	New York	Sloop Falmouth.
*Simon F. Blunt	Sept. 7, 1831	Sept. 7, 1831	Virginia	Virginia	Virginia	Sloop Fairfield.
C.						
Richard S. Coxo	March 1, 1825	March 1, 1825	New York	New Jersey	New Jersey	Leave of absence.
Daniel Carter	Aug. 1, 1826	Aug. 1, 1826	Ohio	Ohio	Ohio	Leave of absence.
William Chandler	do	do	District of Columbia	District of Columbia	District of Columbia	Frigate Brandywine.
Robert A. Cassin	Nov. 1, 1826	Nov. 1, 1826	Pennsylvania	Louisiana	do	Norfolk school.
William C. Chaplin	do	do	do	Pennsylvania	Pennsylvania	New York school.
M. G. L. Claiborne	Feb. 1, 1827	Feb. 1, 1827	Tennessee	Tennessee	Tennessee	Frigate Potomac.
Overton Carr	March 1, 1827	March 1, 1827	District of Columbia	Indiana	District of Columbia	Sloop Fairfield.

Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Charles H. Cotton	Jan. 1, 1828	Jan. 1, 1828	Vermont	Vermont	Vermont	Leave of absence.
Franklin Clinton	April 1, 1828	April 1, 1828	New York	New York	New York	Leave of absence.
Augustus L. Case	do	do	do	do	do	New York school.
*James W. Cooke	do	do	North Carolina	North Carolina	North Carolina	Leave of absence.
John A. Coyle	do	do	Kentucky	Kentucky	Kentucky	Schooner Sylph.
George T. Crump	Feb. 2, 1829	Feb. 2, 1829	Virginia	Virginia	Virginia	Frigate Brandywine.
George R. Carrol	do	do	Maryland	Maryland	Maryland	Leave of absence.
*Tunis A. M. Craven	do	do	New Hampshire	New York	New York	Sloop Boston.
Osman Claiborne	May 10, 1829	May 10, 1829	Mississippi	Mississippi	Mississippi	Schooner Grampus.
Richard C. Cogdell	do	do	South Carolina	South Carolina	South Carolina	Sloop Vincennes.
*William T. Cooke	April 25, 1831	April 25, 1831	Virginia	Virginia	Virginia	Frigate Potomac.
*Williams Carter	July 13, 1831	July 13, 1831	do	do	do	Sloop Lexington.
*David R. Crawford	Dec. 9, 1831	Dec. 9, 1831	do	Pennsylvania	do	Waiting orders.
John Carroll	Dec. 13, 1831	Dec. 13, 1831	do	Kentucky	do	Waiting orders.
D.						
James F. Duncan	Nov. 12, 1825	Nov. 12, 1825	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
John C. Davidson	Nov. 22, 1825	Nov. 22, 1825	District of Columbia	District of Columbia	District of Columbia	Schooner Ariel.
John A. Dahlgren	Feb. 1, 1826	Feb. 1, 1826	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
*Henry Darcantel	April 1, 1826	April 1, 1826	Louisiana	Louisiana	Louisiana	Schooner Dolphin.
Benjamin M. Dove	Dec. 1, 1826	Dec. 1, 1826	Virginia	Virginia	District of Columbia	Leave of absence.
John De Camp	Oct. 1, 1827	Oct. 1, 1827	New Jersey	Florida	Florida	Leave of absence.
Perceival Drayton	Dec. 1, 1827	Dec. 1, 1827	South Carolina	South Carolina	South Carolina	Mediterranean.
Robert Deacon	Jan. 1, 1828	Jan. 1, 1828	New Jersey	New Jersey	New Jersey	Leave of absence.
Francis V. Delbergho	April 1, 1828	April 1, 1828	Georgia	Georgia	Georgia	Norfolk school.
*Daniel F. Dulany	do	do	Virginia	Maine	Virginia	Leave of absence.
*B. S. B. Darlington	do	do	do	Pennsylvania	Pennsylvania	Leave of absence.
Townshend Dado	May 1, 1828	May 1, 1828	Virginia	Virginia	Virginia	Leave of absence.
*Thomas F. Davis	Feb. 2, 1829	Feb. 2, 1829	Maine	Maine	Maine	Sloop Falmouth.
John B. Dale	do	do	Massachusetts	Massachusetts	Massachusetts	Sloop Vincennes.
*Stephen Dod	do	do	New Jersey	New Jersey	New Jersey	Sloop Falmouth.
Stephen Deatur	March 17, 1829	March 17, 1829	do	New Hampshire	New Hampshire	Leave of absence.
*Edwin J. De Haven	Oct. 2, 1829	Oct. 2, 1829	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Alonzo B. Davis	April 25, 1831	April 25, 1831	Louisiana	Pennsylvania	do	Schooner Dolphin.
E.						
Stephen D. Elliott	March 1, 1827	March 1, 1827	Mississippi	Mississippi	Mississippi	Leave of absence.
George F. Emmons	April 1, 1828	April 1, 1828	Vermont	Vermont	Vermont	Frigate Brandywine.
*William G. Elliott	do	do	Missouri	Arkansas	Arkansas	Under orders.
F.						
William C. Farr	April 1, 1826	April 1, 1826	Missouri	Missouri	Missouri	Leave of absence.

Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Henry French	Jan. 1, 1828....	Jan. 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Schooner Enterprise.
Octavius Fairfax.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*Henry C. Flagg, jr.....	April 1, 1828....	April 1, 1828....	Connecticut.....	South Carolina.....	South Carolina.....	Leave of absence.
*James M. Frailey.....	May 1, 1828....	May 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Schooner Dolphin.
*George M. Fowler.....	Nov. 1, 1828....	Nov. 1, 1828....	Louisiana.....	Louisiana.....	Louisiana.....	Leave of absence.
*Richard Forrest.....	do	do	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
*John W. D. Ford.....	Feb. 2, 1829....	Feb. 2, 1828....	Maryland.....	Virginia.....	Virginia.....	Sloop John Adams.
James I. Forbes.....	Aug. 30, 1831....	Aug. 30, 1831....	do	Pennsylvania.....	Pennsylvania.....	Sloop Fairfield.
G.						
Guert Gansevoort.....	March 4, 1823....	March 4, 1823....	New York.....	New York.....	New York.....	Leave of absence.
John R. Goldsborough.....	Nov. 16, 1824....	Nov. 16, 1824....	District of Columbia.	District of Columbia.	District of Columbia.	Norfolk school.
John W. Graham.....	Jan. 1, 1825....	Jan. 1, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Lexington.
Spencer C. Gist.....	May 1, 1826....	May 1, 1826....	Tennessee.....	Tennessee.....	Tennessee.....	Leave of absence.
Charles Groen.....	do	do	Connecticut.....	Connecticut.....	Connecticut.....	New York school.
John M. Gardner.....	June 1, 1826....	June 1, 1826....	Pennsylvania.....	Maryland.....	Pennsylvania.....	New York school.
Oliver S. Glisson.....	Nov. 1, 1826....	Nov. 1, 1826....	Ohio.....	Indiana.....	Indiana.....	Schooner Spark.
Theodore P. Green.....	do	do	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
George R. Gray.....	do	do	Delaware.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
Alborto Griffith.....	do	do	Virginia.....	Virginia.....	Virginia.....	New York school.
Edwin L. Greenwood.....	Dec. 1, 1826....	Dec. 1, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Ordinary, Boston.
Samuel T. Gillet.....	do	do	New York.....	Indiana.....	Indiana.....	Leave of absence.
James M. Gilliss.....	March 1, 1827....	March 1, 1827....	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
*William O. Griffin.....	Oct. 1, 1827....	Oct. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Joseph F. Green.....	Nov. 1, 1827....	Nov. 1, 1827....	Maine.....	Maine.....	Maine.....	Schooner Grandpus.
George W. Gay.....	April 1, 1828....	April 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Boston.
*John C. Graham.....	do	do	District of Columbia.	Kentucky.....	District of Columbia.	Leave of absence.
*Peter L. Gansevoort.....	June 1, 1828....	June 1, 1828....	New York.....	New York.....	New York.....	Sloop Vandalia.
Charles E. L. Griffin.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia.....	do	do	Sloop Concord.
*Andrew F. V. Gray.....	Oct. 15, 1829....	Oct. 15, 1829....	.....	.....	.....	Schooner Porpoise.
H.						
Edward H. Hubbard.....	March 4, 1823....	March 4, 1823....	Maine.....	Maine.....	Maine.....	New York school.
John E. Holt, jr.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Lexington.
William A. Howard.....	Jan. 1, 1825....	Jan. 1, 1825....	Maine.....	Maine.....	Maine.....	On furlough.
Mark Hale.....	March 1, 1825....	March 1, 1825....	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
Robert Handy.....	Feb. 1, 1826....	Feb. 1, 1826....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Norfolk school.
John C. Harker.....	March 1, 1826....	March 1, 1826....	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Spark.
George N. Hawkins.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Frigate Brandywine.
Francis Huger.....	June 1, 1826....	June 1, 1826....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Brandywine.

Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Edward L. Handy.....	June 1, 1826....	June 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Norfolk school.
Lewis P. Higbee.....	Nov. 1, 1826....	Nov. 1, 1826....	New Jersey.....	New Jersey.....	New Jersey.....	Norfolk school.
Charles Heywood.....	do.....	do.....	Maine.....	Maine.....	Maine.....	Frigate Brandywine.
Addison C. Hinton.....	Feb. 1, 1827....	Feb. 1, 1827....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
*Erastus Huntington.....	do.....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
*Alexander M. Henderson.....	April 1, 1827....	April 1, 1827....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Zachariah Holland.....	June 1, 1827....	June 1, 1827....	Maryland.....	Maryland.....	Maryland.....	New York school.
Henry C. Hart.....	Sept. 1, 1827....	Sept. 1, 1827....	Kentucky.....	Kentucky.....	Kentucky.....	Frigate Potomac.
Bushrod W. Hunter.....	Nov. 1, 1827....	Nov. 1, 1827....	District of Columbia.	Virginia.....	Virginia.....	Sloop Ontario.
Robert Emmet Hoce.....	Jan. 1, 1828....	Jan. 1, 1828....	Virginia.....	do.....	do.....	Sloop Falmouth.
*Albert A. Holcomb.....	April 1, 1828....	April 1, 1828....	New Jersey.....	Kentucky.....	Kentucky.....	Leave of absence.
*H. J. Harlstone.....	do.....	do.....	South Carolina.....	Georgia.....	South Carolina.....	Leave of absence.
*Horace N. Harrison.....	do.....	do.....	Georgia.....	do.....	Georgia.....	Leave of absence.
George Henderson.....	May 1, 1828....	May 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Sloop Fairfield.
*James L. Henderson.....	June 1, 1828....	June 1, 1828....	do.....	District of Columbia.	do.....	Leave of absence.
*Levin Handy.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
*Thomas T. Hunter.....	July 1, 1828....	July 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*William Lewis Herndon.....	Nov. 1, 1828....	Nov. 1, 1828....	do.....	do.....	do.....	Leave of absence.
William D. Hurst.....	Feb. 2, 1829....	Feb. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
*Parry W. Humphreys.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	West India squadron.
*Daniel Hunt.....	do.....	do.....	New Jersey.....	Ohio.....	Ohio.....	Under orders.
Joshua Humphreys.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.	Frigate Brandywine.
*Charles Henderson.....	April 6, 1830....	April 6, 1830....	do.....	do.....	Pennsylvania.....	On furlough.
*James L. Heap.....	June 5, 1830....	June 5, 1830....	do.....	do.....	do.....	Sloop Boston.
Richard M. Harvey.....	July 24, 1830....	July 24, 1830....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Brandywine.
Charles Hunter.....	April 25, 1831....	April 25, 1831....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Potomac.
Francis P. Hoban.....	April 28, 1831....	April 28, 1831....	District of Columbia.	District of Columbia.	District of Columbia.	Frigate Potomac.
Baldwin Hunter.....	Dec. 13, 1831....	Dec. 13, 1831....	.....	Georgia.....	.....	Waiting orders.
I.						
Edgar Irving.....	Nov. 1, 1826....	Nov. 1, 1826....	New York.....	New York.....	New York.....	Sloop Warren.
William H. Inskip.....	April 1, 1828....	April 1, 1828....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
*Frederick Isley.....	Feb. 2, 1829....	Feb. 2, 1829....	Maine.....	Maine.....	Maine.....	Sloop Falmouth.
J.						
Joseph W. Jarvis.....	Jan. 1, 1825....	Jan. 1, 1825....	Connecticut.....	North Carolina.....	North Carolina.....	Norfolk school.
William P. Jones.....	Jan. 1, 1827....	Jan. 1, 1827....	Illinois.....	Missouri.....	Missouri.....	Sloop Erie.
Robert E. Johnson.....	Oct. 1, 1827....	Oct. 1, 1827....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Ontario.
Francis E. Joyner.....	April 1, 1828....	April 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Vandalia.
Thornton A. Jenkins.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.

Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*Edmund Jenkins.....	Feb. 2, 1820....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Schooner Porpoise.
*John A. Jarvis.....	Dec. 3, 1830....	Dec. 3, 1830....	New York.....	Massachusetts.....	New York.....	Sloop Ontario.
*William A. Jones.....	July 13, 1831....	July 13, 1831....	Pennsylvania.....	Ohio.....	Ohio.....	Sloop Fairfield.
K.						
Augustus H. Kilty.....	July 4, 1821....	July 4, 1821....	Maryland.....	Maryland.....	Maryland.....	Norfolk school.
Lewis G. Keith.....	July 1, 1825....	July 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*Samuel R. Knox.....	April 1, 1828....	April 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Schooner Dolphin.
Edmund C. Kennedy.....	Sept. 17, 1830....	Sept. 17, 1830....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
L.						
Cranstoun Laurie.....	Nov. 1, 1826....	Nov. 1, 1826....	District of Columbia.	Tennessee.....	District of Columbia.	Leave of absence.
William Lambert.....	Dec. 1, 1826....	Dec. 1, 1826....	do	Alabama.....	Alabama.....	Norfolk school.
William B. Ludlow.....	May 1, 1827....	May 1, 1827....	Delaware.....	Maryland.....	Massachusetts.....	New York school.
*Levi Lincoln, jr.....	Feb. 1, 1828....	Feb. 1, 1828....	Massachusetts.....	Massachusetts.....	do	Frigate Potomac.
*Samuel Larkin, jr.....	April 1, 1828....	April 1, 1828....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
*James M. Lookert.....	do	do	South Carolina.....	Tennessee.....	Tennessee.....	Leave of absence.
Ninian E. Lane.....	do	do	Missouri.....	Illinois.....	Missouri.....	Sloop Concord.
*Henry H. Lewis.....	May 1, 1828....	May 1, 1828....	Virginia.....	Kentucky.....	Kentucky.....	On furlough.
George Lansing.....	Nov. 1, 1828....	Nov. 1, 1828....	New York.....	New York.....	New York.....	Frigate Brandywine.
Montgomery Lewis.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Shark.
William Leigh.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Ontario.
*Dominick Lynch, jr.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Sloop Concord.
Richard L. Love.....	Sept. 17, 1830....	Sept. 17, 1830....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
*James B. Lewis.....	March 31, 1831....	March 31, 1831....	do	Tennessee.....	do	Frigate Potomac.
*Richard H. Lowndes.....	June 25, 1831....	June 25, 1831....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Lexington.
*Edmund Lanier.....	July 9, 1831....	July 9, 1831....	Virginia.....	Tennessee.....	Tennessee.....	Sloop Vincennes.
*Francis Lowry.....	Aug. 3, 1831....	Aug. 3, 1831....	Vermont.....	Vermont.....	Vermont.....	Sloop Fairfield.
M.						
William M. A. Moore.....	Aug. 19, 1823....	Aug. 19, 1823....	Virginia.....	Virginia.....	Virginia.....	On furlough.
Thomas A. Mull.....	Dec. 1, 1824....	Dec. 1, 1824....	Maryland.....	Maryland.....	Maryland.....	Sloop Warren.
Alexander C. Maury.....	Feb. 1, 1826....	Feb. 1, 1826....	Tennessee.....	Tennessee.....	Tennessee.....	Norfolk school.
Thomas W. Melvill.....	do	do	France.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
James P. McKinstry.....	do	do	New York.....	Michigan.....	Michigan.....	Sloop Warren.
James T. M'Donough.....	April 1, 1826....	April 1, 1826....	Delaware.....	Connecticut.....	Delaware.....	Norfolk school.
Richard W. Meade.....	do	do	Spain.....	Pennsylvania.....	Pennsylvania.....	Sloop Boston.
James F. Miller.....	Nov. 1, 1826....	Nov. 1, 1826....	New Hampshire.....	Massachusetts.....	New Hampshire.....	Sloop Erie.
D. B. Morgan.....	Feb. 1, 1827....	Feb. 1, 1827....	Louisiana.....	Louisiana.....	Louisiana.....	Schooner Porpoise.
George Minor.....	April 1, 1827....	April 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Schooner Spark.
Bernard J. Moeller.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.

Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Virgil M'Cracken.....	May 1, 1827....	May 1, 1827....	Kentucky.....	Kentucky.....	Kentucky.....	Ordered to schooner Ariel.
John Middleton.....	Nov. 1, 1827....	Nov. 1, 1827....	South Carolina.....	South Carolina.....	South Carolina.....	Norfolk school.
George M. M'Creery.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
J. T. McLaughlin.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	Alabama.....	Alabama.....	Sloop Boston.
Joseph Moorehead.....	April 1, 1828....	April 1, 1828....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
*David McDougal.....	Dec. 1, 1828....	Dec. 1, 1828....	do.....	do.....	do.....	Sloop Boston.
*George Macomber.....	May 1, 1828....	May 1, 1828....	Rhode Island.....	Georgia.....	Georgia.....	Sloop Ontario.
John B. Marchand.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Porpoise.
*William T. Muse.....	June 1, 1828....	June 1, 1828....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Edward Middleton.....	July 1, 1828....	July 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
John F. Moreer.....	Oct. 1, 1828....	Oct. 1, 1828....	New Jersey.....	Connecticut.....	Connecticut.....	Leave of absence.
Charles F. McIntosh.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
Thomas W. Magruder.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Sloop Concord.
Benjamin D. Moore.....	do.....	do.....	Kentucky.....	Tennessee.....	Illinois.....	Leave of absence.
William Lewis Maury.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*Rhydon G. Moore.....	do.....	do.....	South Carolina.....	Georgia.....	Georgia.....	Sloop Warren.
* Charles W. Morris.....	Sept. 12, 1829....	Sept. 12, 1829....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Potomac.
*John M. Mason.....	March 31, 1831....	March 31, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop Lexington.
*Allen M'Lane.....	April 25, 1831....	April 25, 1831....	Delaware.....	Delaware.....	Delaware.....	Frigate Potomac.
*William May.....	May 2, 1831....	May 2, 1831....	District of Columbia.....	Mississippi.....	District of Columbia.....	Frigate Potomac.
*Peter U. Murphy.....	May 12, 1831....	May 12, 1831....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Lexington.
*John B. Meigs.....	June 6, 1831....	June 6, 1831....	Georgia.....	Georgia.....	New York.....	Schooner Dolphin.
*Stephen D. M'Cutcheon.....	Oct. 10, 1831....	Oct. 10, 1831....	Louisiana.....	Louisiana.....	Louisiana.....	Sloop Fairfield.
*John Mooney.....	Dec. 13, 1831....	Dec. 13, 1831....	.....	Maine.....	.....	Waiting orders.
N.						
James Noble.....	May 27, 1824....	May 27, 1824....	Kentucky.....	Indiana.....	Indiana.....	Schooner Dolphin.
James H. North.....	May 20, 1829....	May 20, 1829....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Erie.
Hendriok Norvoll.....	Aug. 14, 1830....	Aug. 14, 1830....	Kentucky.....	Tennessee.....	Kentucky.....	West India squadron.
O.						
Gabriel A. O'Brien.....	Jan. 1, 1825....	Jan. 1, 1825....	Algiers.....	Pennsylvania.....	Pennsylvania.....	On furlough.
Lewis Ogden.....	March 1, 1825....	March 1, 1825....	New York.....	New York.....	New York.....	Sloop Vincennes.
P.						
C. W. Pickering.....	May 1, 1822....	May 1, 1822....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Falmouth.
Cicero Price.....	Feb. 1, 1826....	Feb. 1, 1826....	Kentucky.....	Kentucky.....	Kentucky.....	Norfolk school.
Charles Peirce.....	August 1, 1827....	August 1, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Ordinary, Boston.
William H. Pendleton.....	Sept. 1, 1827....	Sept. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Sloop Falmouth.
Thomas J. Page.....	Oct. 1, 1827....	Oct. 1, 1827....	do.....	do.....	do.....	Leave of absence.
*Ferdinand Piper.....	Nov. 1, 1827....	Nov. 1, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.

Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Robert F. Pinkney	Dec. 1, 1827....	Dec. 1, 1827....	Maryland	Maryland	Maryland	Schooner Shark.
Cincinnati Pryor	Jan. 1, 1828....	Jan. 1, 1828....	Virginia	Virginia	Virginia	Sloop Boston.
John P. Parker.....	April 1, 1828....	April 1, 1828....	New Hampshire.	New Hampshire....	New Hampshire....	Sloop Ontario.
*Henry J. Paul	do	do	Ireland	North Carolina....	North Carolina....	Leave of absence.
*Alexander M. Pennoek	do	do	Virginia	Tennessee	Tennessee	Leave of absence.
*Edward H. Perkins	do	do	Connecticut	New York	New York	Leave of absence.
Roger Perry.....	July 1, 1828....	July 1, 1828....	Maryland	Maryland	Maryland	Frigate Brandywine.
Augustin W. Prevost.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Sloop Concord.
*Robert B. Pegram	Feb. 2, 1829....	Feb. 2, 1829....	Virginia	Virginia	Virginia	Leave of absence.
*Robert Patton, jr.....	do	do	do	District of Columbia	do	Leave of absence.
*William Pope	do	do	Illinois	Illinois	Illinois	Sloop Lexington.
David D. Porter.....	do	do	Pennsylvania....	Pennsylvania....	Pennsylvania....	Leave of absence.
Oliver H. Perry	Feb. 24, 1829....	Feb. 24, 1829....	Rhode Island....	Rhode Island....	Rhode Island....	Sloop Concord.
Matthew S. Pitcher	March 13, 1829....	March 13, 1829....	New York	New York	New York	Sloop Vincennes.
Carlisle P. Patterson	Sept. 2, 1830....	Sept. 2, 1830....	Mississippi....	District of Columbia.	Mississippi	Frigate Brandywine.
*James H. Popelston.....	April 25, 1831....	April 25, 1831....	North Carolina....	North Carolina....	North Carolina....	Frigate Potomac.
*James L. Parker	June 6, 1831....	June 6, 1831....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Frigate Potomac.
Carter B. Poindexter.....	Nov. 16, 1831....	Nov. 16, 1831....	Virginia	New York	New York	Schooner Enterprise.
R.						
John A. Russ	March 1, 1825....	March 1, 1825....	Maine	Maine	Maine	Schooner Shark.
Stephen C. Rowan	Feb. 1, 1826....	Feb. 1, 1826....	Ireland	Ohio	Ohio	On furlough.
Robert James Ross.....	Aug. 1, 1826....	Aug. 1, 1826....	District of Columbia	District of Columbia	District of Columbia	Sloop John Adams.
Charles S. Ridgely	Nov. 1, 1826....	Nov. 1, 1826....	Maryland	Maryland	Maryland	New York school.
William Russell	do	do	North Carolina....	North Carolina....	North Carolina....	Sloop Fairfield.
John H. Roberts	March 1, 1827....	March 1, 1827....	Virginia	Virginia	Virginia	Sloop Falmouth.
Thomas R. Rootes	do	do	do	Georgia	do	Leave of absence.
*William I. H. Robertson.....	Nov. 1, 1827....	Nov. 1, 1827....	do	Virginia	District of Columbia.	Leave of absence.
*John L. Ring	April 1, 1828....	April 1, 1828....	South Carolina....	South Carolina....	South Carolina....	Frigate Brandywine.
*Joseph W. Revere.....	do	do	Massachusetts....	New York	New York	Leave of absence.
*Daniel B. Ridgely	do	do	Kentucky	Kentucky	Kentucky	Leave of absence.
John Rodgers	April 18, 1828....	April 18, 1828....	Maryland	District of Columbia	Maryland	Sloop Concord.
*Francis B. Ronshaw.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Leave of absence.
William S. Ringgold.....	do	do	Maryland	District of Columbia.	District of Columbia.	Norfolk school.
*Nathaniel Reeder.....	do	do	Ohio	Ohio	Ohio	New York school.
*Alexander R. Rose	Sept. 25, 1830....	Sept. 25, 1830....	Virginia	Virginia	Virginia	Sloop Vincennes.
*George W. Randolph.....	March 31, 1831....	March 31, 1831....	do	do	do	Sloop John Adams.
*James W. E. Reid.....	Sept. 26, 1831....	Sept. 26, 1831....	Georgia	Georgia	Georgia	Schooner Shark.
*William Reynolds.....	Nov. 17, 1831....	Nov. 17, 1831....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Schooner Enterprise.

Naval register for 1832—MIDSHIPMEN—Continued.

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Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
S.						
Burret Shepard.....	Feb. 1, 1826....	Feb. 1, 1826....	Connecticut.....	New York.....	New York.....	New York school.
*Molanethon Smith.....	March 1, 1826....	March 1, 1826....	New York.....	do.....	do.....	New York school.
Raphael Semmes, jr.....	April 1, 1826....	April 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Norfolk school.
John L. Spencer.....	June 1, 1826....	June 1, 1826....	New York.....	New York.....	New York.....	Sloop Vincennes.
Henry A. Stocelo.....	Nov. 1, 1826....	Nov. 1, 1826....	Delaware.....	Delaware.....	Delaware.....	Sloop Eric.
James R. Sully.....	Feb. 1, 1827....	Feb. 1, 1827....	South Carolina.....	Virginia.....	Virginia.....	Schooner Shark.
Luther Stoddard.....	April 1, 1827....	April 1, 1827....	New York.....	New York.....	New York.....	Leave of absence.
*Hugh H. Stockton.....	July 1, 1827....	July 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vandalia.
William C. Spencer.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	Pennsylvania.....	Maryland.....	Sloop John Adams.
*William O. Slade.....	April 1, 1828....	April 1, 1828....	District of Columbia.....	Illinois.....	Virginia.....	Sloop Fairfield.
Charles Steedman.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Fairfield.
Benjamin F. Sands.....	do.....	do.....	Maryland.....	Kentucky.....	Kentucky.....	Sloop Vandalia.
George L. Selden.....	do.....	do.....	do.....	Virginia.....	Ohio.....	Leave of absence.
Henry S. Stellwagen.....	do.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
*William Stearns, jr.....	May 1, 1828....	May 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Concord.
Elio W. Stull.....	June 1, 1828....	June 1, 1828....	Maryland.....	District of Columbia.....	District of Columbia.....	Schooner Grampus.
*William S. Swann.....	July 1, 1828....	July 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*Gustavus H. Scott.....	Aug. 1, 1828....	Aug. 1, 1828....	do.....	do.....	do.....	Leave of absence.
William W. Smith.....	Nov. 1, 1828....	Nov. 1, 1828....	New Jersey.....	Arkansas.....	Arkansas.....	Sloop Fairfield.
C. F. M. Spotswood.....	do.....	do.....	do.....	Virginia.....	Virginia.....	Leave of absence.
*James H. Strong.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Sloop Lexington.
*Lewis C. Sartori.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Warren.
*John S. Stoddard.....	do.....	do.....	New York.....	New York.....	New York.....	Schooner Enterprise.
Montfort S. Stokes.....	May 12, 1829....	May 12, 1829....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Brandywine.
*E. T. Shubrick.....	June 22, 1829....	June 22, 1829....	New York.....	South Carolina.....	South Carolina.....	Frigate Brandywine.
John H. Shorburne.....	Oct. 5, 1829....	Oct. 5, 1829....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
*George T. Sinclair.....	April 23, 1831....	April 23, 1831....	Virginia.....	Virginia.....	Virginia.....	Frigate Potomac.
*William Seandrett Smith.....	April 25, 1831....	April 25, 1831....	do.....	do.....	do.....	Sloop Falmouth.
*James G. Stanly.....	April 30, 1831....	April 30, 1831....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Potomac.
*Lloyd P. Somers.....	June 9, 1831....	June 9, 1831....	Virginia.....	Pennsylvania.....	Pennsylvania.....	Schooner Sylph.
*Henry Skipwith.....	June 25, 1831....	June 25, 1831....	do.....	Louisiana.....	Virginia.....	Sloop Warren.
*Benjamin F. Shattuck.....	do.....	do.....	do.....	New Hampshire.....	New Hampshire.....	Sloop Lexington.
T.						
John R. Tucker.....	June 1, 1826....	June 1, 1826....	District of Columbia.....	Indiana.....	District of Columbia.....	New York school.
Edward R. Thomson.....	Dec. 1, 1826....	Dec. 1, 1826....	Pennsylvania.....	New Jersey.....	Pennsylvania.....	Sloop Ontario.
Oliver Tod.....	May 1, 1827....	May 1, 1827....	do.....	Pennsylvania.....	do.....	New York school.
George W. Taylor.....	Nov. 1, 1827....	Nov. 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
*Henry C. Tilghman.....	Feb. 1, 1828....	Feb. 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William R. Taylor.....	April 1, 1828....	April 1, 1828....	Rhode Island.....	Rhode Island.....	Massachusetts.....	Leave of absence.

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NAVAL REGISTER.

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Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John G. Tod	April 1, 1828....	April 1, 1828....	Kentucky	Kentucky.....	Kentucky	West India squadron.
*John W. Taylor	do	do	South Carolina	Georgia	Georgia.....	Frigate Potomac.
Thruston M. Taylor.....	do	do	Kentucky	Kentucky	Kentucky	West Indies.
*Addison R. Taliaferro.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia	Virginia	Virginia	Schooner Porpoise.
*Charles Thomas	do	do	Maryland	Maryland	Maryland	Leave of absence.
*Samuel A. Turner.....	do	do .....	.....	Massachusetts .....	.....	Sloop Warren.
John J. Thurston.....	do	do	District of Columbia.	Alabama.....	District of Columbia.	Sloop Vandalia.
*Richard L. Tilghman	Oct. 27, 1830....	Oct. 27, 1830....	Maryland	Maryland	Maryland	Sloop John Adams.
*George M. Totten	May 5, 1831....	May 5, 1831....	New York	Rhode Island.....	Rhode Island.....	Frigate Potomac.
*William Paul Taylor.....	June 13, 1831....	June 13, 1831....	do	New York.....	New York.....	Schooner Dolphin.
U.						
Joseph A. Underwood	Feb. 2, 1829....	Feb. 2, 1829....	Maine	Massachusetts	New York.....	Frigate Brandywine.
W.						
Dudley G. Woodbridge.....	Jan. 1, 1825....	Jan. 1, 1825....	Georgia.....	Massachusetts.....	Georgia.....	Leave of absence.
Harry P. T. Wood	March 1, 1825....	March 1, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Fairfield.
William Ward	Feb. 1, 1826....	Feb. 1, 1826....	New York.....	New York	New York.....	New York school.
William A. Wurts	April 1, 1826....	April 1, 1826....	New Jersey	Kentucky.....	Kentucky.....	Norfolk school.
John J. White	July 1, 1826....	July 1, 1826....	Georgia.....	Georgia.....	Georgia.....	Norfolk school.
*S. A. Washington	Nov. 1, 1826....	Nov. 1, 1826....	Virginia	Virginia	Virginia	Sloop Boston.
*Henry Walke	Feb. 1, 1827....	Feb. 1, 1827....	do	Ohio.....	Ohio.....	Leave of absence.
A. S. Worth	do	do	Massachusetts.....	New York.....	New York.....	Leave of absence.
John A. Winslow	do	do	North Carolina	North Carolina	Massachusetts	Sloop Falmouth.
*Joseph Woodruff.....	do	do	Georgia	Florida	Florida	West India squadron.
John Weems	Aug. 4, 1827....	Aug. 4, 1827....	District of Columbia.	District of Columbia	Maryland	Sloop John Adams.
Nicholas B. Waters.....	Nov. 1, 1827....	Nov. 1, 1827....	Maryland	Maryland	do	Sloop Warren.
William M. Walker	do	do	do	do	District of Columbia.	Sloop Vandalia.
John J. B. Walbach	Dec. 1, 1827....	Dec. 1, 1827....	.....	New Hampshire .....	.....	Sloop Fairfield.
John T. Williams	April 1, 1828....	April 1, 1828....	North Carolina	North Carolina	North Carolina.....	Norfolk school.
Stephen W. Wilkinson	do	do	do	Tennessee.....	Tennessee.....	Frigate Brandywine.
Robert P. Welsh	do	do	Ohio	Ohio	Ohio	Frigate Brandywine.
Francis B. Wright	do	do	District of Columbia.	Kentucky	District of Columbia.	Sloop Erie.
George M. A. White	Nov. 1, 1828....	Nov. 1, 1828....	Georgia.....	Georgia	do	Sloop Vandalia.
*Joseph C. Walsh	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Schooner Dolphin.
Clarence Watkins.....	Dec. 1, 1828....	Dec. 1, 1828....	Maryland	District of Columbia.	District of Columbia.	Receiving ship, Philadelphia.
*William B. Whiting	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Sloop Falmouth.
*George J. Wycho.....	do	do	Virginia	Alabama	Alabama.....	Sloop Erie.
Edward C. Ward.....	do	do	New York	New York.....	New York.....	Sloop Concord.
*John O. Wilson.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop John Adams.
William S. Williamson.....	do	do	do	do	do	Sloop Concord.

Naval register for 1832—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*Richard Wainwright.....	May 11, 1831....	May 11, 1831....	Massachusetts.....	Virginia.....	South Carolina.....	Sloop Fairfield.
*Lewis Morris Wilkins.....	June 13, 1831....	June 13, 1831....	New York.....	New York.....	New York.....	Sloop Warren.
*M. D. E. W. Watson.....	Oct. 26, 1831....	Oct. 26, 1831....	Vermont.....	Ohio.....	Ohio.....	West Indies.
*Henry Tingey Wingate.....	Dec. 13, 1831....	Dec. 13, 1831....	.....	Maine.....	.....	Waiting orders.
*John Brooks Wood.....	do	do .....	.....	do .....	.....	Waiting orders.
Y.						
Alexander K. Yancey.....	April 1, 1825....	April 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*William S. Young.....	March 1, 1827....	March 1, 1827....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Ontario.
Edward M. Yard.....	Nov. 1, 1827....	Nov. 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Schooner Shark.

Midshipmen—345.

SAILINGMASTERS.

William Knight.....	Oct. 2, 1799....	Oct. 2, 1799....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Jonathan D. Forris.....	Feb. 28, 1809....	Feb. 28, 1809....	New York.....	New York.....	Louisiana.....	Leave of absence.
Salvadore Catalano.....	Aug. 9, 1809....	Aug. 9, 1809....	Sicily.....	District of Columbia.	District of Columbia.	Navy yard, Washington.
Augustus Ford.....	March 28, 1810....	March 28, 1810....	Rhode Island.....	New York.....	New York.....	Leave of absence.
A. B. Bloodgood.....	June 25, 1812....	June 25, 1812....	New York.....	do	do	New York station.
Robert Knox.....	July 20, 1812....	July 20, 1812....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
James B. Potts.....	July 24, 1812....	July 24, 1812....	England.....	District of Columbia.	Virginia.....	Navy yard, Gosport.
William Vaughan.....	Aug. 22, 1812....	Aug. 22, 1812....	Pennsylvania.....	New York.....	New York.....	On furlough.
Marmaduke Dove.....	Aug. 29, 1812....	Aug. 29, 1812....	Maryland.....	Maryland.....	District of Columbia.	Navy yard, Washington.
Cornelius Bennett.....	Dec. 9, 1812....	Dec. 9, 1812....	Massachusetts.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Charles W. Waldo.....	March 10, 1813....	March 10, 1813....	do	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
John Clough.....	July 3, 1813....	July 3, 1813....	do	New York.....	New York.....	Receiving ship, New York.
F. H. Ellison.....	do	do	England.....	do	do	Navy yard, New York.
Francis Mallaby.....	do	do	New York.....	do	do	Sackett's Harbor.
Samuel C. Hixon.....	April 30, 1814....	April 30, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Receiving ship, Boston.
James Ferguson.....	May 27, 1814....	May 27, 1814....	New York.....	New York.....	do	Navy yard, Philadelphia.
Robert S. Tatam.....	July 21, 1814....	July 21, 1814....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Joseph Williston.....	Nov. 26, 1814....	Nov. 26, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
William Miller.....	Jan. 28, 1815....	Jan. 28, 1815....	Scotland.....	Pennsylvania.....	Pennsylvania.....	Philadelphia station.
Nahum Warren.....	Feb. 6, 1815....	Feb. 6, 1815....	New Hampshire.....	District of Columbia.	District of Columbia.	Navy yard, Pensacola.
Henry Worthington.....	May 2, 1815....	May 2, 1815....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John Carlton.....	July 4, 1815....	July 4, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Alexander Cunningham.....	Nov. 15, 1815....	Nov. 15, 1815....	South Carolina.....	Virginia.....	Virginia.....	Receiving ship, Norfolk.
John Robinson.....	Nov. 27, 1815....	Nov. 27, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
James Tewksbury.....	Dec. 14, 1815....	Dec. 14, 1815....	do	do	do	Philadelphia station.
John Quin.....	Nov. 1, 1816....	Nov. 1, 1816....	Pennsylvania.....	Louisiana.....	Ohio.....	On furlough.

Naval register for 1832—SAILINGMASTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
A. Prentiss	Jan. 22, 1823....	Jan. 22, 1823....	Massachusetts.....	Massachusetts	Massachusetts.....	On furlough.
Jacob Mull.....	Aug. 5, 1825....	Aug. 5, 1825....	Maryland.....	Maryland.....	Maryland.....	-
Frederick W. Mooers.....	May 19, 1827....	May 19, 1827....	.....	.....	.....	On furlough.
H. A. F. Young.....	May 16, 1827....	May 16, 1827....	.....	.....	.....	Ordinary at Gosport.
*P. G. Rodrigues, (acting)	do	do .....	.....	.....	.....	Naval school, Norfolk.
John Barry	Aug. 3, 1831....	Aug. 3, 1831....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Potomac.

Sailingmasters—32.

BOATSWAINS.

David Eaton	Aug. 8, 1811....	Aug. 8, 1811....	Pennsylvania.....	District of Columbia	Pennsylvania.....	Navy yard, Washington.
John Woods.....	July 8, 1815....	July 8, 1815....	New Jersey.....	Pennsylvania.....	do	Navy yard, Washington.
James Banks.....	July 21, 1817....	July 21, 1817....	New York.....	New York.....	do	Leave of absence.
Eli Dill.....	June 25, 1818....	June 25, 1818....	Delaware.....	do	New York.....	On furlough.
James Evans.....	Jan. 1, 1819....	Jan. 1, 1819....	Wales.....	do	do	Frigate Brandywine.
John Smith.....	Dec. 7, 1819....	Dec. 7, 1819....	Maryland.....	do	do	New York station.
John Ball.....	Oct. 14, 1824....	Oct. 14, 1824....	New York.....	do	Maine.....	Navy yard, Boston.
Richard A. Munroe.....	July 25, 1826....	July 25, 1826....	do	do	New York.....	Leave of absence.
Wm. Waters.....	April 21, 1827....	April 21, 1827....	.....	.....	.....	Sloop John Adams.
Justus Hill, (acting)	April 4, 1827....	April 4, 1827....	Maryland.....	Florida.....	New York.....	.....
John Haywood, (acting)	May 4, 1828....	May 4, 1828....	.....	.....	.....	Sloop Fairfield.
Edward Crocker, do	June 16, 1828....	June 16, 1828....	.....	.....	.....	Navy yard, New York.
Thomas S. Hanifer, do	Sept. 16, 1828....	Sept. 16, 1828....	.....	.....	.....	Sloop Ontario.
John Morris, do	Oct. 28, 1828....	Oct. 28, 1828....	.....	.....	.....	Leave of absence.
Thomas Ring,	do	do .....	.....	.....	.....	Philadelphia hospital. Sick.
Lawrence Gallagher, do	Nov. 15, 1828....	Nov. 15, 1828....	.....	.....	.....	Receiving ship, New York.
John Froemen, do	May 10, 1830....	May 10, 1830....	.....	.....	.....	Navy yard, Norfolk.
Robert H. O'Neal.....	June 13, 1831....	June 13, 1831....	North Carolina.....	New York.....	New York.....	Sloop Falmouth.
William Brown, (acting).....	Aug. 29, 1831....	Aug. 29, 1831....	do	do	do	Leave of absence.
William Hart	Dec. 2, 1831....	Dec. 2, 1831....	.....	.....	.....	Sloop Erie.
William Stoker.....	Dec. 16, 1831....	Dec. 16, 1831....	.....	.....	.....	Sloop Peacock.

Boatswains—21.

GUNNERS.

George Marshall.....	July 15, 1809....	July 15, 1809....	Greece.....	District of Columbia	District of Columbia	Navy yard, Washington.
Stephen Jones.....	May 6, 1813....	May 6, 1813....	New York.....	New York.....	New York.....	Ordinary at Gosport.
John Blight.....	May 3, 1821....	May 3, 1821....	do	do	do	Navy yard, New York.
Samuel Hobberd.....	Jan. 23, 1822....	Jan. 23, 1822....	Connecticut.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Joseph Andrews.....	Nov. 24, 1823....	Nov. 24, 1823....	Massachusetts.....	Massachusetts.....	New York.....	Navy yard, Portsmouth.
Asa Curtis.....	March 1, 1825....	March 1, 1825....	do	do	Massachusetts.....	Navy yard, Philadelphia.
William B. Brown.....	Dec. 9, 1825....	Dec. 9, 1825....	Germany.....	do	do	Navy yard, Boston.

Naval register for 1832—GUNNERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John R. Covington.....			Maryland	Maryland	Maryland	Frigate Potomac.
Thomas W. Ryley	Jan. 29, 1827....	Jan. 29, 1827....	Connecticut	Connecticut	Connecticut	Frigate Brandywine.
Charles Fales	Oct. 30, 1827....	Oct. 30, 1827....	.....	.....	.....	Leave of absence.
Thomas W. Barry	Dec. 27, 1827....	Dec. 27, 1827....	Pennsylvania.....	Pennsylvania.....	District of Columbia	New York station.
Benjamin Towner, (acting).....	Feb. 7, 1828....	Feb. 7, 1828....	New Hampshire	Virginia	Virginia	Leave of absence.
John M. Green, (acting).....	Nov. 28, 1828....	Nov. 28, 1828....	New York	New York	District of Columbia	Leave of absence.
Henry Keeling, (acting)	Aug. 25, 1829....	Aug. 25, 1829....	.....	.....	.....	Leave of absence.
Daniel Kelly, (acting)	Oct. 20, 1829....	Oct. 20, 1829....	.....	.....	.....	Sloop Erie.
Lewis Parker (acting)	Nov. 20, 1830....	Nov. 20, 1830....	.....	.....	.....	Sloop Vincennes.

Gunners—16.

CARPENTERS.

Richard Thomas	Jan. 22, 1814....	Jan. 22, 1814....	Maryland	Virginia	Maryland	Navy yard, New York.
John Snider	Jan. 1, 1818....	Jan. 1, 1818....	.....	Pennsylvania	Pennsylvania	Navy yard, Pensacola.
Samuel Phillips	May 24, 1821....	May 24, 1821....	New Jersey	New York	New York	Leave of absence.
Thomas Armstrong.....	June 17, 1822....	June 17, 1822....	Pennsylvania	District of Columbia.	Virginia	Navy yard, Gosport.
John Fisher.....	March 20, 1823....	March 20, 1823....	Virginia	New York	New York	Leave of absence.
John A. Dickason.....	Dec. 13, 1825....	Dec. 13, 1825....	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Calvin Oaks	June 12, 1826....	June 12, 1826....	.....	.....	.....	Boston station.
John Southwick	Dec. 21, 1826....	Dec. 21, 1826....	Massachusetts	Massachusetts.....	Massachusetts.....	Frigate Brandywine.
William E. Sheffield, (acting)	Nov. 11, 1829....	Nov. 11, 1829....	.....	.....	.....	Frigate Potomac.
Wm. Hatch	Nov. 1, 1831....	Nov. 1, 1831....	.....	South Carolina.....	.....	Waiting orders.
John Williston	Nov. 17, 1831....	Nov. 17, 1831....	Massachusetts.....	New York.....	Virginia	Leave of absence.
Alonzo Jones.....	Nov. 18, 1831....	Nov. 18, 1831....	do	Virginia	Massachusetts	Sloop Erie.

Carpenters—12.

SAILMAKERS.

Bonj. B. Burchstead.....	April 5, 1821....	April 5, 1821....	Massachusetts	New York.....	Massachusetts	Waiting orders.
Isaac Hall.....	April 1, 1822....	April 1, 1822....	Maryland	Virginia	Maryland	Leave of absence.
James R. Childs.....	June 8, 1822....	June 8, 1822....	do	Maryland	do	Navy yard, New York.
Nathaniel B. Peed	Oct. 22, 1823....	Oct. 22, 1823....	Virginia	New York.....	New York.....	Waiting orders.
Amos Lewis.....	Jan. 3, 1825....	Jan. 3, 1825....	.....	.....	.....	Waiting orders.
Benjamin Crow.....	May 5, 1826....	May 5, 1826....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel B. Banister.....	July 17, 1826....	July 17, 1826....	Massachusetts.....	New York.....	Massachusetts	Navy yard, Boston.
Christinn Nelson.....	Dec. 21, 1826....	Dec. 21, 1826....	Copenhagen.....	Massachusetts	do	Frigate Potomac.
William Ryan, (acting).....	Sept. 18, 1827....	Sept. 18, 1827....	New York.....	New York.....	New York.....	Leave of absence.
John Clementson.....	July 18, 1829....	July 18, 1829....	.....	.....	.....	Navy yard, Washington.
Charles Coupland.....	Oct. 18, 1828....	Oct. 18, 1828....	.....	.....	.....	Sloop Vandalia.
James Davis	Nov. 4, 1828....	Nov. 4, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John C. Hall, (acting).....	Aug. 25, 1829....	Aug. 25, 1829....	.....	.....	.....	Sloop Ontario.

Naval register for 1832—SAILMAKERS—Continued.

Names.	Original entry into the service.	Date of present warrant	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
J. G. Gallagher.....	Nov. 27, 1829....	Nov. 27, 1829....	.....	.....	.....	Sloop Boston.
Henry Bacon.....	May 20, 1830....	May 20, 1830....	.....	.....	.....	Sloop Concord.
John Boggs.....	Aug. 20, 1830....	Aug. 20, 1830....	.....	.....	.....	Frigate Brandywine.
William D. Hills.....	Oct. 4, 1831....	Oct. 4, 1831....	Massachusetts.....	Maryland.....	Maryland.....	Waiting orders.
John Heckle.....	Nov. 9, 1831....	Nov. 9, 1831....	.....	.....	.....	Sloop Vincennes.

Sailmakers—18.

MARINE CORPS.

Archibald Henderson, lieut. colonel commandant..... | June 4, 1806.... | Oct. 17, 1820.... | Virginia..... | Virginia..... | Virginia..... | Head-quarters.

CAPTAINS.

Names.	Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
R. D. Wainwright, brevet lieut. colonel.....	May 9, 1800....	Sept. 29, 1812....	March 3, 1827.	South Carolina..	South Carolina..	South Carolina..	Gosport, Virginia.
Samuel Miller, brevet lieut. colonel.....	June 1, 1808....	June 18, 1814....	do	Massachusetts..	Massachusetts..	Massachusetts..	Philadelphia.
John M. Gamble, brevet lieut. colonel.....	Jan. 16, 1809....	do	do	New Jersey.....	New Jersey.....	New Hampshire..	New York.
Samuel E. Watson, brevet lieut. colonel.....	July 4, 1812....	March 28, 1820....	March 28, 1830.	Virginia.....	Kentucky.....	Virginia.....	Portsmouth, New Hampshire.
William H. Freeman.....	Aug. 17, 1812....	July 17, 1821....	.....	Connecticut....	Connecticut....	Connecticut....	Charlestown, Massachusetts.
J. L. Kuhn,.....	July 27, 1813....	June 28, 1823....	.....	Maryland.....	Maryland.....	Maryland.....	On furlough.
Charles R. Broom, paymaster.....	do	March 7, 1824....	.....	Delaware.....	Delaware.....	Delaware.....	Head-quarters.
Levi Twiggs.....	Nov. 10, 1813....	Feb. 23, 1830....	.....	Georgia.....	Georgia.....	Georgia.....	Navy yard, Washington.
John Harris.....	do	June 13, 1830....	.....	Pennsylvania..	Pennsylvania..	Pennsylvania..	Gosport, Virginia.

Captains—9.

FIRST LIEUTENANTS.

Thomas A. Linton, captain by brevet.....	Feb. 28, 1815....	April 18, 1817....	April 18, 1827.	Virginia.....	Virginia.....	Virginia.....	Pensacola.
James Edelin, captain by brevet.....	March 1, 1815....	do	do	Maryland.....	Maryland.....	Maryland.....	Navy yard, Washington.
P. G. Howle, adjutant and inspector, captain by brevet.....	do	do	do	Virginia.....	Virginia.....	Virginia.....	Head-quarters.
E. J. Weed, quartermaster, captain by brevet.....	Jan. 16, 1817....	March 3, 1819....	Nov. 7, 1828.	Pennsylvania..	Pennsylvania..	Pennsylvania..	Head-quarters.
Joseph C. Hall, captain by brevet.....	June 10, 1817....	do	March 3, 1819.	Maryland.....	Maryland.....	Maryland.....	Receiving ship, New York.
William W. Dulany, captain by brevet.....	do	June 19, 1819....	June 19, 1829.	Virginia.....	Virginia.....	Virginia.....	Charlestown, Mass.
Thomas S. English, captain by brevet.....	do	Aug. 11, 1819....	Aug. 11, 1829.	Massachusetts..	Massachusetts..	New Hampshire..	Frigate Brandywine.
George W. Walker.....	do	March 3, 1821....	.....	Dist. of Colum..	Dist. of Colum..	Dist. of Colum..	Portsmouth, New Hampshire.
Charles Grymes.....	March 3, 1819....	July 20, 1821....	.....	Virginia.....	Virginia.....	Virginia.....	Gosport, Virginia.
Ward Marston.....	do	Oct. 30, 1821....	.....	Massachusetts..	Massachusetts..	Massachusetts..	Charlestown, Massachusetts.
Charles C. Tuppor.....	do	Jan. 21, 1822....	.....	New York.....	New York.....	New York.....	Head-quarters.
A. A. Nicholson.....	March 28, 1820....	May 27, 1822....	.....	South Carolina .	South Carolina .	South Carolina .	New York.
James M ^c Cawley.....	do	Oct. 6, 1822....	.....	Pennsylvania..	Pennsylvania..	Pennsylvania..	Sloop Fairfield.
Benjamin Macomber.....	do	April 2, 1823....	.....	Rhode Island..	Rhode Island..	New York.....	New York.
A. N. Brevoort.....	do	Sept. 26, 1823....	.....	New York.....	New York.....	do	Leave of absence.

Naval register for 1832—FIRST LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
Andrew Ross.....	March 3, 1821....	Oct. 1, 1824....	New York.....	Louisiana.....	New York.....	Gosport, Virginia.
Wm. A. Bloodgood,.....	do	Dec. 1, 1824....	do	New York.....	do	Leave of absence.
Richard Douglas.....	May 7, 1822....	April 26, 1825....	Pennsylvania.....	New Jersey.....	do	Under arrest and trial.
Job G. Williams.....	do	Dec. 27, 1825....	Massachusetts.....	New York.....	Pennsylvania.....	Leave of absence.
Alvin Edson.....	do	March 14, 1829....	Vermont.....	Vermont.....	Vermont.....	Frigate Potomac.
Horatio N. Crabb.....	do	Feb. 23, 1830....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
Henry B. Tylor.....	March 3, 1823....	April 1, 1830....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Joseph L. C. Hardy.....	do	June 13, 1830....	New York.....	South Carolina.....	South Carolina.....	Sloop Falmouth.
George F. Lindsay.....	April 1, 1823....	Sept. 23, 1831....	Virginia.....	Mississippi.....	Mississippi.....	Pensacola.

First lieutenants—24.

SECOND LIEUTENANTS.

Landon N. Carter.....	May 26, 1824....	May 26, 1824....	Virginia.....	Virginia.....	Virginia.....	Under arrest.
John G. Reynolds.....	do	do	New Jersey.....	New York.....	New York.....	Philadelphia.
Henry W. Fowler.....	do	do	New York.....	Louisiana.....	Louisiana.....	Charlestown, Massachusetts.
Francis C. Hall.....	July 5, 1825....	July 5, 1825....	Maryland.....	Maryland.....	Maryland.....	Sloop John Adams.
Thomas L. C. Watkins.....	May 22, 1826....	May 22, 1826....	do	District of Columbia.	District of Columbia	Charlestown, Massachusetts.
F. N. Armistead.....	Nov. 13, 1826....	Nov. 13, 1826....	Virginia.....	Virginia.....	Virginia.....	Sloop Concord.
Theo. Bainbridge.....	May 24, 1828....	May 24, 1828....	New Jersey.....	New York.....	New York.....	Under arrest.
Alexander C. McLean.....	March 11, 1829....	March 11, 1829....	New York.....	do	do	Sloop Vincennes.
James W. Shaumburgh.....	March 14, 1829....	March 14, 1829....	Louisiana.....	Louisiana.....	Louisiana.....	Philadelphia.
George H. Terrett.....	April 1, 1830....	April 1, 1830....	Virginia.....	Virginia.....	Virginia.....	Frigate Potomac.
Marshall Love.....	April 3, 1830....	April 3, 1830....	Kentucky.....	Kentucky.....	Kentucky.....	New York.
Francis S. Neville.....	Oct. 30, 1830....	Oct. 30, 1830....	Pennsylvania.....	Ohio.....	Ohio.....	Charlestown, Massachusetts.
William E. Stark.....	July 8, 1831....	July 8, 1831....	Virginia.....	Virginia.....	Virginia.....	Gosport, Virginia.
Nathaniel S. Waldron.....	Sept. 23, 1831....	Sept. 23, 1831....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Head-quarters.
William Lang.....	Sept. 30, 1831....	Sept. 30, 1831....	New York.....	New York.....	New York.....	New York.
Jacob Zeilin, jr.....	Oct. 1, 1831....	Oct. 1, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Under orders to sloop Erie.

Second lieutenants—16.

NAVY AGENTS.

James K. Paulding.....	Jan. 8, 1828....	Jan. 8, 1828....	New York.....	New York.....	New York.....	New York.
George Harrison.....	March 3, 1829....	March 3, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
Isaac Phillips.....	do	do	do	do	do	Baltimore.
Nash Legrand.....	April 27, 1830....	April 27, 1830....	do	do	do	Norfolk.
John P. Henry.....	March 3, 1829....	March 3, 1829....	Georgia.....	Georgia.....	Georgia.....	Savannah.
Charles P. Tutt.....	April 27, 1830....	April 27, 1829....	Virginia.....	Virginia.....	Virginia.....	Pensacola.
Daniel D. Brodhead.....	May 27, 1830....	May 27, 1830....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston.
John Loughton.....	April 27, 1830....	April 27, 1830....	do	do	do	Portsmouth, New Hampshire.
John T. Robertson.....	March 3, 1829....	March 3, 1829....	do	do	do	Charleston, South Carolina.

Naval register for 1832—NAVY AGENTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.	
Arthur P. Hayne	June 3, 1830....	June 3, 1830....	South Carolina	South Carolina	South Carolina	Marseilles.	
Baring, Brothers & Co. ....	.....	.....	.....	.....	.....	London.	
Navy agents—11.							
NAVAL STOREKEEPERS.							Salary.
Richard H. Ayer	May 1, 1829....	May 1, 1829....	.....	.....	.....	Portsmouth, New Hampshire.....	\$1,500
George Bates.....	Dec. 1, 1818....	Dec. 1, 1818....	Massachusetts	Massachusetts	Massachusetts	Boston.....	1,700
Tunis Craven.....	March 15, 1813....	March 15, 1813....	New Jersey	New Hampshire	New York	New York	1,700
Robert Kennedy .....	.....	.....	Pennsylvania	Pennsylvania	Pennsylvania	Philadelphia	1,200
Gabriel Galt.....	Nov. 14, 1822....	Nov. 14, 1822....	Virginia	Virginia	Virginia	Norfolk.....	1,700
Cary Seldon.....	May 20, 1826....	May 20, 1826....	do	District of Columbia.	District of Columbia.	Washington	1,700
Robert Joyner.....	May 20, 1829....	May 20, 1829....	.....	.....	.....	Pensacola.....	1,700
Naval storekeepers—7.							
NAVAL CONSTRUCTORS.							
Samuel Humphreys, chief naval constructor	Nov. 25, 1826....	Nov. 25, 1826....	Pennsylvania	Pennsylvania	Pennsylvania	Washington	\$3,000
John Floyd .....	.....	.....	Massachusetts	New York.....	Maine.....	Portsmouth, New Hampshire.....	1,500
Josiah Barker .....	.....	.....	do	Massachusetts	Massachusetts	Boston.....	2,300
Samuel Hartt .....	.....	.....	do	do	do	New York.....	2,300
James Keen.....	Dec. 12, 1826....	Dec. 12, 1826....	.....	.....	.....	Philadelphia	2,000
William Doughty.....	.....	.....	Pennsylvania	District of Columbia.	District of Columbia.	Washington	2,000
Francis Grice.....	May 7, 1817....	May 7, 1817....	New Jersey	Virginia	Virginia	Norfolk.....	2,300
Charles D. Brodie.....	Jan. 13, 1826....	Jan. 13, 1826....	Virginia	do	do	Pensacola	2,000
Naval constructors—7.							

Naval register for 1832—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
Ships of the line—7.				
Independence	74	Boston	1814...	In ordinary, at Boston.
Franklin	74	Philadelphia	1815...	In ordinary, at New York.
Washington	74	Portsmouth, N. H..	1816...	In ordinary, at New York.
Columbus	74	Washington	1819...	In ordinary, at Boston.
Ohio	74	New York	1820...	In ordinary, at New York.
North Carolina	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware	74	Gosport, Va.	1820...	In ordinary, at Gosport.
Frigates, 1st class—7.				
United States	44	Philadelphia	1797...	In ordinary, at New York.
Constitution	44	Boston	1797...	In ordinary, at Boston.
Guerriere	44	Philadelphia	1814...	In ordinary, at New York.
Java	44	Baltimore	1814...	In ordinary, at Norfolk.
Potomac	44	Washington	1821...	In the Pacific.
Brandywine	44	Washington	1825...	In the Mediterranean.
Hudson	44	Purchased	1826...	In ordinary, at New York.
Frigates, 2d class—3.				
Congress	36	Portsmouth, N. H..	1799...	Receiving ship, Norfolk.
Constellation	36	Baltimore	1797...	In ordinary, at Norfolk.
Macedonian	36	Captured	1812...	In ordinary, at Norfolk.
Sloops-of-war—15.				
John Adams	24	Charleston, S. C. .	1799...	In the Mediterranean.
Cyane	24	Captured	1815...	In ordinary, at Philadelphia.
Erie	18	Baltimore	1813...	In the West Indies.
Ontario	18	Baltimore	1813...	In the Mediterranean.
Peacock	18	New York	1813...	At Boston, preparing for a cruise.
Boston	18	Boston	1825...	In the Mediterranean.
Lexington	18	New York	1825...	Coast of Brazil.
Vincennes	18	New York	1826...	In the West Indies.
Warren	18	Boston	1826...	Coast of Brazil.
Natchez	18	Norfolk	1827...	In ordinary, at Norfolk.
Falmouth	18	Boston	1827...	In the Pacific.
Fairfield	18	New York	1828...	In the West Indies.
Vandalia	18	Philadelphia	1828...	In ordinary, at Norfolk.
St. Louis	18	Washington	1828...	In ordinary, at New York.
Concord	18	Portsmouth	1828...	In the Mediterranean.
Schooners, &c.—8.				
Dolphin	12	Philadelphia	1821...	In the Pacific.
Grampus	12	Washington	1821...	In the West Indies.
Porpoise	12	Portsmouth, N. H..	1820...	In the West Indies.
Shark	12	Washington	1821...	In the West Indies.
Enterprise	12	New York	1831...	At New York, preparing for a cruise.
Boxer	12	Boston	1831...	At Boston, preparing for a cruise.
Fox	3	Purchased	1823...	Used as a receiving ship at Baltimore.
Sea Gull, galliot .....	.....	Purchased	1823...	Used as a receiving ship at Philadelphia.

Recapitulation.

	In commission.	In ordinary.
Ships of the line .....	..	7
Frigates of the 1st class	2	5
Frigates of the 2d class .....	..	3
Sloops-of-war	11	4
Schooners	6	2
	—	—
	19	21
	==	==

Schooners purchased for and employed in the protection of live oak.

Spark, purchased 1831; employed on Atlantic coast of Florida.

Ariel, purchased 1831; employed in Gulf of Mexico, between Cape Sable and the Perdido river.

Sylph, purchased 1831; employed in Gulf of Mexico, between the Perdido and Sabine rivers.

Vessels on the stocks.

Where at.	Name.	Ships of the line.	Frigates.	Schooners.
Portsmouth, N. H.	Alabama	1	..	..
Portsmouth, N. H.	Santee	..	1	..
Boston	Vermont	2	..	..
Boston	Virginia		..	..
Boston	Cumberland	..	1	..
New York	Sabine	..	2	..
New York	Savannah		..	..
Philadelphia	Pennsylvania	1	..	..
Philadelphia	Raritan	..	1	..
Washington	Columbia	..	1	..
Washington	Experiment	..	..	1
Norfolk	New York	1	..	..
Norfolk	St. Lawrence	..	1	..
		5	7	1

Recapitulation.

Rank.	Number in service.	Pay per month.	Rations pr day.
Captains	40	\$100	8
Captains of vessels above twenty and under thirty-two guns		75	6
Masters commandant	37	60	5
Lieutenants commanding		60	5
Lieutenants	259	50	4
Surgeons	44	..	..
Surgeons under five years, on shore		50	2
Surgeons under five years, at sea		60	4
Surgeons over five years, on shore		55	3
Surgeons over five years, at sea		65	6
Surgeons over ten years, on shore		60	4
Surgeons over ten years, at sea		70	8
Surgeons over twenty years, on shore		70	4
Surgeons over twenty years, at sea		80	8
Surgeons of the fleet, under five years		60	3
Surgeons of the fleet, over five years		65	12
Surgeons of the fleet, over ten years		70	16
Surgeons of the fleet, over twenty years		80	16
Assistant surgeons	38	..	..
Assistant surgeons under five years, on shore		30	2
Assistant surgeons over two years, at sea		35	4
Assistant surgeons over five years, on shore		35	3
Assistant surgeons over five years, at sea		40	6
Assistant surgeons, ten years, on shore		40	4
Assistant surgeons, ten years, at sea		45	8
Pursers	42	40	2
Chaplains	9	40	2
Passed midshipmen	74	25	2
Midshipmen	345	19	1
Sailingmasters	32	40	2
Boatswains	21	20	2
Gunners	16	20	2
Carpenters	12	20	2
Sailmakers	18	20	2
Schoolmasters		25	2
Captains' clerks		25	1
Masters' mates		20	1
Boatswains' mates		19	1
Carpenters' mates		19	1
Coxswains		18	1
Quartergunners		18	1
Masters-at-arms		18	1

Recapitulation—Continued.

Rank.	Number in service.	Pay per month.	Rations per day.
Armorer		18	1
Stewards		18	1
Coopers		18	1
Cooks		18	1
Marine corps:			
Lieutenant colonels commandant	1	75	6
Captains	9	40	3
First lieutenants	24	30	3
Second lieutenants	16	35	2

NOTE.—Whenever any officer shall be employed in the command of a squadron on separate service, the allowance of rations shall be double during the continuance of such command, and no longer.

The commandant of the marine corps receives, in addition to his pay, for the forage of three horses, eight dollars per month each. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

22D CONGRESS.]

No. 462.

[1ST SESSION.]

ON THE PAY AND ALLOWANCES OF NAVY AGENTS.

COMMUNICATED TO THE SENATE JANUARY 3, 1832.

NAVY DEPARTMENT, December 28, 1831.

SIR: I forward another bill for your consideration, connected with the subject of navy agent.

The present mode of paying them extra compensation, by means of allowances, has little sanction, except long usage. A door has been opened, by this system, for very large occasional allowances, not included under any permanent regulations; and further claims of that kind are now made by one ex-agent, to the amount of many thousand dollars.

To remove all doubts as to the legality of any payments made to this class of officers—to proportion their salaries to the present business and expenses of living at the different stations, and to lessen, in some degree, the whole amount now paid, in various ways, to these officers, and still leave to them a full and respectable remuneration—the salaries contained in the bill have been designated.

In the table marked A, is given the amount of allowances and percentage received by each agent for three years past.

The agent at the yard in this city is, of course, not included in the table, as his duties are connected with others, and partly paid in that way.

Respectfully, yours,

LEVI WOODBURY.

HON. ROBERT Y. HAYNE, *Chairman Committee Naval Affairs, United States Senate.*

Table A, as to navy agents.

Station.	Allowances.	Percentage.	Proposed allowance.	Average each year.
Portsmouth, New Hampshire	\$500 annually.	{ \$496 33 year 1829 717 10 year 1830 570 61 year 1831 }	\$1,094 00	\$1,300 00
Charlestown, Massachusetts	1,600 annually.	2,000 00	3,600 00	3,300 00
Brooklyn, New York	2,400 annually.	2,000 00	4,400 00	3,500 00
Philadelphia, Pennsylvania	1,660 annually.	{ 1,330 86 year 1829 1,479 55 year 1830 1,523 17 year 1831 }	3,044 53	2,000 00
Baltimore, Maryland	825 annually.	{ 1,100 77 year 1829 1,052 90 year 1830 1,169 87 year 1831 }	1,932 85	1,500 00
Norfolk, Virginia	2,400 annually.	2,000 00	4,400 00	3,800 00
Charleston, South Carolina	500 annually.		500 00	500 00
Savannah, Georgia	250 annually.		250 00	250 00
Pensacola, Florida	1,375 annually.	{ 1,430 26 year 1829 2,546 56 year 1830 1,858 53 year 1831 }	2,986 78	2,500 00
			\$22,208 16	\$18,850 00

22D CONGRESS.]

No. 463.

[1st Session.

CLAIM OF THE OFFICERS AND CREW OF THE KETCH INTREPID TO FURTHER COMPENSATION FOR THE DESTRUCTION OF THE FRIGATE PHILADELPHIA, AT TRIPOLI, IN 1804.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 9, 1832.

To the Senate and House of Representatives, in Congress assembled:

The subscribers would respectfully state that, in February, 1804, Lieutenant Stephen Decatur, with seventy officers and men, in a small ketch called the Intrepid, did, by order of Commodore Edward Preble, proceed to the harbor of Tripoli, which they entered on the night of the 16th of February, 1804, and there boarded, captured, and destroyed a frigate of 44 guns, called the Philadelphia, then belonging to the enemies of the United States.

They would further state that this frigate was protected by her own guns and a number of men, by smaller vessels and gunboats lying near her, and by batteries on shore, mounting upwards of one hundred pieces of cannon.

They would further state, that the benefits which resulted to the United States from the destruction of this ship, and from the manner in which it was effected, appear to have been important, not only by the diminution of the physical strength of their enemies, but the moral effects which it produced upon them, upon other nations, and upon our own navy.

They would further respectfully state that, although any mark of the approbation of the Congress of the United States is an honor deserving the highest estimation, the subscribers feel constrained to believe that the measure of that approbation, as expressed by their resolution of the — of November, 1804, must have been determined upon without a full knowledge of the circumstances connected with its object, and of the benefits which resulted from it.

Under this impression, the subscribers, being the legal representatives of some of the officers who are interested, most respectfully petition that your honorable body will be pleased to give further consideration to the subject, and to grant to your petitioners, and to all others who directed or participated in the destruction of the said frigate Philadelphia, such further compensation as may comport with your views of justice to your petitioners and with a sound national policy.

And your petitioners, as in duty bound, shall ever pray, &c.

MARY PREBLE.

JULIA M. LAWRENCE, *in behalf of her Daughter,*

MARY N. LAWRENCE.

ANDREW BOWNE, *Guardian of*

CHARLOTTE I. BAINBRIDGE.

EDWARD RUTLEDGE, *Guardian of*

J. E. F. McDONOUGH,

CHARLES S. McDONOUGH,

AUGUSTUS RODNEY McDONOUGH,

THOMAS McDONOUGH,

CHARLOTTE R. McDONOUGH, *Minor Heirs of*Capt. THOS. McDONOUGH, *late of U. S. Navy.*

22D CONGRESS.]

No. 464.

[1st Session.

APPLICATION OF THE CHAPLAINS OF THE NAVY FOR AN INCREASE OF PAY.

COMMUNICATED TO THE SENATE JANUARY 20, 1832.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of the undersigned citizens of the United States, and chaplains in the navy of the United States, respectfully sheweth:

When chaplains were first introduced into the naval service, the infancy of the navy, the restricted resources of the country, and perhaps the questionable utility of the appointment with some, very wisely suggested a small compensation to this class of officers. Yet, this allowance so nearly equalled that of the officers with whom the chaplain was classed, that he was able to sustain his situation without a ruinous embarrassment. But Congress, in its liberality and wisdom, having increased the pay of his worthy associates, the chaplain finds his original compensation unequal to the expenses of his present condition.

A chaplain in the navy is classed with the lieutenants, the surgeon, and the purser. He occupies with them the same ward room, messes at the same table, and is liable to the same expenses. The pay of these valuable officers, though moderate, is yet so far in advance of his own, that their generous mode of life renders it extremely difficult, and upon expensive stations quite impossible, for him to meet his liabilities. This has compelled him in some cases to leave the ward room, desert his rank, and mess with those whose inferior compensation more nearly corresponded with his own; an expedient that would render him liable to the imputation of extreme parsimony, were it not forced upon him by the inadequacy of his pay.

It is for these reasons that a chaplain who has domestic Dependents, and is without other resources, feels himself obliged, when ordered upon foreign duty, to solicit of the Department a release; for otherwise he must leave his family to the precarious provisions of charity. The consequence of his release will be, that all the perils and privations of sea service must be borne by those who are without these

domestic ties and responsibilities; and this is a severity of situation that might test the zeal and devotedness of a martyr.

A chaplain has, strictly speaking, no rank except what his pay gives him; his influence and respectability, therefore, no less than his comfort, are consulted in his being relieved from those embarrassments to which he is subjected by the incompetency of his present allowance. The question of his expenses, while at sea and in foreign ports, is in a great measure out of his own hands, and is determined by those whom the government has endowed with ampler means, and who are generally disposed to give quite a *free* construction to the ship's *provisional* constitution.

If there is a want of efficiency among the chaplains in the navy, it may be traced, in some measure, to other causes than a moral apathy and an indolent aversion to sea service. It can hardly be expected that a man will be prompt and enthusiastic in a service where every impulse of fresh zeal only involves him in deeper embarrassments. Such may be the devotedness of angels but not of men, and your memorialists are certainly not exceptions to the infirmities of human nature.

It will occur to your honorable body that if there are to be chaplains in the navy, they should be men of decided talent, learning, and piety. No others can command the respect of the officers, or accomplish the good intended. Men of this stamp may enter the service for a few years from motives of health or foreign travel, but they cannot be retained in it upon the *present* footing of chaplains.

Your memorialists, therefore, respectfully pray for the passage of a law by which the compensation of chaplains in the navy may be increased to a proper and suitable amount.

JANUARY 18, 1832.

22D CONGRESS.]

No. 465.

[1ST SESSION.]

RECOMMENDATION OF A CHANGE IN PARTS OF THE NAVY RATION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 31, 1832.

NAVY DEPARTMENT, *January 28, 1832.*

SIR: In reply to the resolution of the House of Representatives, of the 26th instant, relating to certain changes in the navy ration, &c., the Secretary of the Navy respectfully reports, that the subject matter contained in that resolution has been fully considered, and that the letter of the Commissioners of the Navy Board, a copy of which is annexed, contains the views entertained by the Department on the subject.

With great respect, yours,
The Hon. the SPEAKER of the House of Representatives.

LEVI WOODBURY.

NAVY COMMISSIONERS' OFFICE, *January 27, 1832.*

SIR: Upon the subject of the resolution of the House of Representatives, of the 26th instant, the Commissioners of the Navy beg leave to observe that, in their opinion, the navy ration may be altered without increase of expense, and so as to increase the comforts of the seaman and advance the good of the service, by striking out the suet, forming part of the present ration, and reducing the quantity of rice and spirit one-half, and the quantity of bread one-seventh, and substituting tea, sugar and pickles, which will cost about as much as the articles for which they should be substituted, as the following statement will show:

	Cents.
Suet, at present issued, half pound per week.....	6
Rice, two half pints, reduce to half pint per week.....	3
Spirit, seven half pints, reduce to one and three-quarter pints per week.....	14
Bread, fourteen ounces per day, off one-seventh, reduce to eighty-four per week.....	5
	28

Substitute.

	Cents.
Half ounce tea per day, at 64 cents per pound, make three and a half ounces per week.....	14
Two ounces sugar per day, at 12 cents per pound, make.....	10½
Pickles.....	3½
	28

It will be perceived that tobacco could not be one of the articles substituted, without occasioning an increase of expense. The quantities of this article used by the men are so unequal—some consuming two pounds per month, others not more than one pound; some not more than half a pound, others none at all, (instance the boys,) that it would be impossible to fix any specific allowance which would not, in some cases, be too much, in others too little. No objection is perceived to its being purchased, and charged to those using it, at a moderate percentage on the cost.

The Commissioners do not think it would be advisable to reduce the quantity of cheese at present allowed, as it is a favorite article with seamen, when sound and good, which they have confident expectations it will hereafter be, from the process which will be observed in preparing it for preservation.

With great respect, I am, sir, your most obedient servant,

JOHN RODGERS.

Hon. L. WOODBURY, *Secretary of the Navy.*

22D CONGRESS.]

No. 466.

[1ST SESSION.]

ON THE SUBJECT OF COMPENSATION TO PURSERS OF THE NAVY, AND REGULATIONS FOR THEIR GOVERNMENT.

COMMUNICATED TO THE SENATE FEBRUARY 1, 1832.

NAVY DEPARTMENT, *January 9, 1832.*

Sir: The reply to your two communications of the 3d instant, on the subject of the bill concerning pursers, has been delayed thus far by inquiries in the offices of the Navy Commissioners and of the Fourth Auditor.

It was supposed that you wished particular and correct results, rather than general impressions; and, so soon as the former were obtained, I have hastened to lay them before you.

Without giving at length the data on which all the following calculations are made, or attempting to state with precision the exact process, I have endeavored to present substantial accuracy.

Your questions, and the replies to them, are as follows:

Question 1. What rate of percentage is now allowed to pursers on the several articles which they are permitted to furnish to the sailors?

Answer. *Fifty per cent.* on tea, sugar, and tobacco; *twenty-five per cent.* on all other articles, except slop clothing, and on that *ten per cent.*

This regulation was introduced in the year 1809. Before that year the percentage was almost unlimited in practice.

Ques. 2. The highest amount of compensation which any purser has been known to receive in one year?

Ans. Before the year 1809, in an official letter, it was estimated to exceed \$17,000, in a frigate of the first class. Since the year 1809, the commissions could not by law exceed \$9,000, unless the issues to the men were unreasonable in amount. From the best data they might be equal, with a full crew, in a ship of the line, to about \$8,750, in a frigate of the first class \$5,000, in a frigate of the second class \$3,800, in a sloop \$1,800, in a schooner \$850.

The above result is grounded on a full complement of men, and on the average issues of clothing and stores; though, in fact, the number is not always full, and the issues vary much with the popularity of the purser and the discipline of the commander of the vessel.

The whole compensation in each of these vessels, to a purser, would be the pay and rations of about \$660 per annum added to each of the above amounts of commissions, when the crew was full and the issues liberal.

As the percentage is computed on the invoice, cases have occurred, it is said, since the year 1809, where, by a drawback being obtained on some of the articles reshipped and used abroad, a much larger compensation has been received per year. The cases of overcharge, by means of double invoices, or of a departure from the regulations of the percentage, cannot honestly occur, and are presumed not to come within the scope of your inquiries.

Ques. 3. What is the whole amount of expenditures by pursers, in the course of a year, on which commissions are charged?

Ans. In a full crew of a ship of the line of the first class, about \$46,000, viz:

Slop clothing, about.....	\$30,000 00
Tea, sugar, and tobacco	7,000 00
All other articles.....	9,000 00
	\$46,000 00

This estimate is founded on the basis of seven hundred persons on board, who draw such supplies under the regulations. In other vessels the amount would vary nearly in proportion as the number of their crews.

Ques. 4. What the amount of such commissions?

Ans. Commissions in a ship of the line of the first class \$8,750, viz:

On slop clothing.....	\$3,000 00
On tea, sugar, and tobacco.....	3,500 00
On other articles.....	2,250 00
	\$8,750 00
Pay and rations of a purser, per year, about.....	660 00

Making in all, as before stated, in a ship of the line of the first class, with a full crew, the whole compensation, per year, about.....	\$9,410 00
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Ques. 5. What would be the probable amount of the ten per cent. it is proposed to deduct?

Ans. In a ship of the line, with a full crew, taking the expenditures to be as before stated, the ten per cent. on them is \$4,600.

In other vessels the proportions would correspond as before mentioned.

Ques. 6. Any suggestions as to the evils of the present system, and the advantages of that proposed?

Ans. This Department, in former communications during the present session, has submitted some views and documents under this inquiry. I consider the evils of the present system as chiefly its oppressiveness to the seamen; the dissatisfaction it produces; its too great inequality among the pursers in their compensation, and the difficulties to which it subjects the Department in obtaining this class of officers to serve in the smaller vessels.

On the contrary, the principal advantages anticipated by a change are a removal of these evils,

and, at the same time, the protection of the government against losses, by the change in the mode of furnishing supplies, and the saving of the Treasury from any new essential burden by the nominal increase of pay of pursers.

The present corps of pursers is forty-three in number. The compensation to these now is, pay and rations, about	\$27,000
The number at yards is ten, and the additional allowance to those stationed there is about.....	3,000
	<hr/>
	\$30,000
The present commissions on their sales or issues would amount annually, on the force estimated for the current year, to about.....	62,000
	<hr/>
	\$92,000
	<hr/>

On the same force, if the changes take effect in their pay which are proposed by the bill, their compensation will amount to about \$65,000, making a diminution in the whole pay received by the whole corps, per annum, under the bill, of about \$27,000, and making a saving to the seamen of over \$30,000. Again, the ten per cent. reserved by the government will, on a like basis, amount to about, per annum, \$32,000, which, augmented by the sum now paid into the Treasury, will be about \$62,000; this makes only the small annual increase, nominally drawn by the bill from the naval appropriations from the whole corps, of about \$3,000.

But some of this ten per cent. ought undoubtedly to be deemed a security against losses and accidents, and compensation for purchases; and if Congress deem it desirable to make the percentage a security to cover those, and to cover any balance drawn from the Treasury on account of increased pay, I have no doubt that raising it to fifteen per cent. on other articles than slops will effect both of those objects, and still leave the price of all articles to the seamen much lower than they are under the present system.

Most of the articles will, by the change proposed in the bill, be purchased in larger quantities under the contract system, and with no temptation to have the price high in order to increase the profits by the percentage on that price. This must make at least ten to fifteen per cent. difference.

Before the year 1809 the annual profit made by the purser on each man was estimated, on one occasion, at over \$42.00; since that, it should not exceed, on each man, about \$12.00, and is often estimated from \$10.00 to \$14.00.

Under the proposed law the annual profit on each man would probably be nothing, so far as regards what is taken from the man, because the prime cost of the articles, it is presumed, as before named, will be from ten to fifteen per cent. lower than formerly. But if no lower, the ten per cent., would, on the probable consumption by each man, be only \$6½, and fifteen per cent. on all articles except slops; leaving ten per cent. on these, would be only about \$7½.

The data on which all these calculations are made, and the precise results, can be given with more minuteness if desirable; but it is presumed that sufficient has been detailed to meet the object of your inquiries.

Respectfully, yours,
Hon. R. Y. HAYNE, *Chairman of the Naval Committee, Senate.*

LEVI WOODBURY.

Extract of a letter to the Secretary of the Navy from the chairman of the Naval Committee, House of Representatives, United States.

The views of your Department as to the details under the proposed bill for making purchases, preserving the goods, &c., and surveying them to ascertain their fitness or unfitness for use, and the probable expense, charges, and losses incidental to such modes of purchase, preservation, and surveys for use.

NAVY DEPARTMENT, *December 27, 1831.*

SIR: In reply to your communication, received yesterday, concerning the subject of pursers, I have the honor to remark, that the bill enclosed was one which I had before examined and approved as a member of the Naval Committee of the Senate.

It was grounded principally on the recommendations contained in the annual report from this Department, made December, A. D. 1829.

In aid of those, I herewith enclose a copy of a letter from the Commissioners of the Navy, dated January 9th, A. D. 1830. (A.)

It is proper that, to the facts and arguments contained in these documents, and in the published debate in the Senate on the passage of the above bill, I should add what has occurred in my own experience in the Department the last few months.

I have found the present compensation to pursers so exceedingly unequal in vessels of different sizes as to create constant uneasiness among those on board the smaller vessels. Indeed, it is almost impossible to obtain the services of any, now on leave or waiting orders, either in a single sloop or in a schooner.

They complain that in these last they often become involved in debt and losses rather than finding them profitable, while in frigates and ships of the line the emoluments are often exorbitant.

The feeling of dissatisfaction caused by this state of things among the pursers themselves, and among the officers and crews, who complain of the temptations to oppression to which they are exposed under the present laws, is very great, and quite injurious to the service.

In respect to the evils apprehended in case the proposed change takes effect, and to which you allude in both communications, I submit the enclosed communication from the Naval Board, marked B.

Respectfully, yours,

LEVI WOODBURY.

Hon. M. HOFFMAN, *Chairman of Naval Committee, House of Representatives.*

A.

NAVY COMMISSIONERS' OFFICE, *January 9, 1830.*

SIR: In reply to your letter of the 26th ultimo, wherein you request information from the Commissioners respecting the compensation of pursers, the amount of security to be given by them, with regulations to prevent abuses in the discharge of their duties, the Commissioners have the honor to state that the following mode of compensation to pursers presents itself as preferable, in their opinion, to the one under existing regulations, which they respectfully submit for your consideration.

That a stated salary be allowed to them, in lieu of all commissions, scaled as follows, viz:

To the pursers on board of a ship of the line, per annum:

First rate.....	\$2,800
Second rate.....	2,500
To pursers of frigates.....	2,000
To pursers of sloops-of-war.....	1,600
To pursers of brigs and schooners.....	1,300

And when on shore, whilst settling their accounts at the seat of government, to receive the same pay as when on board ship, provided the time does not exceed one month, unless the officer of the Treasury Department having charge of his account shall certify that a longer time is required for its settlement; in that event, the allowance to continue for the time so certified.

While pursers are in the discharge of their duty at a navy yard or station, they shall receive the same pay as pursers on board of a frigate, that is, \$2,000 per annum. If attached to a station, waiting orders, to receive the same pay, and allowances that are made to lieutenants waiting orders.

It would be necessary to restrict the pursers from making purchases of any article whatever that may be required for the service, unless in an emergency on a foreign station, where there is no navy agent through whom the supplies may be obtained; and then only upon the written authority of the commanding officers, which authority must be produced on the settlement of his accounts as his voucher. Let all pursers' stores be procured under the directions of the Commissioners of the Navy, as other supplies are now obtained, invoices of which, at cost and charges, shall be furnished to the purser on entering upon his duties, to which an advance of 10 per cent. shall be added.

Under this mode of compensation, the government would be charged with the difference between the proposed annual salary and the allowance as now made by law; but the Treasury would be relieved from this tax upon it, by the amount accruing from the addition of the ten per cent. upon the cost and charges of all the supplies furnished to the crew, and which it is believed would cover the difference between the present allowance and that now proposed. A saving would be realized by the sailor, from the fact that the articles furnished to him, and upon which this percentage would be chargeable, were procured by the Commissioners, under contract or otherwise, at more advantageous rates than by the pursers.

The Commissioners would not recommend a less sum to be taken as security from the pursers than is now required.

Should the above mode of compensation to pursers be adopted, the rules and regulations now in force, it is believed, would be sufficient to guard against abuses in the discharge of their duties.

I have the honor to be, &c.,

JOHN RODGERS.

Hon. JOHN BRANCH, *Secretary of the Navy.*

B.

NAVY COMMISSIONERS' OFFICE, *December 27, 1831.*

SIR: Upon that part of the letter of Mr. Hoffman, to which you were pleased to call the attention of the Commissioners, they would respectfully observe, that the contracts for all supplies for the navy invariably provide that the articles shall be of approved quality, and before they are received into store they are particularly examined by officers of the yard where they are to be delivered; that, being received in a good state, they are issued for use in the same condition from the stores, and the officer to whom they are issued becomes accountable for them; that, on the return of a vessel into port, at the end of her cruise, the stores are all again examined by officers of the yard, and the officer who returns them is entitled to credit for such as may be in good condition, and is chargeable with any deficiency that may appear, unless he can show that the loss or damage arose from no neglect on his part. On board every national vessel, ample rooms for the safe keeping of goods and stores are provided; no expense attends any survey of them to ascertain their fitness or unfitness for use, such surveys being always held by officers of the navy.

As to the expense incident to the purchase of supplies, it is not perceived that it will in any degree be affected by the provisions of the bill: the proposed ten per cent. upon the cost of the articles would, it is thought, secure the government against any loss.

With very great respect, I am, sir, &c.,

JOHN RODGERS.

Hon. LEVI WOODBURY.

22D CONGRESS.]

No. 467.

[1ST SESSION.

NUMBER OF SEAMEN OF THE NAVY WHOSE TERMS HAVE EXPIRED ON FOREIGN STATIONS SINCE 1827; THE NUMBER DISCHARGED THERE; THE NUMBER RE-ENLISTED; THE NUMBER SENT TO THE UNITED STATES, AND AMOUNT PAID FOR THEIR PASSAGES.

COMMUNICATED TO THE SENATE FEBRUARY 2, 1832.

NAVY DEPARTMENT, *February 1, 1832.*

Sir: In obedience to a resolution of the Senate, January 24, 1832, concerning our seamen on foreign stations, I have caused an inquiry to be instituted, and enclose the within report from the office of the Fourth Auditor, as containing all the information on the several particulars of the resolution which can at present be obtained.

I have the honor to be, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. JOHN C. CALHOUN, *President of the Senate.*TREASURY DEPARTMENT, *Fourth Auditor's Office, January 31, 1832.*

Sir: In compliance with the request contained in your letter of the 26th inst., enclosing a resolution of the Senate, requiring a report of the "number of seamen in our ships-of-war, whose terms of service have expired on foreign stations since the 1st July, 1827; how many have re-enlisted; the number discharged in foreign countries; the number sent home; and the amount paid by the Department for their passages to the United States," I have the honor to report the following facts.

By an examination of the rolls filed in this office, it appears that the number of seamen discharged on foreign stations from the 1st July, 1827, to the 31st December, 1831, is 958, including petty officers, seamen, ordinary seamen, and boys.

Of this number, it appears that 276 have returned to the United States at the expense of the government.

The amount paid for the transportation of these seamen to the United States appears to be \$15,226.84.

I cannot vouch for the perfect accuracy of this statement, so difficult it is to collect the particulars from voluminous rolls and numerous accounts; but it does not vary materially from the truth.

It is impossible, without immense labor, to ascertain, from the papers of this office, "the number of seamen whose terms of service have expired on foreign stations," or the number who "have re-enlisted" during the same time.

It would be necessary to trace each man, of the thousands who fill our ships-of-war, from his original enlistment to the expiration of his term of service, because, generally, when they re-enlist, they are carried forward on the rolls without any notice of the expiration of their term of service or their re-enlistment.

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

P. S.—It must be noted that all the rolls for 1831 are not received, and there may be discharges not known to this office. The resolution is returned.

22D CONGRESS.]

No. 468.

[1ST SESSION.

ON THE NUMBER AND NATURE OF CONTRACTS MADE BY THE NAVY DEPARTMENT AND NOT COMPLETED WITHIN THE TIME SPECIFIED.

COMMUNICATED TO THE SENATE FEBRUARY 6, 1832.

NAVY DEPARTMENT, *February 3, 1832.*

Sir: I have the honor to send you, enclosed herewith, a letter from the Commissioners of the Navy Board, relating to embarrassed contractors, &c. This, it is presumed, will afford all the information called for by your letter of the 1st inst.

I am, respectfully, &c., &c.,

LEVI WOODBURY.

Honorable E. WHITTLESEY, *House of Representatives.*NAVY COMMISSIONERS' OFFICE, *February 2, 1832.*

Sir: The Commissioners of the Navy, in reply to Mr. Whittlesey's letter of the 1st inst., which you were pleased to refer to them, respectfully state that the opinion given in the case of Mr. Grice, as understood by them, affects directly every contract not executed within the period originally stipulated by the contracting parties. The number of ascertained cases of this description is twenty-three,

and this number will no doubt shortly be increased, as other contracts shall expire without being fully executed.

As to "the kind of embarrassments" upon which information has been called for, the Commissioners have supposed that the most satisfactory mode of replying would be to state some of the particular cases affected by the opinion referred to; under this impression they beg leave to state—

The case of Seabury & Brown. These gentlemen in the year 1827 contracted to deliver over, before the 1st November, 1830, the live oak frames of one ship of the line, one frigate, and one sloop-of-war of the first class. This contract they have executed, excepting two pieces of the 74's frame, nine pieces of the frigate's and six of the sloop's—all of which, however, have, we are assured, been for a considerable time ready for delivery, and would have been delivered last fall but for the ice making so much earlier than usual. Under these circumstances, the ten per cent. of the amount of each delivery, reserved as collateral security for the faithful execution of the contract, is withheld, and cannot be paid to them even after they shall have delivered all the deficient pieces. While engaged in the execution of this contract, these gentlemen delivered, under other engagements, six sets of live oak beams, a sloop's frame, two live oak frames for cutters, and seven thousand feet of promiscuous live oak.

These contractors are considered as having forfeited the ten per cent. because they did not fully execute their contract by the day originally stipulated. No injury has arisen to the public from their not having fulfilled it; the timber was for the gradual improvement of the navy, has not been required for actual use, and may not be for some years to come.

The case of Newcomb, Richards & Bryant. They entered into contract to deliver at the Navy yard at Gosport, Virginia, a large amount of stone of different descriptions, required for the dock constructing at that yard. They engaged to deliver the whole quantity by the 1st of October, 1831. Prior to that period they delivered 129 loads of stone, and shortly after 18 more loads, which the engineer believes will be found fully sufficient for the dock; but in order to guard against any deficiency, which can only be ascertained next spring, the engineer proposed to retain from the amount of stone delivered by them, the sum of \$4,932.30. He deemed this sum sufficient to insure the delivery in the course of next spring of any deficiency that may then be found to exist, and approved their account for the balance, viz., \$48,000. The agent made a requisition for this sum to pay to these contractors; but upon ascertaining that they had not completed their contract by the 1st October, 1831, although all the stone supposed to be required was delivered and received shortly after that date, the requisition was not approved. The contractors had entered into bonds, in the penal sum of \$80,000, to execute their contract by the 1st October; and as they had failed to deliver the stone by that day, they had, it was supposed, forfeited the amount of their bonds; but whether this be so or not, the Commissioners could afford no relief to the contractors. In the language of the opinion referred to, "the power of the Navy Commissioners, in relation to the terms of this (Grice's) contract, was fully executed as soon as it was made, and they can exercise no further control over it, except in so far as the power is reserved to them by the contract itself."

While engaged in the execution of this contract, these gentlemen lost two entire cargoes of stone, and four others partially; and they furnished 1,061 cubic yards of rubble stones, 800 cubic yards of promiscuous stone, and a number of cornice and door stones, which were not called for by the contract, but were found to afford facilities in forwarding the public works at Gosport yard. They allege, as reasons why they did not deliver the whole quantity of stone, contracted to be delivered by the 1st October, 1831, that, "during the winter of 1830 and '31, all the New England quarries suspended operations for nearly three months, which had not happened for many previous years, and in the summer of 1831 vessels to freight the stone could not be procured." This statement is confirmed by Colonel Baldwin, the engineer, who observes that no injury has arisen from the stone not having been fully delivered by the 1st October, 1831.

The case of Messrs. Ellicott & Co. These gentlemen contracted to deliver, within the year 1831, certain iron at the Navy yard at Boston. On the 31st October, the commandant at Boston made a requisition upon them, under the contract, for 11,911 lbs. flat iron, 4,500 lbs. round, and 2,300 lbs. square iron. This requisition was probably received about the 4th November. We are not apprised of the reasons why it was not immediately shipped; but the fact is known that the Patapsco was frozen up about the last of November, very unexpectedly to all persons. The commandant, in a letter dated 27th ult., observes, "They (Messrs. Ellicott & Co.) have notified me of their having shipped" iron. The contract with these gentlemen having expired, no authority, it appears, exists to authorize their iron to be now received.

The case of Stanton & Reynolds. They contracted to build a timber shed at the Gosport Navy yard on or before the 1st February, 1832. Finding they could not complete it by that date, owing to the severity of the weather, they, on the 29th December last, asked that the period might be extended to the 1st May, 1832. This request could not be granted, neither is it in the power of the Commissioners to authorize them to proceed with the building.

The cases of E. J. Wilson, T. Swals, N. V. Tatem, J. N. Walker, W. C. Borroughs, James Stewart, J. Tateny, J. B. Smith, A. B. Mason, Ross & Scott, W. N. Joy, James Tongue, Allien & Collinson, are nearly of the same character. They are contractors for the delivery at the different navy yards of large supplies of white oak and yellow pine plank, stocks, &c., required partly for the repair of vessels, and partly to be laid up, under the act for the gradual improvement of the navy, for future use; all their contracts were to have been completed on or before the 31st December, 1831. The Commissioners have understood that in some of these cases the whole of the timber contracted for has been got out ready for shipment, and would have been shipped in November and December but for the ice making so early and unexpectedly. No authority exists to authorize any portion of this timber being received. These contractors have all incurred the penalties of their bonds. They may thus not only sustain immense losses, but the public may also sustain great injury and inconvenience in not getting the timber.

A number of contracts will expire on the 31st May, 1832. Judging from past experience, and the severity of the season, the Commissioners can scarcely suppose that any of these contracts will be fully executed by the period stipulated. Some of them are for heavy mast and spar pieces, and almost as difficult of execution as are contracts for live oak timber.

It is obviously, in most cases, the interest of contractors to complete their engagements as early as practicable, and when contingencies arise to arrest their progress, they generally, not the public, are the losers. Heretofore the practice has been to grant certain indulgences, where the cases were of a character to justify them. If a contractor had used his best efforts to fulfill his engagement, and had

been placed, by circumstances not within his control and not to be foreseen or guarded against by human forecast (extreme illness, heavy rains, drouth, losses by sea or by freshets, fire, adverse winds, ice, &c.,) in a situation rendering it impossible for him literally to have fulfilled his contract, he has been indulged with additional time, provided his sureties concurred, so as not to vitiate his bond; and provided the public interest sustained no injury whatever, he was, upon fully completing his contract, allowed the ten per cent. deducted from each delivery as collateral security for its fulfillment. It may, with confidence, be said that the public has sustained no injury by indulgences of this nature having been granted; the wants of the navy have rather been supplied upon better terms in consequence of them, and the public have been gainers.

This practice had been continued for so many years, that it had become a sort of common law, well known to contractors, who predicated their bids upon the belief that such reasonable indulgences would not be withheld from them. Impressions of this kind were, doubtless, strengthened by the act of Congress in the case of W. Barton (15th May, 1828,) who, after receiving the ten per cent., was allowed a considerable sum in addition to his contract price, although his contract had not been completed.

The Commissioners hope that the nature of the existing "embarrassments" has been satisfactorily shown, and that the necessity of removing them, "to prevent individual loss, and promote the public interests," is apparent.

With great respect, I am, sir, your obedient servant,
Honorable LEVI WOODBURY, *Secretary of the Navy.*

JNO. RODGERS.

22D CONGRESS.]

No. 469.

[1ST SESSION.

ON THE EXPEDIENCY OF ESTABLISHING A NAVAL DEPOT AND PORT OF EXPEDITION
AND RENDEZVOUS IN NARRAGANSET BAY.

COMMUNICATED TO THE SENATE FEBRUARY 7, 1832.

The Committee on Naval Affairs, to whom was referred the following resolution, viz: "*Resolved*, That the Committee on Naval Affairs be instructed to inquire into the expediency of establishing a naval depot and port of expedition and rendezvous within the waters of Narraganset Bay," reported:

That it will be expedient, in their opinion, that a minute survey and examination be made of the particular places in the waters of the Narraganset Bay supposed to possess the greatest advantages for the object contemplated by said resolution, under the direction of the Navy Department, and that the result be reported to the government as soon as conveniently may be. And the committee further report, that an appropriation of five thousand dollars will be necessary to cover the expenses of said examination and survey.

NAVY DEPARTMENT, *February 6, 1832.*

SIR: I have the honor to acknowledge the receipt of your communication of the 4th instant, asking for an estimate of the expense of surveying Narraganset Bay.

The enclosed copy of a letter from the Commissioners of the Navy contains the information called for.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. ASHER ROBBINS, *of the Naval Committee, Senate, U. S.*

NAVY COMMISSIONERS' OFFICE, *February 6, 1832.*

SIR: Upon the subject of Mr. Robbins' letter to you, of the 4th inst., which you were pleased to refer to the Board, the Commissioners respectfully observe that, before a naval depot could be judiciously located in the waters of Narraganset Bay, a minute survey and examination of the particular places supposed to possess the greatest advantages would be indispensably necessary; and the Commissioners would estimate the probable expense of such survey and examination at about five thousand dollars, if conducted by officers of the navy.

With great respect, I am, sir, your most obedient servant,
Hon. LEVI WOODBURY, *Secretary of the Navy.*

JNO. RODGERS.

22D CONGRESS.]

No. 470.

[1ST SESSION.]

ON CLAIM OF A SEAMAN TO PAYMENT OF TRANSPORTATION FROM THE PLACE OF HIS DISCHARGE TO THAT OF HIS RESIDENCE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 15, 1832.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom was referred the petition of James Scrivener, a seaman in the service of the United States, on the lakes, during the late war, reported:

That the petitioner claims to be paid the sum of thirty-seven dollars and fifty cents, the amount of his transportation money from the naval station on Lake Erie, at which place he received his discharge, to Boston, his place of residence, due under an express stipulation made by his commanding officer to "all the petty officers and crew" engaged in that service.

It appears by a letter of the Fourth Auditor, accompanying the petition, that the then Secretary of the Navy confirmed this act of the commanding officer, and that, although the said Scrivener was discharged a few days previous to its promulgation, yet, the Secretary, acting in a true spirit of justice, "had extended his allowance to all men who, at any time during the war, had served on the lakes;" and further, "that several have been accordingly paid, who were discharged even before the arrival of the commodore commanding on the station."

As it is expressly admitted by the Department that the claim of said Scrivener has not been paid, solely on the ground that "there is no appropriation out of which it can be made," your committee accordingly report a bill.

22D CONGRESS.]

No. 471.

[1ST SESSION.]

RECOMMENDATION OF THE COMMISSIONERS OF THE NAVY PENSION FUND, THAT PROVISION BE MADE FROM SAID FUND FOR CERTAIN DESCRIPTIONS OF APPLICANTS.

COMMUNICATED TO THE SENATE FEBRUARY 28, 1832.

WASHINGTON, February 28, 1832.

SIR: The commissioners of the navy pension fund, though *collectively* charged with the administration of the laws in relation thereto, yet, in case they might be thought to fall within the meaning and scope of the "resolution requiring annual reports to be made to Congress in relation to applications for pensions," passed May 29, 1830, beg leave respectfully to state that, under the construction (after carefully examining its phraseology) which they have given to the resolution, there are two classes of persons who have made application for pensions, which they have no sufficient power or authority to grant, and which, in their opinion, ought to be placed upon the pension roll or otherwise provided for. One consists of the widows of officers, seamen, and marines who have died of disease contracted while in the line of their duty, and to which widows was allowed, by the act of Congress passed March 3, 1817, the half monthly pay to which their deceased husbands were entitled at the time of their death, but who were excluded by the repeal of that act, and by the subsequent act of January 22, 1824, extending the provision made in the former, of five years' half pay, only to the widows of officers, &c., who were killed in battle, or died in the naval service of the United States, or should hereafter die of wounds received in battle. The other may embrace the various cases that have been and still continue to be presented to the commissioners, many of them appearing to have strong claims to the humane feelings of Congress. The commissioners, however, having no power, express or implied, to extend to such cases the benefit of the pension fund, deemed it inexpedient to raise hopes which they could not answer by any act of theirs tending in the remotest degree to it. They have, therefore, never entertained such applications, but in all cases returned the papers forwarded in support of them; and for this reason, too, they are unable to present a list of the applicants of this class, their papers having never been regularly filed.

These applications to be placed on the pension roll are made by some on the ground that they were, from long service in the navy, and the consequent hardships and exposure in it, now, in old age, become incapable of laboring for a subsistence, or were discharged from the service, or refused admission into it again, in consequence of the disability thus produced. Others ask for pensions for injuries received in the employment of the United States, though they were not in the naval service, or for injuries received in the revenue service.

What legislative provisions may be deemed necessary for this class of cases, and what principle of discrimination it may be proper and expedient, for the security of the fund, to establish in relation to them, it is submitted to the wisdom of Congress to determine.

The cases of the widows first mentioned appear to recommend themselves strongly to the benevolence, if not the justice, of Congress.

LEVI WOODBURY.
LEWIS CASS.
LOUIS M'LANE.

Hon. JOHN C. CALHOUN, *President of the Senate of the United States.*

22d CONGRESS.]

No. 472.

[1st SESSION.]

ON THE APPLICATION FOR PENSIONS, AND THE RENEWAL OR INCREASE OF PENSIONS,
FROM THE PRIVATEER PENSION FUND, AND ITS INADEQUACY, UNLESS AIDED BY AN
APPROPRIATION BY CONGRESS.

COMMUNICATED TO THE SENATE FEBRUARY 29, 1832.

NAVY DEPARTMENT, *February 28, 1832.*

SIR: In compliance with the resolution of the Senate and House of Representatives, approved May 29, 1830, I have the honor to state that during the last year five applications were made by widows for pensions, and renewal of pensions, chargeable upon the privateer pension fund, and but one case occurred of a petition for an increase of pension beyond the sum at present allowed by law.

The views of the Department, in relation to the propriety of continuing pensions to widows of persons slain or lost on board of private armed vessels, were submitted to Congress at a former session; and, as I do not recommend an increase of pension in the case alluded to, it is believed not to be required by the resolution to present the particulars of that case.

The income of the privateer pension fund is insufficient to meet the pensions authorized by existing laws: and, if Congress should deem it proper to revive pensions to widows, and to increase the allowance to others, the fund would be speedily exhausted, unless an appropriation should be made for its relief.

I am, respectfully, &c.,

LEVI WOODBURY.

PRESIDENT *United States Senate.*

22d CONGRESS.]

No. 473.

[1st SESSION.]

RECOMMENDATION OF THE COMMISSIONERS OF THE NAVY PENSION FUND THAT PRO-
VISION BE MADE FOR WIDOWS OF SEAMEN, ETC., NOT NOW PROVIDED FOR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 29, 1832.

WASHINGTON, *February 28, 1832.*

SIR: The commissioners of the navy pension fund, though *collectively* charged with the administration of the laws in relation thereto, yet, in case they might be thought to fall within the meaning and scope of the "resolution requiring annual reports to be made to Congress in relation to applications for pensions," passed May 29, 1830, beg leave respectfully to state that, under the construction (upon carefully examining its phraseology) which they have given to the resolution, there are two classes of persons who have made application for pensions, which they have no sufficient power or authority to grant, and which, in their opinion, ought to be placed upon the pension roll or otherwise provided for. One consists of the widows of officers, seamen, and marines who have died of disease contracted while in the line of their duty, and to which widows was allowed, by the act of Congress passed 3d March, 1817, the half monthly pay to which their deceased husbands were entitled at the time of their death, but who were excluded by the repeal of that act, and by the subsequent act of 22d January, 1824, extending the provision made in the former, of five years' half pay, only to the widows of officers, &c., who were killed in battle or died in the naval service of the United States, or should thereafter die of wounds received in battle. The other may embrace the various cases that have been and still continue to be presented to the commissioners, many of them appearing to have strong claims to the humane feelings of Congress. The commissioners, however, having no power, express or implied, to extend to such cases the benefit of the pension fund, deemed it inexpedient to raise hopes which they could not answer by any act of theirs tending in the remotest degree to it. They have, therefore, never entertained such applications, but in all cases returned the papers forwarded in support of them; and for this reason, too, they are unable to present a list of the applicants of this class, their papers having never been regularly filed.

These applications to be placed on the pension roll are made by some on the ground that they were, from long service in the navy, and the consequent hardships and exposure in it, now, in old age, become incapable of laboring for a subsistence, or were discharged from the service, or refused admission into it again, in consequence of disability thus produced. Others ask for pensions for injuries received in the employment of the United States, though they were not in the naval service, or for injuries received in the revenue service.

What legislative provision may be deemed necessary for this class of cases, and what principle of discrimination it may be proper and expedient, for the security of the fund, to establish in relation to them, it is submitted to the wisdom of Congress to determine.

The cases of the widows first mentioned appear to recommend themselves strongly to the benevolence, if not to the justice, of Congress.

LEVI WOODBURY.
LEWIS CASS.
LOUIS M'LANE.Hon. ANDREW STEVENSON, *Speaker of the House of Representatives of the United States.*

22D CONGRESS.]

No. 474.

[1ST SESSION.]

ON THE RULES OR PRINCIPLES OF ASSIGNMENT TO DUTY, LENGTH OF SERVICE THEREIN, EXTRA PAY RECEIVED, LENGTH OF SEA SERVICE, AND THE RELATIVE RANK, ETC., OF LIEUTENANTS IN THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 29, 1832.

NAVY DEPARTMENT, *February 27, 1832.*

SIR: In compliance with a resolution of the House of Representatives, passed February 23d, 1832, requesting information from this Department on various particulars connected with the lieutenants of the navy, I have the honor to report the following facts:

The first inquiry relates to "the rules observed in this Department in appointing lieutenants to vessels for active service." As no written rules on this subject can be found on file, the present Secretary can only enumerate the rules observed by himself, and which have been adopted in consequence of his own opinion concerning their propriety, and their supposed conformity, generally, to prior usages. The first object, in making such appointments, has been to select such lieutenants as have not before seen a term of sea service longer than others of the same date, so as to equalize, near as may be, the labors of that class of officers. The next object is, to assign the oldest lieutenants to the largest, and the youngest to the smallest vessels. The next is, to place only such lieutenants on board any one vessel as may not be so objectionable to the commander as to endanger the harmony and efficient success of the service. Another object is, to choose those destined for any particular service, who are understood to be peculiarly qualified for that service by their constitutions, acquirements, or experience; and another is, in general employment, to send the different lieutenants to stations in rotation, so as to give an equal participation in the toils and benefits of each. Sometimes, also, the commander has been permitted to select his first lieutenants, when urgency for an early and full detail did not exist.

Some of the excuses, allowed from such appointments, are already indicated by the character of the above rules. Others are, that a lieutenant, when otherwise liable to the order, is on furlough or leave of absence; has recently returned from sea; is in ill health, or resides so distant as not to be able to reach the vessel before she is expected to sail.

The second inquiry is, "What rules are observed in appointing lieutenants to situations where there are additional allowances to their monthly pay and subsistence?"

The answer to this is, under the same limitation to the last nine months, as the answer to the first inquiry. The first object in appointing lieutenants to these stations of extra emolument is, to divide them, equally as practicable, among those who have seen most sea service. The next is, to select such as are deemed peculiarly fitted to the station. The next is, not to urge them on those officers not desirous of filling them, unless the public interest demands it. A departure from these rules sometimes becomes necessary, in consequence of the absence abroad of an officer in service, or of his aversion to the particular station, or of his being on leave or on furlough, or of his sickness, or of his unfriendly relations with the commander of the station where the duties are to be performed.

The third inquiry is, "How long each lieutenant has been employed in those situations, since promoted to that rank?"

The answer to this can hereafter be given with sufficient accuracy. But as it will require an examination of the services of two hundred and sixty lieutenants, some of whom have been promoted to that rank over seventeen years, and a compilation from the records of the time each has been employed in any station, whether at sea or on shore, yielding additional allowances, the answer will probably require some months of the time which can be spared by the present clerks in this office from the discharge of the current and indispensable business of the Department; and which business it is presumed not to be the object of the resolution to have suspended.

The fourth inquiry is, "What amount of extra pay and emoluments have been received by each?"

The answer to this can be obtained from the Fourth Auditor's office; but, on a reference of this part of the resolution to that office, I am informed that, from similar and additional reasons to those named in respect to the last preceding inquiry, it cannot be accurately prepared, without the labor of three or four clerks, until the next session of Congress. (A.)

The fifth inquiry, "Whether there is an account kept of the sea service performed by each lieutenant," may be answered in the affirmative, so far as to observe that the date of the order to sea service is on file in the Department, the time each vessel sails for a foreign station, and the date of her return. By a careful examination, whether any officer has had his orders revoked after joining the vessel, or has had leave of absence during the cruise, or has been sent home under arrest, the amount of the sea service of each lieutenant can be accurately ascertained.

The sixth inquiry is, "What sea service has each one performed since his promotion to that grade?"

It must be obvious that a correct answer to this, for reasons before indicated, must require much longer time, and probably as much longer as the answer to the third inquiry.

The seventh inquiry is, "What is the date of commission and relative rank of each first lieutenant now employed in our vessels-of-war at sea, and in those that are fitting for sea?"

In answer to this, I am happy to be able to report now that the number of first lieutenants so employed at this time is twenty. Of these, the commissions of two bear date in 1816; of one in 1818; one in 1820; two in 1821; seven in 1825; three in 1826; one in 1827, and of three in 1828. A particular list (B) is annexed.

"The relative rank of each of them" can also be given.

If, by the relative rank of each of them, is meant the rank as regards those associated with them in the same vessel, it is senior to all the other lieutenants in the same vessel. But, if the inquiry means the relative rank as to all other lieutenants in the service, it will be seen at once, by reference to the date of the commission of all the lieutenants in the service, as given in the annual register laid before Congress the present session, except one lieutenant, since promoted, and whose commission bears date December 30, 1831. If it means the rank as to each of the other first lieutenants, the paper annexed (B) will supply the information desired.

I have thus furnished answers to such portions of the resolution as can be examined at present. Those portions of the resolution to which answers cannot be soon prepared, I shall proceed, unless otherwise directed, to have examined, and fully replied to, with all the dispatch in my power, consistent with the transaction of the other ordinary and necessary duties of the Department.

I am, sir, respectfully, yours,

LEVI WOODBURY.

To the SPEAKER of the House of Representatives.

A.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 25, 1832.*

SIR: In reply to your reference to me of so much of the resolution of the House of Representatives, passed on the 23d inst., as requests the "amount of extra pay and emoluments received by each" lieutenant in the navy of the United States, I have the honor to state that a compliance with that request will render necessary a minute examination of the accounts of every navy agent, foreign and domestic, every purser and acting purser, and every lieutenant, who has been in service and had accounts settled in this office since 1814. This examination, embracing cart loads of paper, would necessarily occupy three or four clerks until the next session of Congress. It could not well be done by extra aid, for, in our complicated system of accounts, a new clerk has to serve an apprenticeship of at least some weeks before he knows where or how to look for the information he may be instructed to collect.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. L. WOODBURY, *Secretary of the Navy.*

B.

Statement showing "the date of commission and relative rank of each first lieutenant now employed in our vessels-of-war at sea, and in those that are fitting for sea."

Names of the vessels and their first lieutenants.	Date of commissions, according to rank.
Sloop Peacock, fitting for sea: John White, first lieutenant.....	April 27, 1816.
Frigate Brandywine, at sea: Jona. D. Williamson, first lieutenant.....	do
Sloop Fairfield, at sea: H. H. Cocke, first lieutenant.....	April 1, 1818.
Frigate Constellation, fitting for sea: Abraham Bigelow, first lieutenant.....	March 28, 1820.
Sloop Warren, at sea: Wm. F. Shields, first lieutenant.....	March 3, 1821.
Sloop Concord, at sea: Wm. C. Nicholson, first lieutenant.....	do
Sloop John Adams, at sea: Edward W. Carpenter, first lieutenant.....	January 13, 1825.
Frigate Potomac, at sea: Irvine Shubrick, first lieutenant.....	do
Sloop Falmouth, at sea: Thomas Dornin, first lieutenant.....	do
Sloop Lexington, at sea: John Bubier, first lieutenant.....	do
Sloop Erie, at sea: John Crowninshield, first lieutenant.....	do
Sloop Vincennes, at sea: Frederick Engle, first lieutenant.....	do
Sloop Ontario, at sea: George N. Hollins, first lieutenant.....	do
Schooner Dolphin, at sea: Elisha Peck, first lieutenant.....	April 28, 1826.
Schooner Enterprise, at sea: John R. Coxe, first lieutenant.....	do
Schooner Boxer, at sea: Thomas J Leib, first lieutenant.....	do
Schooner Grampus, at sea: William Green, first lieutenant.....	March 3, 1827.
Sloop Boston, at sea: John Graham, first lieutenant.....	May 17, 1828.
Schooner Porpoise, at sea: Edward B. Boutwell, first lieutenant.....	do
Schooner Shark, at sea: Thomas D. Shaw, first lieutenant.....	do

NAVY DEPARTMENT, *February 27, 1832.*

22d CONGRESS.]

No. 475.

[1st Session.]

ON THE MANNER OF OBTAINING SLOP CLOTHING FOR THE NAVY, AND LOSSES ACCRUING ON THE CONDEMNATION AND SALE THEREOF.

COMMUNICATED TO THE SENATE MARCH 16, 1832.

NAVY DEPARTMENT, *March 15, 1832.*

SIR: In compliance with a resolution of the Senate, passed 27th January, 1832, directing me "to report to the Senate the amount of loss sustained by the United States by the condemnation of slop clothing within ten years, and in what way, and by whom such slop clothing has been furnished," I caused inquiries to be instituted in the office of the Navy Commissioners and in that of the Fourth Auditor.

The result, soon as obtained, I hasten to submit to the Senate, with the expression of my regret that

greater accuracy is not attainable, and with the assurance, repeated from the last annual report of this Department, that the subject of property accounts needing, in my opinion, some revision, will, unless Congress think proper to legislate, receive, in the revised code of rules and regulations now preparing, every improvement within the power of the Department to provide.

1. "The amount of loss sustained" within ten years appears by one estimate (A) to be about \$29,196, and by another (B) about \$45,743. On reference to the document B, it will be seen that some of the loss on slop clothing is not included, because not yet ascertained by actual sales; and, on reference to A, it will be seen that some of the loss occurred on samples and not on purchases. The difference between these two amounts arises chiefly from the report B being the most extensive, and from a difference in the estimates of the average cost of the particular clothing condemned; about which cost entire accuracy is not attainable, because, after the lapse of some years, the actual original cost of any specified article condemned cannot generally be ascertained.

2. The "way" of obtaining slop clothing has been usually by contract or proposals. It has been "furnished" usually by regular contractors, under the supervision of the Navy Commissioners, except in cases where the contract failed, or the supplies abroad unexpectedly proved to be insufficient. But if the resolution was intended to embrace (in the expression "by whom such slop clothing has been furnished") the names of the individual contractors who delivered the particular articles condemned, I would observe that, after the articles are delivered and carefully surveyed, and accepted by the proper officers, no separate marking or arrangement takes place, so as to identify them accurately at any future period as having been bought of any specified contractor, or at any specified price.

I have the honor to be, very respectfully, &c.,

LEVI WOODBURY.

Hon. PRESIDENT of the *United States Senate*.

A.

NAVY COMMISSIONERS' OFFICE, *March 5, 1832.*

SIR: Upon receiving your letter of the 3d ultimo, the Commissioners caused the files of their office to be thoroughly examined, with the view to ascertain the amount of slop clothing condemned during the last ten years at the several navy yards, and they have now to report that the aggregate amount at all the yards, computing the cost at the average contract prices, appears to be \$29,196.83, viz:

At Portsmouth, N. H.	\$13 50
At Boston	2,792 64
At New York	11,255 58
At Philadelphia	4,879 50
At Washington	171 11
At Norfolk	7,765 45
At Pensacola	2,319 04
	\$29,196 83

The slop clothing condemned at—

New York, sold for	\$2,555 96
Philadelphia	1,652 78
Washington	69 70

The Commissioners are not in possession of information as to the amount for which the slop clothing condemned at either of the other yards sold. This information must, however, be in the possession of the Fourth Auditor, who alone is authorized to settle the accounts. The circular of the 17th May, 1823, issued by the Secretary of the Navy, requires that the proceeds of all sales of navy property be deposited in bank, and that certificates of such deposits be transmitted to the Fourth Auditor of the Treasury. If the agents have failed to comply with this circular, they have certainly been culpable; but the system of accountability would seem to be defective rather in practice than in theory.

We may approach the probable amount of loss upon these articles of condemned slop clothing, by supposing that those condemned at Portsmouth, Boston, Norfolk, and Pensacola were sold at the same rates as were those condemned at New York, Philadelphia, and Washington. This would give an aggregate loss of \$21,537.27 in ten years.

These slops generally were returned into store by our ships after long cruises; some of them as far back as the year 1817. Those at Washington consisted of samples which had been collecting for a series of years, and became moth-eaten.

Slops are procured by the Commissioners as they are required for the service, and are sent to their respective destinations, consigned to the commanding officers of the respective stations, who are responsible for the proper disposition of them. The control of the Commissioners then necessarily ceases, until reports of survey condemn the slop clothing, when they are ordered to be sold at public auction, and the proceeds to be deposited as directed by the circular of 17th May, 1823, above referred to.

I am, with great respect, sir, your obedient servant,

JOHN RODGERS.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

B.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 13, 1832.*

SIR: In compliance with the request contained in your letter of the 31st of January last, I have the honor of enclosing you, herewith, two statements: the first, showing by average the prime cost of slop

clothing condemned, the price sold for, the place where sold, and the loss sustained by the United States, by such sale, during the last ten years, so far as returns have been made to this office; and the second, showing by average the prime cost of slop clothing condemned and returned to navy stores, of which no account of sales has been received.

I beg leave to refer you to the Board of Navy Commissioners, under whose superintendence all purchases and shipment of slops are made, for information as to "what way, and by whom the slop clothing has been furnished," as the books and papers of my office do not enable me to answer that portion of the inquiry with any degree of certainty.

I understand that slop clothing, to a large amount, has been shipped within the last ten years to Port Mahon and Rio de Janerio, for the supply of the Mediterranean and Brazilian squadrons; but this office furnishes no means by which to ascertain the quantity condemned and sold at those ports. It is believed to have been very considerable.

From the fact that no property account is kept in this office, you are aware that the information now given has been collected from the accounts of navy agents and pursers; and from their voluminous character, and the multiplicity of items and papers which it was necessary to examine, I cannot vouch for the entire accuracy of these statements.

I have the honor to be, sir, very respectfully, your obedient servant,

AMOS KENDALL.

Hon. SECRETARY of the Navy.

Statement showing, by average, the prime cost of slop clothing condemned, the price sold for, the place where sold, and the loss sustained by the United States, by such sales, during the last ten years, so far as returns have been made to this office.

Place where sold.	Cost by average.	Price sold for.	Loss sustained by U. S.
New York	\$18,688 72	\$3,577 35	\$15,111 37
Philadelphia	8,483 97	1,622 93	6,861 04
Norfolk	8,082 84	2,165 14	5,917 70
Washington	211 05	83 00	128 05
Boston	2,316 14	722 74	1,593 40
Pensacola	3,087 74	557 84	2,529 90
Valparaiso.....	14,879 23	5,099 72	9,779 51
Sold to the crews of different ships, by order of the commanders	5,353 02	1,530 65	3,822 37
	\$61,102 71	\$15,359 37	\$45,743 34

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 13, 1832.*

Statement showing, by average, the prime cost of slop clothing condemned and returned to the following navy stores, of which no account of sales has been received.

To navy store at Port Mahon	\$1,711 52
To navy store at Gibraltar	1,196 34
To navy store at Key West.....	599 56
To navy store at Norfolk	115 54
To navy store at New York.....	1,111 46
Lost aboard the frigate Guerriere	502 98
	<u>\$5,227 40</u>

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 13, 1832.*

22D CONGRESS.]

No. 476.

[1ST SESSION.]

ON THE POLICY OF RESERVING THE LANDS OF THE UNITED STATES CONTAINING LIVE OAK TIMBER, THE EMPLOYMENT OF AGENTS FOR ITS SURVEY AND PRESERVATION, AND CORRESPONDENCE RELATING THERETO.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 20, 1832.

NAVY DEPARTMENT, *March 19, 1832.*

SIR: In conformity with a resolution of the House of Representatives, passed the 25th day of February, 1832, on the subject of live oak and live oak agents, I have caused the following documents and statements to be prepared. They are now submitted as containing all the information in the Department in relation to that part of the resolution upon which a report is asked at the present session.

A, numbered from 1 to 12, contains "extracts from communications made to the Department by the agents employed in the examination of the live oak lands belonging to the United States, and the preservation of the navy timber growing thereon during the last and present year, showing the portion and extent of sea coast which has been examined by them within the time mentioned, and the quantity of said timber which has been found on them."

B, numbered 1, shows "what reservations of these lands have been directed to be made in consequence of such discoveries."

Under this item, it may be proper to add that other reservations of lands, referred to in the above extracts, will be recommended as soon as the tracts containing much valuable timber are surveyed. (See F, No. 10, in this report.) The former reservations, previous to the present year, are reported in the document of the House of Representatives of the last session, No. 102, pages 70 and 71.

C, numbered from 1 to 4, shows the number of agents and assistants approved by the Navy Department for the preservation of live oak; the date of their respective commissions; the authority under which they were appointed; the salaries of each agent and assistant; their compensation when appointed, and when and how increased, with the contingencies and expenses of each; and the expenses of equipping and keeping in commission the several public vessels for the protection of live oak.

It may be noticed that the assistants to the present agents are not enumerated by name; because they are not directly appointed by the Navy Department, but are selected by the agents themselves under a general authority given in their instructions.

The only vessel now employed in the protection of the live oak is supposed to be the Ariel, as the Sylph was probably lost in the heavy gale last August, and the Spark, January 25th, 1832, was ordered to Norfolk. All these three vessels, as may be seen by the last annual report from this Department, were directed to forward the survey of our coasts and rivers, as well as to protect the live oak.

D, numbered 1, shows the "report of the agent who may have been directed to make surveys of the live oak plantations on Santa Rosa Sound, near Pensacola, and which may show, with his opinion, the value of the said plantations, their adaptation to the culture and production of navy timber, and whether, from the report or reports, it is probable the cultivation of this timber on those lands will compensate the United States for the labor which must be expended for the purpose." The call for that report is given in the general correspondence on this subject (F, 22.)

E, numbered from 1 to 3, contains all "the reports" of the Navy Commissioners made to the late Secretary of the Navy, "showing the quantity of live oak on the public lands," which can be found on file. It is proper to add, that a copy of document A, annexed to E, No. 3, was sent, February 7th, 1831, to the chairman of the Naval Committee, marked H, (see report before cited, page 68,) and was returned not printed, for reasons stated in his letter now annexed (E, No. 4.)

F, numbered from 1 to 22, contains all the "correspondence and documents in the Department, since the last session, relating to the reservation and purchase aforesaid," which are supposed to be embraced within the resolution: though, in connection with them, should be included some documents before given, and, especially, the report of General Clark, (D,) and parts of the letter of Mr. Blair, (A, No. 12.)

G, numbered 1, is a "statement of the facts connected with the purchase of the live oak plantation on Santa Rosa Sound."

H, a schedule of the papers now sent.

Respectfully, yours,

LEVI WOODBURY.

To the SPEAKER of the House of Representatives.

A, No. 1.

Extract of a letter from Lieutenant T. B. Gedney, commanding the live oak sloop Florida, to the Secretary of the Navy, dated—

PENSACOLA, *April 18, 1831.*

SIR: I have just arrived at this place from the Atchafalaya Bay, after an absence of five months and a half, having, in that time, in obedience to your instructions, explored the coast, bays, inlets, &c., from Barrataria Bay as far as the Atchafalaya Bay, where the survey was necessarily suspended, for the want of a more convenient vessel and a larger force of boats and men to explore and accurately survey the extensive Bays of Atchafalaya and Vermillion, and their numerous shoals and channels.

It will be obvious to you that such an immense extent of shoals (as detailed in the report) will require a length of time and greater facilities than the sloop Florida affords, to enable me to complete an accurate survey of them. I beg leave respectfully to recommend that a schooner, with a centre board, be purchased, such as are used by the wreckers on the Florida reefs. Such a vessel would be of great service, not only for surveying, but also for the preservation of the live oak, as she would be able to navigate all the shallow bays and sounds back of the islands, and enter all the bayous on which that

timber grows. These great bays (Atchafalaya and Vermillion) have never yet been surveyed. The principal part of the live oak, westward of the Mississippi, must also be shipped by those channels. From what I have already seen, I should judge that the Sabine river is laid down as much as a degree to the west of its true place.

A, No. 2.

Extract of a letter from Eli B. Whitaker, live oak agent, to the Secretary of the Navy, dated—

JULY 1, 1831.

I have the honor to report that I have made an effort to search out live oak and other timber within the limits of the district assigned to me. The falling rains and rising of the water-courses impeded my progress much. My observations were necessarily confined to and about the northern part of the district; and although my course was not as regular as I could have wished, I confidently believe the observations I have been enabled to make justify me in saying there is no timber on that part of the district suitable for naval purposes. I returned to my board a few days past, and intend setting out again shortly; commence on one of the rivers, probably the Suwannee; pursue it, and examine the timber contiguous to it, to the Gulf of Mexico, &c.

Extract of a letter from the same, dated—

OCTOBER 1, 1831.

I have visited that river (the Suwannee), commencing my operations in township eleven, range thirteen, by tracing the township and section lines, and have found it mostly pine barren, and no live oak except now and then a shrub; thence about twenty miles west to the Stinhatchie. Upon this river I found live oak and red cedar, though not in great abundance, of sufficient quantity and quality to merit attention, and have advised the register of the land office at Tallahassee to reserve the following tracts, viz: sections twenty-one, twenty-eight, twenty-nine, thirty-two, township eight, range ten, and the west half of township nine, range ten, south and east, embracing palmetto in abundance. The live oak from eighteen inches to five feet diameter, and from twenty to forty feet length of body. The largest of the red cedars about three feet diameter. The land, "low hammock."

The timber referred to above, to prepare it for transportation, would have to be conveyed exceeding one and a half miles, and the most of it under half a mile, to the banks of the Stinhatchie. The river is of sufficient width to navigate boats; strong current, but shoally, and at low water hardly admitting the passage of a boat without a load. In this reservation the most remote part from the gulf is about twelve miles.

I have made some general examinations of the lands in township ten, range thirteen, lying along the west side of the Suwannee river, and about half a mile out; on it I find valuable live oak for its quantity, quality, and situation. The land has been disposed of by the United States. The proprietors are very willing to sell the timber. I imagine the land cannot be obtained without a large advance upon the original cost, or upon justifiable terms. I think it doubtful whether the timber suitable for naval purposes, in the district assigned to me, is in sufficient quantity and value to make it necessary to continue an agent there longer than to ascertain what timber there may be, &c., &c.

Extract of a letter from the same, dated—

TALLAHASSEE, November 23, 1831.

I have examined such parts of my district where I thought there might be a probability of finding live oak, such as the Fenchaloway and Ecorfina rivers, with some of the intervening country. It is indeed a poor, pine, barren, dreary country—no live oak there—and if there was, no water sufficient to transport it. I have not been immediately to the gulf yet; when I have attempted to approach near it, I have been forbidden by a marshy appearance. As I have previously said, so I now say, it is my opinion that the timber suitable for naval purposes, growing on government lands in my district, is not very considerable, or of great importance.

A, No. 3.

Extracts of a letter from Samuel Reed, agent for the preservation of live oak, &c., to the Secretary of the Navy, dated—

OCTOBER 1, 1831.

I have explored the country on the southeastern side of the Suwannee river for about forty miles up that river (to its junction with the Santa Fe), and four or five miles into the interior, and about forty miles down, southwardly, along the shores of the gulf.

From the examinations made, vessels drawing ten feet water can find entrance over the bars at the mouth of the Suwannee. Vessels crossing the bar can ascend seventy-five miles: the shores are bold and precipitous, extending back from a half mile to a few yards; composed of sand and limestone, and forming a natural level; some detached tracts of good land on its shores, but generally poor pine barrens, &c.

From the numerous bayous, ponds, &c., the approaches to the river are difficult: below its junction with the Santa Fe the country is unsettled by whites. For five miles from the mouth of the Suwannee, there is but little live oak; the same remark applies to the shores of the gulf.

From the banks of the river, fine live oak hammocks are found in township No. 12, range No. 13, and townships Nos. 7, 8, 9, 10 and 11, range 14, south and east; surveys of these have not yet been made.

Five miles above the mouth of the Suwannee, on the banks of the river, live oak is found in considerable quantities, and, as you ascend the river, increases in size and quantity; so on the Santa Fe. The live oak growing on the margin of our rivers, extends up as far as they are navigable. I would respectfully recommend that examinations be authorized as far up any river as it is navigable, without regard to distance from the sea.

Extract of a letter from the same, dated—

JANUARY 1, 1832.

On Lake Clonotosacca there are from twelve to fifteen hundred trees, of live oak, of various sizes, a large portion of them fit for sloops-of-war at present. The lake above mentioned is twelve miles north-east of the Cantonment, (Leavenworth, on Hillsborough Bay,) and six miles from Collar's landing, on Rocky creek, to which place a good road, through a dry lime country, may be had.

The hammocks on the Hillsborough river contain some good live oak, most of it, however, too small for present use, as the best of it has been cut about eight years ago. This river is navigable for rafts and pole boats as high up as I am authorized to go.

At the very lowest estimate, I am confident there is growing on the lake and river 25,000 (twenty-five thousand) cubic feet of timber, and presenting the various sizes and shapes which may be required for naval purposes. The shores of both Tampa and Hillsborough Bays contain immense quantities of the long leaf yellow pine, of the largest size, and there is little or no difficulty in getting it on board vessels drawing ten or more feet of water.

A, No. 4.

Extract of a letter from Lieutenant Ebenezer Farrand, commanding the schooner Ariel, dated—

UNITED STATES SCHOONER ARIEL, Pensacola, October 2, 1831.

It is important, from what I can learn, that we should visit the bay (Santa Rosa). I am told there is some very fine live oak in the bay, and that persons have been cutting it down for the purpose of cultivating the soil, but there is not sufficient depth of water through the deepest channel (East Pass) to carry our schooner through. I fell in with but one parcel of live oak, of any extent, situated at the mouth of East river, though great quantities of fine timber have been destroyed, both on Santa Rosa Sound and East Bay, by persons who have located themselves upon the public lands. The growth of live oak is very rapid there.

Extract of a letter from Lieutenant Farrand, dated—

UNITED STATES SCHOONER ARIEL, Pensacola, November 11, 1831.

Upon St. Vincent's Island, between Cape St. Blas and Cape St. George, there is a large tract of live oak, and the trees are the largest and most perfect of any I have ever seen on the coast, and I can perceive no marks of depredation having been committed on them.

Upon this bay (St. Andrew's) are several hammocks of fine live oak. General Clark informed me he had given all the particulars with regard to its quality and location necessary for the information of the Department.

A, No. 5.

Extract of a letter from General John Clark to the Secretary of the Navy, dated—

NOVEMBER 15, 1831.

I repaired to Econfina river, which empties into the north arm of the St. Andrew's Bay, embracing an area of perhaps 20 square miles. After a thorough examination, I was unable to find as much as one quarter section of timber sufficiently valuable to justify my reporting it for reservation. The soil on this stream, in spots, is pretty good, a mixture of decomposed shell and sand; growth, bay, gum, magnolia, red oak, white oak, &c. Within the whole range of this country, there are not 200 trees of live oak suitable for the navy.

In some places, there has been injury done the live oak, by Indians stragglung over the country, and setting the woods on fire, which extends to groves of the live oak.

A, No. 6.

Extract of a letter from Thomson Mason, live oak agent, to the Secretary of the Navy, dated—

St. AUGUSTINE, November 23, 1831.

Learning that there was a body of land covered with valuable live oak and other timber about twenty miles from any habitation, although within sixteen miles of the ocean, and lying southwest from St. Augustine, I sent my assistant to take the bearings of the live oak hammock, from the King's road, to explore the same, and report it forthwith. He has done so.

The bearing of the live oak hammock from the King's (south) road is west-northwest, and is called by the hunters of the forest, "the northwest hammock." Taking an old hunting ground as the place of

observation, it is about two miles in extent, in detached portions of timber, and the soil that bears live oak is about seven-eighths of a mile in width. The hammock is approached from the King's road, between the 17th and 18th mile posts, at a right angle. It is surrounded by a marsh, difficult of access but in the direction designated.

The timber is adapted to frigates and sloops-of-war: some of it is fit for seventy-fours; many trees are fifteen feet in circumference.

Those that grow in the marshy ground are straighter than those on a firmer soil. Should the government contemplate cutting this timber, which is one mile further from the ocean than the instructions lay down for survey, Pallaceas creek is within four miles of the hammock, and is navigable for twelve miles with a flat, drawing $2\frac{1}{2}$ or 3 feet water, which could ship timber in a vessel drawing 10 feet water at Matanzas bar. This hammock is public property. I am of opinion that nurseries of the natural tree are infinitely better calculated for timber for the navy, than trees growing from the acorn, set out in chosen soil; moreover, nature emphatically says she cannot crook her timber in every soil to the same degree.

A, No. 7.

Extract of a letter from John E. Frost to the Secretary of the Navy, dated—

NOVEMBER 27, 1831.

Examinations of that portion of the surveyed lands, in the district lying east of the meridian line, have resulted in the ascertainment of the fact that there are no lands in this district worthy of reservation. On the eastern side of the St. Mark's river there is a narrow strip of hammock, through which there are scattered a number of live oak trees; but this land has been taken up, and the live oak is not in sufficient quantity to make the acquisition of the land an object to the government. After passing through this hammock, you enter into an open, piny wood country, extending for some miles. You then get into a low, swampy region. This has been reported by the surveyors impracticable to survey. This description of country extends to the Ausilla.

On the east side of that river there is a hammock of considerable extent, containing some live oaks: this is also taken up. Then piny woods, cypress, and other swamps, extend to the Penaholoway, near the eastern limits of the district. Upon this river there is some live oak, but indifferent; also, some small hammocks, near the head of East river, below St. Marks, but not worth the attention of government.

Examinations have not been pursued more than from ten to fifteen miles from the coast. At that distance, nothing is found but pine barrens—where the live oak is never found in any quantity, and it is too distant from navigation. Indeed, the extreme difficulty of getting the timber to points where it could be put on board vessels drawing 10 feet water, would constitute a serious objection to the reservation, &c.,—the coast being bounded by a salt marsh from one to two miles wide, through which roads could scarcely be made; and it is so shoal, that, for miles, boats drawing only a few inches would ground two miles from shore.

A, No. 8.

Extract of a letter from Charles Haire, late agent for live oak, &c., to the Secretary of the Navy, dated—

DECEMBER 8, 1831.

The whole extent of surveys made, at my removal, were the following:

A hammock on St. George's Island, containing $183\frac{1}{2}$ acres of land, having growing thereon 961 trees, including from two to seven feet in circumference, producing an area of square hewn timber proportionate to each circumference of 6,591 cubic feet of live oak, and about 1,260 young trees under two feet in circumference; also, 199 red cedars, containing 745 cubic feet, and about 600 young trees; also, a second hammock, on said island, of 307 acres, having growing thereon 2,099 live oak trees, between two and twelve feet circumference, containing an area of 24,690 cubic feet, and probably two thousand young trees less than two feet girth, and 814 red cedars, between two and six feet circumference, producing 3,064 cubic feet, and about 1,200 young cedars.

Another hammock at East or Cat Point, opposite the town of Appalachicola, containing $55\frac{1}{2}$ acres, having growing thereon 459 live oaks, area of which is 6,452 cubic feet, between two and nine feet circumference: all the above being on the margin of St. George's Bay. Also a hammock, one mile above the town aforesaid, on the east bank of the river, having growing thereon 840 live oak trees, between two and nineteen feet girth or circumference, affording an area of 55,743 cubic feet, and 338 red cedars, between two and eight feet circumference, having an area of 3,047 cubic feet, as well as many small trees.

A, No. 9.

Extract of a letter from John Jerrison to the Secretary of the Navy, dated—

DECEMBER 14, 1831.

So far as my examinations have extended, I have not discovered, on the coast, tracts with sufficient quantities of live oak to justify their reservation by the government.

A, No. 10.

Extracts of a letter from Lieutenant Wm. P. Piercy, commanding the United States schooner Spark, to the Secretary of the Navy, dated—

ST. AUGUSTINE, December 22, 1831.

SIR: I have the honor to report my return to this harbor last evening, and proceedings during my absence.

Upon my arrival at Key West, I received information that some small vessels were building at New River; to which place I proceeded, and found my information correct: their frames were live oak, and had been cut on lands which I conceived belonged to the government. I returned to Key West, and communicated with the district attorney at that place. It resulted in the grand jury finding a true bill against Richard Fitzpatrick and Lemuel Otis, &c. I then proceeded to Cape Sable, but, from want of proper boats and tents, &c., I was compelled to return to the schooner, without being able to find any timber other than the mangrove, although I have no doubt there are great quantities of live oak a short distance in the interior. I returned to Key West, and from thence proceeded to Lignum Vitæ Key. On my passage to New river, I stopped at Key Biscano to fill up my wood and water; while this duty was performing, I made a short excursion to the main. I found a number of scattered trees, and one hammock of about three-fourths of a mile in length and about 300 yards broad, with a number of fine large trees, two of which I measured; one was $7\frac{1}{2}$ and the other $10\frac{1}{2}$ feet in girth, with trunks from 15 to 20 feet to the first fork, and all having fine large limbs. The hammock bears about west-southwest from Key Biscano light, distance 10 or 12 miles. I could only give it a slight examination, but do not hesitate to say, from the height of the trees in the centre and the size of the trunks I could see, that it contains much valuable live oak. I went over to the main; in running it along, I saw a great many scattering trees, some of them quite large. I then went up the Miami river, on each side of which there are hammocks of good sized live oak, but the one on the north point of the entrance of the river is the largest I ever heard of. Some trees I measured were 15 and 20 feet in girth, and from what I saw, combined with information I received, I would say there are at least 500 large trees in it. The river is fresh a short distance above, but the hammock borders on salt water on one side and brackish on the other. I continued along the coast to Little river. The live oak between those rivers I think is smaller than that to the southward, but in larger quantities. Up Little river there are none but very small scattering trees, except a few good sized ones at the mouth. From this river I crossed over the sound, went through Bear cut, and stood along the sea coast to New river. I found but two hammocks of live oak of any size on it; they are about 6 or 8 miles from the bar, on opposite sides of the river, claimed by Messrs. Fitzpatrick and English. The live oak hammocks on the coast south of Cape Florida are generally within 300 to 400 yards of the beach; intervening, the ground is marshy, but roads may be made through them with little trouble or expense. The timber will then be transported in lighters or flats to Key Biscano harbor, where vessels can carry in 9 feet at common high tides. The soil over which I have gone on the coast is only good in what is called hammock land; it is extremely rich, fertile, and light, of a dark color.

A, No. 11.

Extracts from a letter addressed to the Secretary of the Navy from George Blair, live oak agent, dated—

NEW ORLEANS, January 2, 1832.

Since the date of my quarterly report of the 1st of October, I have been constantly and actively engaged in a general exploration of the live oak region lying between the southwestern extremity of Vermillion Bay and the Bay of Barrataria, and beg leave herein to present a brief account of my examinations; premising that I have experienced much difficulty and delay from the want of the co-operation of the schooner intended to cruise on this coast, in which I hoped to visit Pican Island and other important points on the uninhabited coast to the westward of the Vermillion, from the want of copies of maps and surveys from the surveyor general's office, and from the want of an assistant,—not being able to obtain one for the compensation allowed by the Department, or for even forty dollars per month, which sum I offered, intending to pay the excess from my own salary. A suitable person may be employed for fifty dollars per month, but for nothing less, owing to the high price of labor and the expense of living in Louisiana.

There is a large quantity of valuable live oak on the Bayou Cyprien Morte. This bayou falls into Vermillion Bay, about equi-distant from the mouth of Vermillion river and Cote Blanche Bay, and runs its whole length in the parish of St. Marys; its mouth bears nearly northwest from Point au Fer. There is also a large quantity of valuable live oak on the Bayou Salle. This bayou empties into Cote Blanche Bay, not far from Morrison's cut-off; its mouth bears nearly north by west from Point au Fer light house. The Bayou Salle woods are remarkable as being much higher than any other woodland along that coast and are consequently seen at a much greater distance. Chenier Teague or Tiger Island has on it much valuable live oak; is situated near the southwest pass of the Vermillion river. On Wax Bayou there is also a quantity of valuable live oak. On the Atchafalaya river there is much valuable live oak, from its mouth to its junction with Lake Nechez. On Tiger Island, in the Atchafalaya river, and on Rice's Island, there is much valuable live oak; both these islands are covered by private claims. On Big and Little Bayou Black there is much live oak timber. On these two bayous the trees grow on the margin of the water. On the Bayou La Fourche there is also much valuable live oak timber. Whether any or what portion of the country here described has been surveyed and sold I am unable to say. To carry into full effect the views of the Department, it will be necessary that the agent be provided with an assistant, and all necessary means for encamping in the woods for weeks at a time, as on many townships there is not a single inhabitant; or he should be provided with a boat and hands, such a boat, too, as he could sleep comfortably on board of and be protected from bad weather, for, unlike the mild and genial climate of Florida, an exposure to the pestilential night air of Louisiana would in nine cases out of ten prove fatal to life. The

whole seaboard of Louisiana is so indented with bayous and lakes as to render it impossible to traverse the country on foot or on horseback, while the best live oak, being found on the margins of these lakes and smaller bayous, must make it apparent that they can only be visited and inspected in a water conveyance.

In suggesting, however, any further expenditure of money for the purpose of reserving and protecting the live oak lands of Louisiana, candor and a sense of that duty which I owe to the government compel me to declare that I do not think the ultimate and doubtful advantages to be derived from it will warrant it; for this opinion allow me, without, I trust, incurring the suspicion of arrogance or presumption, to give you my reasons.

First, I assume as settled that the live oak of Louisiana is of a very inferior quality when compared with that of Florida; add to this the difficulties of the navigation, there being no inlet, between the southwest pass of the Mississippi and the southern boundary of the United States, over which vessels can pass with safety, drawing more than seven and a half feet of water, nor any harbor between those points where a vessel drawing ten feet of water can lay in safety, the only anchorage for vessels of that description being in the open sea, liable to shipwreck with every gale of wind; then the high price of every description of labor in Louisiana, and consequent difficulty and heavy expense in procuring and placing timber on ship board; so that, until these difficulties shall be overcome by the increased value of live oak, or an improved state of the navigation and decline in the price of labor, I do not believe the government will look here for a supply of navy timber so long as it can be procured elsewhere. Secondly, until this period shall arrive, I do not believe that the government lands bearing valuable live oak will be materially injured or reduced in quantity by pillage or from any other cause; the God of nature in his wisdom having happily thrown around it better safeguards than any which the ingenuity of man can suggest, the live oak being generally found on the marginal strips of high land which skirt all the lakes and bayous, and which are too narrow ever to attract the attention of the cultivator of the soil, or on those islands which are everywhere found rising up in the midst of the extensive sea marsh, remote from market, and so encompassed with difficulties and disadvantages as to forbid the idea of their ever being settled. There are, certainly, exceptions to these cases, but the exceptions are few; then the live oak is not valuable to the planter, and is never used by him either for the purposes of building, fencing, or for fuel, while the difficulties of the navigation, and the high price of labor before referred to, serve as an effectual bar to persons who might otherwise be disposed to cut it for the purpose of transportation to, and sale at, our northern ship yards; and, on this point, too, experience teaches a lesson which will not be forgotten by the present generation, for, in every instance where persons have attempted to cut ship timber in Louisiana, either by contract with the navy or individuals, the result has been the entire ruin and failure of the contractor, there not being a single case to the contrary, so far as I can ascertain. If, then, to the expense of guarding and protecting the live oak lands be added the probable value of the land proposed to be reserved from sale, (at the idea of which I have already heard the voice of murmuring and complaint,) the amount will more than counterbalance any probable advantage which may be derived in future from a continuance of the system. These, sir, are my views of this subject; but I beg it to be borne in mind that they are to be taken only in reference to the district of country lying between the Mississippi and Sabine rivers, and that I know nothing of the other live oak districts.

As I understand it to be the wish of the Department to obtain every information in relation to the growth and properties of the live oak, I have made inquiries with a view of ascertaining the advantages of cultivating it, both by planting from the acorn and by transplanting healthy young scions. I know of no attempt at planting from the acorn; but in every instance that has come under my notice, where healthy young trees have been transported and protected, the growth has been certain and rapid. Some twelve years ago a gentleman in Attakapas, then settling a plantation, planted in his yard a handsome young live oak about two inches in diameter; being of the then received opinion that the growth of this tree was uncommonly tardy, and, wanting immediate shade, he also planted, at the same time, a pride of China tree, and remarkable for its rapid growth in southern latitudes. At the time of transplanting those trees, the latter was nearly double the size of the former; I examined them about the first of November last, and found the live oak full one-third larger than the pride of China, being near fifteen inches in diameter. There is a live oak tree now standing in the public square in the town of Franklin, full two feet in diameter, which a gentleman of that neighborhood told me was so small thirty years ago that he bent it down to the ground with his own hands, unaided by any other force. There are many other cases which have come under my observation, all demonstrating most clearly that the live oak may be transplanted and cultivated to great advantage.

No case of trespass upon the public lands has come to my knowledge since the date of my report of the 1st of October last, save a continuance of the depredations upon the swamp lands, so fully communicated in that report.

A, No. 12.

WASHINGTON CITY, *January 30, 1832.*

SIR: In compliance with your order of the 6th instant, requiring an estimate, as nearly as may be, of the quantity of live oak suitable for naval purposes, examined by me while on a survey of the coast of Louisiana, I have the honor to transmit to you the following estimate.

The first heavy growth of live oak, west of the Mississippi, commences on Chiniere Periac: this island is two miles long by half a mile broad, consequently contains 640 square acres; averaging two trees per square acre, gives 1,280 trees; most of which are suitable for ships of the first class.

The next timber found on the coast is upon the bayoux, between the La Fourche river and the Atchafalaya Bay; the live oak grows immediately upon the banks of the bayoux, extending on both sides the streams, from 5 to 15 miles in length, and one and a half acres in breadth, producing, on an average, two trees the square acre.

Thus to Bayoux Blue and Terrebonne, 756 square acres=1,512 trees; most of which are suitable for sloops-of-war.

To Bayoux Petit Bayn and Sale, 1,512 square acres=3,024 trees; most of which are suitable for frigates and sloops-of-war.

To Bayoux Grand Cayn, De Large, and Du Card, 3,402 square acres=6,804 trees; most of which are suitable for ships of the first class.

The heaviest growth of live oak on this coast is found on the islands and bayoux of the Atchafalaya, which produce, on average, two good trees per square acre. To Bayoux Buff and Shaffer, 2,646 square acres=5,292 trees; most of which are suitable for ships of the first class.

Upon the seven islands contiguous to the Atchafalaya river and Lake Chitimatches, there are 27,709 square acres=55,418 trees; most of which are suitable for ships of the first class.

The Commissioners' and Tiger Islands contain 5,489 square acres=10,978 trees; most of which are suitable for ships of the first class.

There are 10,000 trees on the Atchafalaya river and its tributaries; most of which are suitable for ships of the first class.

On Bell Isle there are 800 trees suitable for ships of the first class, making, in all, 95,108 trees.

The whole of this timber is situated on land belonging to the government, as far as I was able to learn, with the exception of that on Chiniere Periac and Belle Isle.

By a reference to the chart, you will at once see the situation of the live oak on the bayoux and islands. I feel confident I have fallen short of the estimate of the actual quantity of live oak timber in that region.

There is still unexplored 150 miles of coast, west of the Atchafalaya, affording a quantity of live oak timber.

I have the honor to be, very respectfully, your most obedient servant,

THOS. R. GEDNEY.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

B, No. 1.

Copy of a letter from Elijah Hayward, Esq., Commissioner of the General Land Office, to the Secretary of the Navy.

GENERAL LAND OFFICE, *March 1, 1832.*

In reply to your letter of yesterday, requesting information as to the reservations of public lands containing live oak timber which have been made in the past and current years, I have to inform you that the only lands selected for naval purposes by the navy agents, which have been reported by the land officers within the period referred to, are those designated in your letter of the 26th October last. These lands are situate in the Tallahassee district; and I herewith transmit a copy of my letter to the register of the land office at Tallahassee, informing him that the President had reserved them from sale.

I have the honor to be, very respectfully, sir, your obedient servant,

ELIJAH HAYWARD.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

GENERAL LAND OFFICE, *February 1, 1832.*

SIR: The sections of land reported in your letter to this office, dated 29th November last, as having been selected by Eli B. Whitaker, agent for the protection of live oak timber in Florida, viz: sections 21, 28, 29, and 32, in township 8, range 10, and the west half of township 9, range 10, south and east, have been formally reserved for naval purposes by the President of the United States.

You are requested to mark your maps and tract books accordingly.

I am, very respectfully, your obedient servant,

ELIJAH HAYWARD.

GEORGE W. WARD, *Esq., Register of the Land Office, Tallahassee, West Florida.*

C, No. 1

Report of the number of agents and assistants appointed by the Navy Department for the preservation, &c., of live oak, since the first appointment of agents for such purpose; date of their respective appointments; authority under which they were appointed; salaries of each agent and assistant; compensation; when appointed, and when and how increased.

James L. Cathcart, by Secretary of the Navy, under authority of act, 1st March, 1817, for examining and selecting live oak lands. Appointed 4th November, 1818; compensation \$2,500 per annum, including personal expenses; in addition to which he was authorized to procure one servant, with a guide, if necessary, and one or two axemen to act as chainmen, &c., and such small vessels and boats as he might find necessary for transportation. Further authorized to procure horses and equipments for his travel. [Navy yard book, No. 3, pp. 155, 156.]

James Hutton, by same authority, for examining and selecting live oak lands. Appointed 4th November, 1818; compensation to be the compensation allowed to him of \$2,000 per annum as superintendent for moulding and inspecting timber, together with a servant and other accommodations, which his coadjutor, J. L. Cathcart, will explain to him. [Navy yard book, No. 3, pp. 155, 157.]

John Landreth, surveyor, by same authority, for surveying and marking boundaries of live oak lands. Appointed 4th November, 1818. Proceed to Baltimore and procure instruments necessary for performance of his duty. Compensation \$2,000 per annum, including his personal expenses; in addition to which, to be allowed the use of a servant and other accommodations, which Mr. Cathcart would explain to him. [Navy yard book, No. 3, pp. 155, 157.]

Evan Bowles, not known under what authority, unless by the general scope of the act of 3d March, 1821. Appointed on the 5th May, 1821, agent to prevent all persons from committing depredations on public lands in Louisiana producing live oak, red cedar, and other naval timber. Compensation \$300 per annum, payable quarter yearly.

James Hutton, authority as last. Again appointed 13th March, 1822, agent for examining the quality and condition, &c., of live oak in Florida. Compensation \$90 per calendar month, and for traveling expenses the actual amount necessarily paid by him in the execution of his duties.

James Hutton, authority same as last. Again appointed August 23d, 1826, to commence duties about 1st October, 1826, to examine for live oak lands in South Carolina, Georgia, and East and West Florida. Appointed by Navy Commissioners, with the assent of the Secretary of the Navy. Compensation \$4.25 per day, together with all the expenses necessarily incurred in the discharge of his duties, of which he was to keep a regular and accurate account.

Charles Haire, authority, act 3d March, 1827. Appointed 12th November, 1827, for making examinations and surveys of public lands in West Florida for live oak and red cedar. Compensation \$5 per day, exclusively of the actual expenses necessarily incurred in the performance of his duty. Authorized also to procure a boat and six men, with such articles as might be required on the survey. Appointment revoked 17th March, 1831.

Thomas F. Cornell, authority same as last. Appointed 8th February, 1828, to join Haire for making examinations and surveys of public lands in West Florida. Compensation \$5 per day, exclusively of the actual expenses attending the execution of this duty. Stopped December, 1828.

Henry M. Breckenridge, authority same as last. Appointed superintendent 6th December, 1828, of the tract and plantation near Pensacola; his own salary \$400 per annum; authorized to employ an overseer at \$500 per annum. Also, to employ 20 laborers for one year, and procure such oxen, boats, and tools, and erect such houses and accommodations as may be necessary, seeking, in everything, the utmost economy, and rendering quarterly accounts of the expenses, and statements of the progress made in the labor. Mr. Breckenridge, in his letter of the 1st of June, 1828, estimates the expenses for the above, as follows:

Twenty laborers, at \$15 per month, 300 working days.....	\$4,000 00
Rations, &c.....	1,000 00
Cart, oxen, boat, tools.....	300 00
	<hr/>
	\$5,300 00
Salary for superintendent	400 00
Overseer	500 00
	<hr/>
	\$6,200 00

And a few hundred dollars in addition, for quarters, storehouses, and other temporary buildings, not to exceed \$10,000 in the whole.

John L. Lee, authority, act of 3d March, 1827. Appointed 28th January, 1829, to join Haire for same duty. Compensation, \$5 per day, from the time of entering on the duty, and also the actual traveling expenses incurred. Appointment revoked 21st September, 1829.

John Clark, authority same as last. Appointed 21st September, 1829, to join and co-operate with Haire. Compensation \$5 per day from the time of entering on the duty, and also the actual necessary traveling expenses.

William D. Achen, authority same as last. Appointed 10th April, 1828, agent for preservation of live oak and other timber on public lands in East Florida. Allowed for his services \$4 per day and the actual expenses incurred in traveling; the latter to be supported by vouchers. Appointment revoked 27th May, 1829.

Thomson Mason, authority same as last. Appointed 16th June, 1829, agent for the preservation of timber on the public lands in Florida. Compensation, and in lieu of all expenses, \$1,500 per annum, payable quarter yearly; to be computed from commencement of duties. Appointment revoked 21st June, 1830.

Eli B. Whitaker, authority same as last. Appointed 15th March, 1831, for the examination and survey of live oak and red cedar on the coast of Florida. Compensation \$5 per day and actual traveling expenses.

Eli B. Whitaker, authority same as last. Furnished with instructions 18th April, 1831. While engaged in the discharge of the duties assigned to him, allowed at the rate of \$1,800 per annum, and \$1.25 per day for the expenses of himself and horse. Allowed an attendant, whose pay will be \$26 per month, including his support while engaged in this service. April 19th, 1831, authorized to draw quarter yearly for a sum not exceeding \$600 a quarter, to cover his own salary and expenses, and the salary and support of the attendant allowed, as fixed by his letter of instructions.

Eli B. Whitaker, May 11th, 1831; in conformity with the directions of the President of the United States, he was appointed agent, and a commission made out to him of that date, in the form annexed, (2,) for the preservation and protection of live oak, and referred to instructions already given, December 7, 1831; agency discontinued after 31st December, agreeably to his proposition of 1st October, 1831.

John Clark, authority same as last. Again appointed on 11th May, 1831, and a commission, &c., as above, (2,) in conformity with the directions of the President of the United States. Instructions, dated 20th April, 1831, similar to Whitaker's. Compensation same as Whitaker's. Attendant same. 18th June, 1831, authorized to draw for \$600 per quarter, for the same purposes as Mr. Whitaker.

George Blair, authority same as last. Appointed 11th May, 1831, and a commission, &c., as above, (2,) in conformity with the directions of the President of the United States. Instructions, dated 22d April, 1831, similar to Mr. Whitaker's. 18th June, 1831, authorized to draw for \$600 per quarter, for same purposes as Mr. Whitaker. Attendant same as Whitaker.

John E. Frost, authority same as last. Appointed 11th May, 1831, and a commission, &c., as above, (2,) in conformity with the directions of the President of the United States. Instructions, dated 22d May, 1831, similar to Whitaker's. June 18th, 1831, authorized to draw for \$600 per quarter, for same purposes as Whitaker. Attendant same as Whitaker.

Samuel Reid, authority same as last. Appointed 12th May, 1831, and a commission, &c., as above, (2,) in conformity with the directions of the President of the United States. Instructions, dated 22d May, 1831, similar to Whitaker's. June 18, 1831, authorized to draw for \$600 per quarter, for same purposes as Whitaker. Attendant same as Whitaker.

John Jerrison, authority same as last. Appointed 12th May, 1831, and a commission, &c., as above, (2,) in conformity with the directions of the President of the United States. Instructions, dated 23th May, 1831, similar to Whitaker's. June 18, 1831, authorized to draw for \$600 per quarter, for same purposes as Whitaker. Attendant same as Whitaker.

Thomson Mason, authority same as last. Appointed and instructed 1st June, 1831, and a commission &c., as above (2.) Instructions and compensation similar to Whitaker's. June 18, 1831, authorized to draw for \$600 per quarter, for same purposes as Whitaker. Attendant same as Whitaker.

H. M. Breckenridge, authority same as last. On the 21st September, 1831, authorized to continue the superintendency without charge to the government, and to employ an overseer at \$300, and a few hands for necessary care and labor, for preservation of what had already been done on the live oak plantation, as proposed in his letter of 27th July, 1831.

C, No. 2.

NAVY DEPARTMENT, *May 11, 1831.*

SIR: In conformity with the directions of the President of the United States, you have been appointed agent for the preservation and protection of live oak, and other timber suitable for naval purposes, growing upon the lands of the United States on the Gulf of Mexico, from the range line between the 5th and 6th ranges east from Tallahassee to Suwannee river.

You have already received instructions for the government of your conduct, and have entered upon the discharge of the duties assigned you.

It is expected that you will report to this Department, as often as may be convenient, in what part of your district you may be engaged, and the progress of your labors.

I am, respectfully, &c.,

J. BRANCH.

Mr. ELI B. WHITAKER, *Tallahassee, Florida.*

C, No. 3.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 19, 1832.*

SIR: The investigations made necessary by your inquiries, under date of 27th ult., have been completed, and I have the honor to communicate the result.

The detailed statement, herewith transmitted, exhibits "the salaries paid to the several agents and their assistants who have been employed in the surveys of the live oak lands of the United States, since the passage of the act of Congress of the 1st of March, 1817, to the present time," and shows, "in each case, the amount paid per day, month, or year."

The same statement shows "the amount of compensation made for their services, from the commencement of their appointments," and exhibits all charges made therein during their continuance in office.

It also shows "the expenses of each agent, for contingencies arising under their several appointments," so far as they have been settled and allowed at this office.

John Jerrison has rendered no account for pay, and only two informal vouchers for contingent expenses. He is charged with \$1,165, paid upon his requisitions or drafts by the Navy Department.

George Blair is, in like manner, charged with \$1,165. Upon the settlement of their accounts, these sums will doubtless be balanced; but neither these nor any other unsettled claims are included in the accompanying statement.

The expense of equipping the *Nonsuch*, in 1818, with a view to her employment in this service, was, as nearly as can be ascertained, \$627.51.

The expense of equipping the schooner *Florida*, for service in 1830, cannot be separated from other expenses incurred in the same yard at the same time. It is believed to have varied very little from that incurred in the equipment of the *Nonsuch*.

The expenses of equipping the three schooners, *Ariel*, *Sylph*, and *Spark*, were, as nearly as can be ascertained, \$2,210.83.

The pay roll of the *Nonsuch* shows that, from the 28th November, 1818, to the 18th May, 1819, there was paid to her officers and men the sum of \$4,805.10. During the same time, they were entitled to 11,764 rations, the cost of which I have no means of ascertaining.

The accounts of the *Florida*, during her cruise from June, 1830, to July, 1831, show that there was paid to the officers and men, and for contingencies, the sum of \$7,683.74. There were also issued to them 3,634 rations, the cost of which I have no means of ascertaining.

The expenses of the schooner *Live Oak* are embraced in the contingent expenses of *Charles Haire*, from which they cannot be separated.

No returns have been received at this office from the *Spark* or *Sylph* since they sailed. A pay roll for about twenty-four days is the only return from the *Ariel*. From this it appears that the monthly pay of the officers and men on board is about \$250, and they are entitled to 630 rations.

The schooner *Florida* appears to have been more engaged in surveying the coast than in the protection of live oak. Excepting the emoluments of commerce, the pay and rations of the officers of all these vessels would be the same if they were not employed at all. My illness and constant attendance as a witness upon a court of inquiry, now in session, during a whole week, have delayed this report.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

C, No. 4.

Statement of moneys paid to agents and assistants, for the protection of live oak in Florida, since March 1, 1817, for salaries and contingent expenses.

	Salary to agents.	Salary to attendants.	Contingencies.
James L. Cathcart, agent—salary \$2,500, including personal expenses, with contingencies and allowances for two servants. Pay from November 4, 1818, to February 22, 1820	\$3,255 13	.....	\$522 01
James Hutton, agent—salary \$2,000 per annum, servant and contingencies. Salary from November 4, 1818, to December 20, 1819.....	2,261 10	.....
Pay from March 11 to August 28, 1822, at \$90 per month, and contingent expenses.....	501 00	.....	298 50
Pay for the examination of live oak in South Carolina, Georgia, and Florida, from September 23, 1826, to May 12, 1827, at \$4.75 per day	1,097 25	.....	1,050 88
John Landreth, surveyor—salary \$2,000 per annum, contingent expenses and servant. Salary from November 4, 1818, to February 22, 1820	2,604 11	.....	340 75
Charles Haire, agent—compensation \$5 per day and actual expenses. Pay from November 12, 1827, to April 19, 1831....	6,275 00	.....	7,899 35
Thomas F. Cornell, agent—compensation \$5 per day and actual expenses. Pay from March 25, 1828, to February 28, 1829..	1,705 00	.....	314 40
William D. Acken, agent—compensation \$4 per day and actual traveling expenses. Pay from April 10, 1828, to July 14, 1829	1,844 00	.....	1,244 20
John Lee Williams, agent—compensation \$5 per day and actual traveling expenses. Pay from June 21 to November 1, 1829.	660 00	.....
Thomson Mason, agent—salary \$1,500 per annum, from September 8, 1829, to September 8, 1830.....	1,500 00	.....
Under last appointment, compensation \$1,800 per annum; \$1.25 per day for horse; \$26 per month for attendant, from June 1 to November 30, 1831.....	900 00	.....	88 00
John Gray's bill for copying township maps, paid to Hon. J. M. White.....		.....	137 75
Samuel Reid, agent—compensation same as to T. Mason under last appointment. Pay to December 31, 1831.....	829 00	\$143 00	208 75
Eli B. Whitaker, agent—compensation same as Reid's, from April 30, 1831, to January 17, 1832.....	1,004 93	81 70	328 75
George Blair, agent—compensation same as Mason, Reid, and Whitaker's. For the quarter ending November 11, 1831 ...	450 00	.....	115 00
John E. Frost, agent—compensation same as to Mason, Whitaker, &c. To December 17, 1831.....	900 00	176 76	246 25
John Clark, agent—under appointment of September 21, 1829. Pay \$5 per day from November 30, 1829, to May 31, 1831....	2,740 00	.....
Under appointment of April 30, 1831—compensation the same as that of Frost, Reid, Whitaker, and Mason. From June 1 to September 30, 1831	600 00	104 00	445 05
Henry M. Breckenridge, superintendent of the live oak plantation—compensation from January 18, 1829, to January 18, 1831, at \$400 per annum.....	800 00	.....
Expenditures for the same time, for pay of overseer, hands, tools, &c.....			9,631 55
	\$29,926 52	\$505 46	\$22,371 19

Recapitulation.

Pay to agents.....	\$29,926 52
Pay to attendants	505 46
Pay to contingencies	22,361 19
	<u>\$52,803 17</u>

D, No. 1.

Report of the agent on live oak.

HOLMES' VALLEY, December 4, 1831.

SIR: After writing you on the 15th ultimo, I proceeded to the mouth of the Choctawhatchie Bay, and thence on to Deer Point, where I received your letter of the 26th September, by which I was required to

make a critical examination of the lands near Pensacola, purchased of the honorable Joseph M. White, &c., upon which Judge Breckenridge has for some time been engaged in pruning, clearing, and in the general cultivation of the live oak tree; also to report to the Department:

1. My opinion of the present condition of the plantation referred to.
2. The value of the lands attached to the plantation.
3. Whether it is adapted to the rearing of the live oak tree, or what portion of it may be so suited.
4. Whether it is as convenient for such culture or propagation of live oak as other lands in my district.
5. And whether, from the experiment made under Judge Breckenridge's care, the cultivation of the live oak promises to pay for the labor expended in its production.

When I left home it was for the purpose of joining the surveyors, and accompanying them through that portion of my district which it was understood they were going to survey; but they not meeting me as I expected, I proceeded on a tour of general examination, and on the receipt of your letter I commenced the examination therein required, the result of which perhaps may not, by the Department, be considered so full and precise as was contemplated. Should it not be so, it will become necessary to have an actual survey made of the premises which will be attended with additional expense, which I have no order to incur.

Being, however, on the spot, I determined then to comply with the orders as fully as I was prepared to do, and after careful and repeated examinations of the lands, I submit to you my answers to the several questions to which my attention was directed.

I will add, if further information be required in relation to this matter, I would thank the Department to refer me, if in its power, to some one who can designate the several tracts of land; Captain Davis, the overseer under Judge Breckenridge, being unable to give the information desired, except in part.

1. There are in the plantation, I should suppose, three hundred acres of land; the most of the trees appear to be in a thriving condition; the size generally from two to eight inches in diameter, and from ten to twenty to twenty-five feet high. The best and most thrifty are those growing nearest the sound and bay; (the sound on the south and the bay on the north;) in the middle ground the growth is more stunted and crooked.

The plantation, with the exception of a few acres, is thickly covered with undergrowth, from two to five feet high, which sprung up from stumps, roots, &c., &c. This is doubtless injurious to the live oak and should be removed.

The hands now engaged there are employed in doing so. I also observed that in many places the live oak are too much crowded, and, if not given more space, must greatly retard their growth.

2. As to the value of the land attached to the plantation: I should say, for ordinary agricultural purposes, it is of no value whatever, and its value for rearing the live oak can only be tested by time; and the facts stated in the above answer furnish all the data upon which I can form an opinion.

3. From my answer to the first question, you perceive that I consider the live oak on the plantation in a thriving condition, and there are a few trees standing on it of considerable size, and appearances of large stumps, from which I infer that the young live oak will grow there, but it is not my opinion that the growth will be so rapid, or the trees as large, as if cultivated upon a better soil. Not having made a survey of the lands in question, I cannot say what portion of the tract may be suited to the growth of live oak; however, including the part now in cultivation, I would suppose there are about four hundred acres.

4. It is not more than seven miles from the navy yard, and easy of access by water; the timber would not require land carriage more than seven hundred yards. Hence, from its locality, it is more convenient for the Navy yard at Pensacola than any other position within my district. St. Vincent's Island is, in other respects, equally convenient, and is better adapted to the purpose, its soil being superior. There is also a body of land a short distance above the town of Apalachicola, which I conceive well adapted to its culture, but not so convenient.

On St. Andrew's Bay, places could be selected both convenient and suitable to the live oak. There is also a good situation on Choctawhatchie Bay.

5. The experiment made under the superintendence of Judge Breckenridge has not yet advanced sufficiently to enable me to form an opinion as to the probability of the production paying for the labor expended. The young live oak present a promising appearance at this time. It is my opinion that, in the course of three or four years, if the cultivation of the plantation is continued, the live oak will have attained such size that but little labor would be required to keep down the undergrowth, which would injure them. From this view of the probable expenses, from its convenient location to the navy yard, the thrifty appearance of the trees (notwithstanding the sterility of the soil), and the expenditures which have already been made by the government, I would hazard the opinion that the experiment may be continued there with a fair prospect of the production paying for the labor expended. For the above reasons, and because the quantity of this timber, so far as my district extends, is much less than I had formerly supposed, I recommend the continuance of the cultivation, with an increase of five more laborers. If this is not done, those now engaged should confine their labor to the cultivation of one-half of the plantation.

I am, sir, very respectfully, your obedient servant,
Hon. LEVI WOODBURY, *Secretary of the Navy, Washington.*

JOHN CLARK.

P. S.—Having omitted to state my opinion of the number of trees now growing on the plantation, I would here say that I presume, from observation, the number reported by the superintendent, Judge Breckenridge, and the overseer, Mr. Davis, is correct, varying between fifty and eighty thousand.

The surveyors having failed to meet me as agreed on, and understanding from them that my attendance on them, at this time, cannot benefit me in the general examination for live oak in which I am now engaged, I shall go hence to St. Andrew's Bay, where I shall take the live oak boat and proceed to Choctawhatchie Bay, and round it, &c., as I find it impracticable to make the examination there satisfactorily on horseback.

J. C.

E, No. 1.

Report of the Commissioners of the Navy Board, and copy of a letter from Mr. Hoffman.

NAVY COMMISSIONERS' OFFICE, *September 22, 1830.*

Sir: The Board of Navy Commissioners, to whom, by letter of the 6th instant, you were pleased to refer the result of the proceedings of the agents of the Department for surveying the live oak lands belonging to the United States in Florida, with a view to their reservation for naval purposes, under the act of March, 1827, have attentively examined the reports, and have now the honor to communicate their opinions.

The Commissioners regret that they are not so conversant with subjects of this nature as to enable them to express their opinions with entire confidence. Relying upon the accuracy of the reports made by the agents, and presuming that the maps and plats, with the schedules of the number and quality of the trees, the general description of the soil, and the facilities of transportation, are correct, they would respectfully observe:

As to reports No. 1 and No. 2, it does not appear there are any public lands, that grow any live oak or other ship timber, worthy of reservation described in them.

The Commissioners concur in the opinion expressed by the agents, that the following are worthy of reservation for public use, viz:

Report No. 3, schedules Nos. 1, 3, and 4.

Report No. 4, schedule No. 1, with map A, exhibits three tracts, comprising hammocks a, b, and c, on the Choctawhatchie Bay.

Map B, schedule No. 2, exhibits a tract lying on a lake connected by a small creek with the above bay.

Report No. 5, schedules Nos. 1 to 11, inclusively, exhibiting several tracts, comprising upwards of 700 acres, lying on the Choctawhatchie Bay.

Report No. 6, schedules Nos. 1 to 5, inclusively, which shows a considerable quantity of live oak, white oak, and cedar, on the waters of St. Andrew's Bay.

Report No. 7, schedules Nos. 1 to 4, inclusively, which exhibits a large quantity of valuable live oak and red cedar, growing on various hammocks on St. Vincent's Island and St. Andrew's Bay, comprising about 700 acres.

It does not appear, from the reports of the agents, that there are any other tracts of public lands in Florida worthy of reservation for navy purposes.

The reports of the agents are herewith returned.

I have the honor to be, &c., &c.,

JOHN RODGERS.

Hon. JOHN BRANCH, &c.

E, No. 2.

NAVY COMMISSIONERS' OFFICE, *November 3, 1830.*

Sir: In compliance with the request contained in your letter of 28th September, the Commissioners have the honor to transmit, herewith, the following reports of the agents for surveying the live oak lands belonging to the United States in Florida, as being, in their opinion, worthy of reservation for public use. The lands purchased for nurseries of live oak, not included in the reports, are also recommended to be retained from sale, viz:

Schedules Nos. 1, 3, and 4, of report 3.

Schedules Nos. 1 and 2, of report 4.

Schedules Nos. 1 to 11, inclusive, of report 5.

Schedules Nos. 1 to 5, inclusive, of report 6.

Schedules Nos. 1 to 4, inclusive, of report 7.

Maps and drawings, and drawings accompanying the schedules, explanatory thereof. The original papers are herewith respectfully returned.

I have the honor to be, &c.,

JOHN RODGERS.

Honorable JOHN BRANCH.

E, No. 3.

NAVY COMMISSIONERS' OFFICE, *December 3, 1830.*

Sir: The Commissioners of the Navy, in conformity with your letter of the 27th instant, transmit, herewith, exhibit A, which gives all the information in their possession in relation to the quantity of live oak timber, exclusive of that embraced in the surveys returned to your office on the 3d ultimo, of which certain tracts were recommended for reservation.

It is proper to remark that since the reports, as shown in paper A, were received, much of the live oak timber has, it is believed, been cut by contractors and others, at several, if not all the places stated. A large deduction should, therefore, be made from the quantities exhibited in this paper, before we could approximate the quantity at this time to be found at these places; and its condition, particularly that portion reported in 1819, might, upon examination, be found so defective as to occasion a further diminution of the quantity fit for naval purposes.

I have the honor to be, &c., &c.,

JOHN RODGERS.

Hon. JOHN BRANCH, *Secretary of the Navy.*

A.

Showing the general localities, probable quantities at the lowest estimates on each lot or tract, and the names of the owners of all the timber large enough for naval purposes, as contained in the foregoing report. Reports made in 1819 show (as far as the examination was carried, which embraced the borders of the Mississippi, those of the Teche, and waters connected with the borders of the lakes adjacent thereto, and the islands in the same) that there is about, for ships of the line, 87,000 feet, frigates, 117,000 feet, sloops, 146,000 feet.

Locations.	Probable quantities.			Owners' names, &c.
	Of the line.	Frigates.	Sloops.	
	Feet.	Feet.	Feet.	
ISLANDS OF SOUTH CAROLINA.				
Bull's Island.....			10,000	Fitzsimmons, Charleston.
Caper's Island.....			2,000	William Price, Charleston.
John's Island.....			200	W. Seabrook, Edisto.
Edish Island.....		500	1,000	do
Coffin's Island.....			1,000	Thomas Coffin, St. Helena.
Kiltren Head.....			1,000	William Rope, James Stoney.
ISLANDS AND MAIN OF GEORGIA.				
Buena Ventura.....		300	500	Col. E. Tatnall, Savannah.
Hossaba Island.....		1,000	2,000	G. Rutherford, J. & T. Morrel, Savannah.
St. Catherine's Island.....		18,000	8,000	Estate of J. Johnston.
Blackbeard's Island.....		1,000	6,000	United States.
Little St. Simond's Island.....		2,000	5,000	Estate of Butler; R. King, agent.
Cumberland Island.....		2,000	1,000	Miss Lynch, Major Hamilton.
Black Point.....			3,000	Straight.
EAST FLORIDA.				
Amelia Island.....			9,000	R. Harrison, United States, and Poiney.
Fort George Island.....				Only small.
St. John's river.....		2,600	7,000	Various, unknown.
Pottsbury creek.....		8,000	12,000	Francis Recharde.
Dun's creek, north side.....		1,500	3,000	George Clark, St. Augustine.
do south side.....		1,000	2,000	do
do east side.....		1,000	4,000	R. Sanchias.
do west side.....			6,000	Overseer of B. Chairs, Tallahassee.
do head.....			500	Rottenbury, or the United States.
Murphy's Island.....			3,000	Murphy, of Augustine.
LAKE GEORGE.				
Drayton Island.....	6,000	8,000	8,000	B. Kingsley, of Fort George I.
Orange grove.....	200	400	800	James Bowden.
East side.....	1,000	1,000	4,000	Unknown.
Piny Point.....	1,000	2,000		Andrew Storrs.
Five miles south.....		1,000	4,000	do
Silver spring.....			1,200	
Salt spring.....			2,000	Schofield.
BLACK CREEK.				
Fleming's Island.....			1,000	George Fleming.
Above Fleming's Island.....			1,000	United States.
Brannan's.....		1,000	2,000	Samuel Brannan.
Brannan's.....		1,000	2,000	George Brannan.
S. Branch.....			5,000	Settled under pre-emption laws.
McGurt's creek.....		1,200	2,000	Mr. Hubanks.
PABLE CREEK.				
Pable.....				Small.
Kinsley.....			500	B. Kinsley.
De Castro.....				Antonio de Castro.
SEA COAST, EAST FLORIDA.				
Diego swamp.....	30,000	60,000	50,000	Estate of F. Fitch; administrators, T. Butler, D. C. Campbell, also B. Chairs.
Sampson swamp.....	3,000	5,000	10,000	S. Sanchias, C. Robie, others unknown.
North river, W. B.....		1,500	10,000	Pable Labate.
MATANZAS.				
Hernandez.....				All small.
Long's creek.....		5,000	8,000	G. J. Clarke and J. Placeer.
GRAHAM'S SWAMP.				
Hernandez.....		1,000	4,000	Jos. M. Hernandez.
Perpall.....	1,000	8,600	10,000	J. W. Perpall, Augustine.
Clarke.....	5,000	5,000	10,000	G. J. Clarke, Augustine.
McDowell and Black.....	8,000	12,000	10,000	McDowell & Black, Charleston.
Bulow.....	30,000	60,000	25,000	Jno. Bulow, Smith's creek.

A.—Showing the general localities—Continued.

Locations.	Probable quantities.			Owner's names, &c.
	Of the line.	Frigates.	Sloops.	
	Feet.	Feet.	Feet.	
Ormond's		20,000	20,000	J. & M. Ormond.
Darby		3,000	4,000	Inc. Darby.
SPRUCE CREEK, BETWEEN TOMOKANO.				
Fitch		5,000	8,000	Estate of T. Fitch.
Kerr and Hernandez			8,000	Kerr and J. M. Fernandez.
Bulow's	20,000	22,000	10,000	John Bulow.
Bunches		1,000	4,000	Deceased.
United States		400	5,000	United States.
TURNBULL'S SWAMP.				
First	2,000	4,000	8,000	Hall, Cook & Co., of Darien.
Second		3,000	6,000	Ives, of New Smyrna.
Third	2,000	6,000	2,000	Thomas Napier, Charleston.
Fourth	2,000	8,000	9,000	Jos. Wailles.
Fifth	3,000	5,000	10,000	A. Mitchell, Havana, or Gay & Aves, of St. Augustin.
Sixth			3,000	Jno. H. McIntosh or King, of Darien, and Drysdale, Angustine.
Indian Riverhead		10,000	12,000	Sundry persons.
Eight miles south		300	600	Not known.
Aggregate of probable quantity	114,200	298,200	321,800	

NOTE.—Much of this timber is very old, in and verging to dotage.

E, No. 4.

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs, February 26, 1831.*

DEAR SIR: By the direction of the committee, I return to your Department the enclosed papers, E and H. On this point, the committee, in their report, express an opinion that your letter of the 7th is sufficient. The publication of the localities where live oak may be found might facilitate the operations of clandestine cutters.

There are some original papers, which I will get copied, that the originals may be returned.

Yours, &c.,

JOHN BRANCH, *Secretary of the Navy.*

M. HOFFMAN.

F, No. 1.

Copy of a letter from the Hon. Joseph M. White to the Secretary of the Navy.

WASHINGTON, October 11, 1831.

SIR: As I propose to address to you a communication on the subject of live oak and its preservation, and as I believe the present system, adopted by your predecessor, to be exceedingly injurious to the public interests, and uselessly burdensome to the Treasury, I have to ask of you the favor to cause to be transmitted to me the names and districts of the several agents appointed by your predecessor after his dismissal from office, and before your arrival, with the instructions to them. My only object is, to submit to the government such views as a long and personal knowledge of the coast and country will enable me, and to expose the defects of the present system.

Having no other object than the public service, I trust you will allow me to have the copies desired, with that to Judge Breckenridge, on the subject of the improvement near Pensacola.

I have the honor to be, your obedient servant,

JOS. M. WHITE.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

F, No. 2.

NAVY DEPARTMENT, October 12, 1831.

SIR: Below you will find a copy of the record, containing the list of districts in Florida for the preservation of live oak, &c., their limits, and the names of the officers appointed to their superintendence.

I am, respectfully, &c., &c.,

LEVI WOODBURY.

To the Hon. Jos. M. WHITE.

P. S.—Since writing the above, in reply to your verbal request of yesterday, I have received your written communication of the 11th instant.

In answer to the further inquiries contained in that, I am willing to state all which a delicacy towards my predecessor, and a disposition to oblige you, may permit, and which may be in accordance with the usages of the Department. I can, therefore, add, that the agents were appointed between the 9th and 13th of May, except one, whose case was suspended until some weeks after.

The instructions are very voluminous, and can be shown to you when calling at any time at the office, but cannot readily be copied.

The letters from and to Judge Breckenridge may be seen at the same time, but cannot be copied without considerable delay, and a consultation with the President and yourself.

L. W.

List of the districts, &c., for the preservation of live oak, their limits, and the names of the officers appointed to their superintendence.

1. District extending from the mouth of the St. Mary's to Cape Sable, or the southern extremity of East Florida. Thomson Mason, agent.
2. From Cape Sable to the mouth of Suwannee river. Samuel Reid, agent.
3. From Suwannee river to range line between 5th and 6th ranges east from Tallahassee. Eli B. Whitaker, agent.
4. From the last-mentioned line to the range line between 25th and 26th ranges west of Tallahassee. John E. Frost, agent.
5. From the line last named to the mouth of the river Perdido. John Clark, agent.
6. From the mouth of the Perdido to the mouth of the Mississippi river. John Jerrison, agent.
7. From the mouth of the Mississippi to the mouth of the river Sabine. George Blair, agent.

List of vessels, and their commanders, employed in the survey and protection of live oak.

1. Schooner Spark, Lieutenant Wm. P. Piercy, commander. District from St. Mary's to Cape Sable.
2. Schooner Ariel, Lieutenant E. Farrand, commander. From Cape Sable to the Perdido river.
3. Schooner Sylph, Lieutenant Robinson, commander. From the Perdido to the Sabine river.

F, No. 3.

Copy of a letter from the Hon. Joseph M. White to the Secretary of the Navy.

WASHINGTON, October 23, 1831.

Sir: I intend, as soon as I return from Baltimore, to do myself the honor to address to you a communication exposing the useless and extravagant expenditure of public money at this time, under pretence of protecting the live oak in Florida, under the system adopted by your predecessor; which, from my knowledge of your character and discernment, I am sure cannot receive your sanction when the facts are known to you.

In the meantime, I have the honor to enclose to you a letter I addressed to the Committee on Naval Affairs, on subjects in some measure connected with the one on which I propose to communicate certain facts derived from my personal acquaintance with the coast.

I ask the favor of you to allow the enclosed letter to be placed on file among the documents relating to the plantation of live oak.

I have the honor to be, with great respect, your most obedient,

JOS. M. WHITE.

HON. LEVI WOODBURY.

F, No. 4.

WASHINGTON, January 22, 1831.

Sir: It is with very great regret that I saw, in the report of the Secretary of the Navy at the commencement of the present session of Congress, a determination announced to abandon the live oak plantation on the coast of Florida. I consider the continuance of this policy, established by Congress upon mature consideration, indispensable to the future existence of our navy, and intimately connected with the general prosperity of our country.

The value of the live oak is so generally known that it will not, I am sure, be necessary to say anything to the committee on that subject. Forming the most essential material in ship building, equal in durability and strength to the teak, and far surpassing it in buoyancy, without any substitute on this continent, its destruction cannot be contemplated without the most serious apprehensions.

For ships-of-war it is admitted to be the best in the world. This timber is only found in any quantity south of latitude thirty-two, and rarely ever grows north of thirty-four.

The reasons given by the honorable Secretary of the Navy for abandoning a system of artificial propagation and culture, recommended by the late Executive of the United States, and adopted by Congress, will be found in the following extract from his report:

"Further efforts have been made for the execution of this act, as far as it relates to the preservation of the live oak growing on the coasts of the Atlantic and Gulf of Mexico.

"By the fourth section of this act the President is authorized to provide for the preservation of this timber, but it seems to have been intended that the power should be limited to that object. An interpretation of the law has been heretofore entertained, extending this power not only to the planting of the acorns and the cultivation of plantations of young trees, but to the purchase, from individuals, of lands

producing them. The paper accompanying this, marked D, shows the amount which has been expended on these plantations, and the sums which have been paid to individuals for the purchase of tracts of such land.

"When it is considered that this timber is the natural product of the United States, from the St. Mary's to the Sabine; that the greatest part of this belongs to the United States, and is proposed to be retained with a view to preserving a supply of this important material for the navy, it can scarcely be necessary, for the present, to engage in its artificial propagation or culture."

It will be seen from the foregoing paragraphs, that he refers to the *fourth* section of the act for the gradual improvement of the navy. Upon looking into the act, the committee will find that the fourth section of that law relates to the construction of dry docks, and does not contain anything relating to the subject.

If the honorable Secretary meant the *third* section when he quoted the *fourth*, he has omitted to give the material part of that section under which an authority was claimed to do more than provide for the "preservation of live oak."

The third section of that act, under which the Executive, with the express sanction of Congress, commenced this work, after providing for the preservation of timber, proceeds: "He is also authorized to reserve from sales, such lands as may be found to contain live oak in sufficient quantity to render the same valuable for naval purposes."

The object of this provision, independent of the power to preserve that already fit for use, was to give authority to reserve lands on which small trees were growing, to render them valuable for naval purposes in future.

Disregarding, however, the technicalities of construction, and the contemporaneous interpretation of Congress when the bill was under consideration, and of the President after it became a law, the honorable Secretary might have found laws as old as the Department itself, conferring, in more unequivocal terms, the grant of power.

This will be more particularly noted hereafter.

The act for the gradual improvement of the navy was passed on the 3d of March, 1827; on the 12th of January preceding, a resolution had passed the House of Representatives, instructing the Committee on Naval Affairs to inquire into the expediency of providing by law for forming live oak plantations for the future supply of the navy. The committee will see in the 3d vol. of the Register of Debates, page 672, what was said upon that occasion.

The present Secretary of the Treasury said he thought the House was indebted to the gentleman who introduced it, and that he "was satisfied that a matter of so much importance could not have been neglected by the Executive."

Plantations of live oak, now scarce deemed worthy of a passing sneer, were then considered by Congress of sufficient importance to authorize a call on the Executive, through the Navy Department, for detailed information. A report was made on the 29th January, 1827, and may be found in the Executive Papers, vol. 5, 1826-7, doc. 114, to which I respectfully invite the attention of the committee. The report states that, in the year 1799, the importance of preserving this timber was so far correctly appreciated as to occasion the passage of a law authorizing the President to direct a sum not exceeding two hundred thousand dollars to be laid out in *growing*, or other timber, or lands on which *timber was growing*. Under this act, the President purchased Grover's Island, 350 acres, for \$7,500, and Blackbeard's Island, about 1,600 acres, for \$15,000.

The Secretary says these islands "are of very little importance, unless it be for the purpose of hereafter planting and cultivating live oak." Another act was passed 1st March, 1817, authorizing the Secretary of the Navy to appoint agents to explore the islands of the United States, and to make reservations. This was followed by laws, passed in 1820 and 1822, authorizing the President to employ the land and naval forces of the United States for the more effectual protection of the public timber.

With all the vigilance of the President, corresponding with the entire interest indicated by these repeated acts of legislation, the timber has been so rapidly disappearing that the Navy Board suppose there is now not more than one-fourth of the quantity there was in 1820. This is owing to three causes:

1st. A large portion of it is on lands belonging to individuals, who sell it to contractors, who furnish foreigners, foreign governments, and persons engaged in building steam and merchant vessels;

2d. The numerous bays, inlets, and rivers along the coast, enable trespassers to cut timber from the public lands; and

3d. Is the inefficient plan, now adopted, to detect violations of law, and to punish trespassers?

A report made to the Navy Department in 1825, by one of the agents appointed for that purpose, presents the following picture of the situation of the country at that time: "The St. John's, up to Jacksonville, (40 miles) with its tributary creeks, 15 miles up, is entirely cleared; live oak has, in fact, been a staple export. The collector at the Bluff informed me that, for the last six or eight years, the number of vessels that had cleared with it has averaged 150, carrying 2,000 feet."

The remedy suggested by the late Secretary of the Navy, in his report, was the reservation or purchase of lands in favorable positions for plantations. This report was printed, and referred to the Committee on Naval Affairs, and it was their opinion that the bill then pending, as well as the laws passed anterior to that time, gave the power to adopt a system of artificial propagation.

In the execution of the act for the gradual improvement of the navy, the late Secretary, upon information derived from naval officers, and other intelligent and scientific gentlemen, determined to make a reservation of about thirty thousand acres of land between Pensacola Bay and St. Rosa's Sound, almost entirely surrounded by salt water, and combining more advantages on account of soil, situation, contiguity to the navy yard, accessibility to approach on all sides, healthiness of position, and convenience to protection from the fortifications and garrison, than any other on the whole coast within the live oak region.

A ditch of a few hundred yards, where the bay and sound approach near each other, would make it entirely surrounded by water, and exclude the fires from the woods beyond.

There was but one obstacle to the object contemplated, and that was about midway of the proposed reservation: there were private claims, held under Spanish concessions, confirmed by the commissioners, whose reports were approved by an act of Congress. The Secretary proposed to purchase them, and, after having made the proposition, he ascertained, upon a nearer view of the law, that he had no authority under it to purchase without a special act. He obtained from the General Land Office a map of the land,

made conditional contracts, sent the map and *contracts*, with an explanatory letter, to the committee, and asked for a special appropriation. The situation, object, *price* of the land, were all stipulated and well understood by the committees, and explained by them to Congress. The letter which accompanied the maps and contracts informed them that he considered the place selected the best on the coast for a live oak plantation. When Congress were solicited to make the appropriation, and the object stated, if they had not been in favor of *planting* the live oak, they never would have given their sanction to the measure.

It was at that session when the friends of the administration had acquired the ascendancy in Congress, and had a larger majority than they have ever been able to command since. I mention this to show that this policy was not forced upon this country by the influence of the last administration, but deliberately adopted at a time when the majority received, with distrust, the recommendations of the Executive. The appropriation was made and the purchase consummated, not by an "interpretation under the fourth section of the act of 1827," but under the specific appropriation obtained for this special object.

From this view of the subject, which is sustained by the records of the Navy Department and the journals of Congress, it is apparent that Congress approved the purchase, and the plan recommended of resorting to the artificial culture of live oak.

The attack upon the system is, therefore, an imputation on the wisdom of Congress and the ascription of it to an interpretation of the act for the gradual improvement of the navy, a gratuitous imputation on the late Secretary and those with whom the contract was made.

If a policy of such moment to the country, deliberately entered upon by Congress; ought to be abandoned, it would seem at least its abandonment should result from some act of the same body after like deliberation. And this will appear more reasonable if the committee perceive, from the share of information which the honorable Secretary exhibits in his report, that he cannot have given to the subject that grave reflection which it is said he *habitually* extends to matters of even *minor* importance.

The present Secretary of the Navy himself most probably voted for the appropriation, as the journals of the Senate do not furnish any evidence of opposition to it, and he has himself continued the plantation for eighteen months, receiving periodical returns, and paying all the expenses connected with it. It is now doubtful from this report whether it has been discontinued for want of authority, or because the "live oak is the natural product of our coast from the St. Mary's to the Sabine."

How far this remark is sustained in the reports in the Navy Department will be seen by reference to the before-mentioned letter in the Executive Papers, and by those subsequently made to the Department, and not communicated to Congress. I have the honor also to enclose, for the information of the committee, a letter from William Darby, Esq., who resided fourteen years in Louisiana, and had more ample means of forming a correct judgment than perhaps any other individual in the United States. I had no personal acquaintance with Mr. Darby, and his letter you will perceive was unsolicited on my part, and communicated with no other motive than that of being useful to the public. He is the author of an excellent work entitled *Sketches of Louisiana*, and a map of that State from the Sabine to Perdido. It was with a view of collecting accurate information that he attempted, at great hazard, the exploration of that coast, and after examining six hundred miles, he says there is no live oak fit for naval purposes. According to his account, the "natural product" is very limited as far east as Opelousas.

The other letter, which I have the honor to enclose, is from William D. Achen, Esq., whose character for capacity, energy, and integrity will be vouched for by every officer in the service who knows him. He has been in the employment of the government for many years. This gentleman has been recently an agent for the Navy Department, and has given an account of the natural product east of Mississippi to Perdido, and again in East Florida. I am myself acquainted with part of the northern coast of the Gulf of Mexico, and from near ten years' residence in that country have had many opportunities of being informed, and I repeat what I said in the House of Representatives, that the live oak is sparsely scattered, at most remote distances, and in small bodies.

If the committee will call for a report made by the Commissioners of the Navy, at the present session of Congress, to the Executive, they will find from official data how small is the quantity, and how rapidly it is diminishing. Agents are now in that country purchasing for companies in Philadelphia and New York, who intend building ships for the East India trade.

The Secretary of the Navy has lately received a letter proposing to sell to the government what the writer says is the most valuable body of live oak in Florida, which he purchased at public sale. The manner in which the field notes were mislaid, and information suppressed, as he alleges, by deputy surveyors, are disclosed, and merit serious consideration. I requested the Secretary to send a copy of that letter to the committee, but I do not see it among the papers. The timber is disappearing by exportation, by sales, and by clearing up the country for cultivation, until the coast of Georgia is nearly shorn of every branch, and a large portion of East Florida. There is none, it appears, between the Sabine and the Mississippi, and the small quantities in Alabama and the State of Mississippi are inaccessible, and useless when found, growing, as it is, in low and marshy places. Compared with the demand, there is but a small portion in West Florida. The woods are annually fired by the hunters and stock owners, and the young trees destroyed, so that if natural product is our dependence, we shall be, in half a century, without live oak enough to repair such a vessel as the Constitution, and shall have to sell her *ex necessitate*.

The time has now arrived when we must decide whether it is the interest of the United States to resort to artificial culture, and plantations of live oak, or to do without them. A wise policy does not confine itself to the present moment, but looks to the future, and demands of us the adoption of a system that will confer lasting benefits upon our country in time to come.

The British navy is now supported by plantations of oak, adopted at the suggestion of Evelyn.

The late Emperor Alexander of Russia instructed his agents in this country to procure for him several barrels of acorns from the live oak, that he might have them planted in the southern part of his dominions. The Emperor Napoleon ordered all the highways and public places in France to be planted for naval purposes, and it is now the favorite policy of that gallant nation, the success of which may be seen in the admirable work of Du Hamel.

The Congress of the United States appropriated \$200,000, in the comparative infancy of our government, as early as the year 1799, to form plantations of live oak, and it has since been recommended by Mr. Jefferson. There is scarcely an intelligent officer in our navy who is not in favor of it. The Board

of Navy Commissioners, with Commodore Bainbridge at its head, first suggested the idea of planting near the Navy yard at Pensacola.

One of the most scientific officers in our army, Brigadier General Fenwick, who had traveled over Europe, and is as remarkable for his practical good sense as for his scientific attainments, spoke in the highest terms of the proposed plantation, between Pensacola Bay and St. Rosa's Sound, in a letter which I sent to the Secretary of the Navy.

The practicability and success of planting and cultivating forest trees has been demonstrated in every country of Europe. The live oak itself has been cultivated by the Spaniards in Florida, and by private gentlemen in Georgia, and was in the full tide of successful experiment on this ill-fated peninsula, which has fallen under the displeasure of the present Secretary of the Navy.

In this light have plantations been regarded by many profound philosophers, enlightened patriots, and illustrious monarchs. They did not deem any of the artificial means for increasing the growth of ship timber beneath their care, and the name of *Ecelyn*, at whose suggestions the forests were planted which now supply the British navy, is associated in every truly thinking mind with the imperishable renown which that navy has acquired.

I am sure the President never could have given his sanction to the discontinuance of the plantation, unless it was for a supposed want of power under the existing laws, and I cannot doubt that a supplemental act to promote so patriotic an object would meet his entire concurrence.

It was with a view of inviting the serious attention of Congress to the consideration of this important subject, that I introduced the resolution calling for the reports of the superintendent and overseer of the live oak plantations. I had no other object, and I could not perceive any motive of public utility in having copies of contracts executed, and deeds made, over which we have no control, and not at all connected with the legislation of Congress. In answer to a resolution so intimately connected with the interests of our country, I had expected to see a report showing the quantity of live oak on the lands of the United States, the description, contiguity to navigation, its consumption in naval construction, and the amount lost and destroyed; what amount was probably owned by individuals, how much exported to foreign countries or used in building ships for foreigners in the United States, and what quantity used in our own steam and merchant vessels; and from this calculation it might be seen whether the "natural product" would be sufficient for a half century.

It is imagined that a statesman of enlightened and profound views, at the head of a great department of the government, anxious to cherish and improve that arm of the national defence most important to a commercial, safest to a free, and dearest to a gallant people, might find in such a subject facts and estimates better deserving the attention of Congress than calculations to prove, even were it incontestably true, that his predecessor had exceeded a slender appropriation by a small fraction, or purchased a few acres of land at a price a little higher than they were intrinsically worth. I say if it were incontestably true, which, as to the purchase, I propose to show it is not. Into a discussion of the other question it does not become me to enter. I have, at all times, studiously abstained from connecting the interests of the Territory with party politics, and leave the honorable Secretary, without regret, to the enjoyment of whatever satisfaction he can derive from such triumphs over a fallen adversary. It is an example which the navy never set, and will never follow.

It might be a matter also of interesting inquiry, followed by useful results, to calculate the expenses of two live oak plantations of 30,000 acres each, proposed by the late Secretary in conjunction with naval officers, the one as above described, and the other between Pensacola and Perdido Bays, on the coast of the Gulf. It is calculated that each acre will bear twenty trees; 60,000 acres would support 1,200,000 in fifty years that would be fit for ship building, and each tree is worth ninety dollars.

The expenses of cutting out the other growth, and superintendence, would probably amount to \$100,000 in fifty years. That time may be too long for private individuals; but what is fifty years to a government, the existence of which all good men hope will be perpetual?

If it be true that we have entered into stipulations with the Ottoman Porte to furnish ships or materials, we should rather be increasing our plantations, to enable us to perform our treaties.

The part of the resolution moved by the chairman of the committee, and that by a member from Kentucky, has not been answered. The only part with which the public have any concern, or upon which Congress can act, is entirely overlooked.

The report seems exclusively designed to make an unfavorable impression in relation to the purchase of the land. It appears from the correspondence that the propositions to purchase came from the Navy Department, and that the land was deemed an object of some importance to the government. The information was not derived from either of the persons from whom the purchase was made, but from other sources satisfactory to those who then administered the government. It has not been said, or insinuated, that the persons with whom the contract was entered into made any representations of qualities that the land did not possess. If the United States made a bad bargain, therefore, it was a matter between them and their agents at the time. The contracts were entered into by the Secretary of the Navy, and were sanctioned by Congress; they have been executed to the satisfaction of the officers then exercising, constitutionally, duties appertaining to the public affairs connected with the execution of the laws. If any defect had been discovered, or any omission accidentally made, if it had been suggested to the parties by the present Secretary, they would have remedied the defect, and supplied the omission. Although the contracts did not call for warranty, and a chain of title was regularly deduced from Spain, confirmed by the United States, if it had been requested, as many clauses of warranty would have been inserted as are used in Halifax.

The object of the contract, as specified in the articles of agreement, was to complete a reservation, to obtain exclusive control, so that the proposed plantation could be more effectually protected, and guarded against intruders, fires, and to prevent waste and depredations. The Secretary consulted the naval officers who had been on that station, and they told him the land was worth more than he contracted to give. He wanted a contract before the law passed, making a specific appropriation, so that he might secure the titles at the price stipulated after the law passed. A contract was therefore drawn up for the payment of four thousand nine hundred dollars, for 1,600 arpens of land. It was estimated that the improvements were worth \$1,800; so that the sum to be paid for the land, was \$3,100 less than the United States paid for 350 acres in 1799, for the same object, and only one-fifth of what was paid for the same quantity for the same purpose in Georgia. The contracts stipulated that if the law passed, so much was to be paid; and, if not, the "live oak on it was to be considered as purchased from that date."

Mr. Southard was informed that neither of the individuals knew how much live oak was on the land, and was told he had better inquire into that fact. He answered, that he was satisfied that it would amount to more than the advance made for it; and time has shown that he was much better advised than the persons selling. The live oak on two hundred acres of the 1,600 will sell at any navy yard in the United States for more than \$8,000, after deducting all expenses. It was intended if the purchase of the land was not made under the authority of Congress, that he should take any live oak fit for use, and all the young trees fit for transplantation, of which the reports before the committee will show there were 70,000. As the live oak was purchased from the date of the contract, I supposed it was charged to the appropriation for gradual improvement, which was one of the objects provided for in the act.

Supposing it to be thus charged on the books of the Treasury, when the time arrived for making the deeds for the land, the consideration expressed in them was the remaining amount due under the contract, deducting the sum paid for the live oak. The amounts in the deeds, I supposed, would be charged to the specific appropriation for purchases subsequently made. Though not aware what portion of the resolution rendered a reference to the subject necessary in the report, the manner in which it is there treated is worthy of a passing notice, were it only for the sake of the phraseology, which envelopes in mystery—so curiously felicitous as almost to seem designed—a transaction plain enough to be comprehended by any ordinary understanding. The most simple statement will relieve this subject of the apparent mystification. The sum to be paid to Judge Breckenridge, by contract, was \$2,200, four hundred of which was paid at the time “for live oak to be considered as purchased from the date,” and \$1,800 when the deed was made. If he had added the \$400 to the \$1,800, he would have had the precise sum, including land and timber. In the other case, the same thing occurred, and for the same reason. The report says, “why the deeds do not show the sums paid for the lands, are unexplained by any documents in the Department.” If the Hon. Secretary had given to it his usual reflection, he would have perceived that there were two documents in the office that explained it—the contract itself, and the approval of the account, a copy of which was sent. In that approval, it was recited that the \$2,200 was paid for the *timber and land*.

From the vigilance displayed in attempting to expose errors uncalled for by the resolution, if there had been the excess of a fourth of a cent over the amount stipulated, it would have been exhibited in bold relief.

The Secretary must know that the government agreed to pay \$4,900 for 1,600 acres—land, timber and improvements; and that that identical sum was paid, and no *more*.

The remarks on this subject tend only to mislead those unacquainted with the facts, and serve to insinuate some gratuitous obliquity of purpose, unjust to the individuals in question and discreditable to the Department.

The report proceeds: “the deeds are all without warranty, without relinquishment of dower, vague and indefinite, and three have not been recorded.” The contracts do not require warranty, the titles were unquestionable, with a regular chain of conveyance; and if the Secretary had read the letter, of which he sent a copy from Saratoga, he would have seen that his predecessor was told if the deeds were not satisfactory, any others would be executed that he should prescribe.

These titles were confirmed by the United States commissioners, and the report approved by Congress, and were to be consummated by a patent from the United States. It is believed that, until the patent issues, the confirmee only holds an equitable right, to which there is, under our laws, no right of dower; and so perfectly convinced have I been on the subject, that I never required relinquishment of dower in numerous deeds executed in my own individual cases, or in those of numerous clients in professional pursuits for eight years, in which I have written not less than thirty. If the Secretary or his predecessor had ever intimated a wish on the subject, the relinquishments should have been made.

It would have been as easy to intimate this to me, as to make it, unsolicited, the subject of grave complaint to Congress. A plan was adopted by his predecessor, upon consultation with the Commissioner of the General Land Office, and most probably the Attorney General, that superseded all this, which was disclosed by a letter sent by the Secretary, and which, therefore, could not have been overlooked. It was, to have an assignment made of my right, title, and interest in these lands for myself, and as attorney in fact, and file them at the General Land Office, that the patents might issue to the Secretary of the Navy and his successors, for the use of the United States.

The assignments were made, considered satisfactory, and a letter written by the Commissioner of the General Land Office, stating the fact, and that he had noted them, so that patents should only be issued to the Secretary for the United States. The Secretary can, at any moment, order the patents, and perhaps with as little trouble, and more utility to the government, than making this unnecessary imputation. This is most probably the reason why one of the deeds was not recorded. The report says *three*, but it will be found that only one is not recorded. The contract did not require me to have it recorded; and when Commodore Rodgers was sent out there with these deeds in his pocket, if deemed important, an order might have been given to him to have it recorded. The contract was to procure and make titles, and it was done in a way satisfactory to those with whom the contract was made. As to their being vague and indefinite, if the Secretary could think of any mode in which they could be rendered more certain, I should be glad to make them so. The lands were not surveyed, and no other or more definite description could have been used.

The Secretary has thought proper to select an extract from the report of a young man, dismissed by his predecessor, representing the land is not worth nine thousand cents. Its very extravagance should have excited distrust; and, when he compared it with the amount paid by us, he must have considered it strange, if he had time to think about it, that land which cost me near \$1,500, some of it purchased six or eight years since, should not be worth one hundred dollars. If the Hon. Secretary had been solicitous to furnish a correct estimate of its value, he might have referred to the correspondence of Judge Breckenridge, in which he states to his predecessor that Commodore Warrington said his part was worth \$2,500; he could also have seen that the ship carpenter, in the employment of the government, stated that the United States had got a great bargain out of the judge and myself. If the Secretary did not know the value of live oak, and had sent to the navy yard, his ship carpenters would have told him that the value of 117 trees, the number he states, after deducting every expense of getting it to the navy yard, is \$8,658, at the lowest calculation. The number of trees, however, reported by Commodore Rodgers is 173, on two hundred acres of Judge Breckenridge's land: the lowest price of which, deducting all expenses, is \$10,530. (See statement of a live oak superintendent, marked C.) The United States have, then, purchased a tract of land from Judge Breckenridge, with improvements, that cost \$3,000, for \$2,200, the live oak on

which is worth \$10,530, deducting all expenses; and yet the censure of Congress and the nation is plainly invoked by the Secretary upon his predecessor for making a bad bargain! It must be borne in mind, too, that this purchase was not made so much for the live oak, as to complete a reservation, and give exclusive control.

There was also, according to Commodore Rodgers' report, 22,202 trees on the same land, not grown. These trees, in 25 years, would be fit for naval purposes; and at \$90 each, would not make it so bad a purchase as the Secretary thinks. On the other 1,200 acres, it was impossible for any man to say how many grown trees were in the hammocks, in consequence of the woods being impenetrable in many places. There may be a great many trees, and yet "no paper in the Department show that there is a single one fit for use." From all I can learn, I have no hesitation in believing that there will be found, on the 1,200 acres, more trees now fit for use than would amount to double the sum paid for it. The remark is general, that, of the lands purchased of me, there was no document showing that there was any fit for use. If the committee will look into the report made by Commodore Rodgers, they will see that he says the lands contain some "large live oaks, and a considerable number of recent growth, from 3 to 6 inches in diameter." This, it will be observed, is on the land purchased of me. Suppose there were *forty*, that would be \$3,600.

These lands were purchased, I again repeat, for a plantation, in connection with other lands to be reserved.

They were purchased with the knowledge and under the authority of Congress, and for an object of great national importance.

Commodore Rodgers says he saw a great number of large live oak stumps, which furnished, if not conclusive, strong presumptive evidence, that a soil that had once given growth to such timber, might be made to produce it again.

If it were necessary for any practical purpose to go into the estimate of the authority on which the Secretary relies, I have only to say that he is contradicted by Commodores Warrington, Woolsey, and Ridgely, of the navy. (See the documents herewith.) I also enclose you a letter of William M. McCarty, late secretary of Florida Territory, and now a senator of Virginia, and of Mr. Brent, late an officer of the army. I beg you to compare these statements with that sent by the Secretary, calculated to impeach the conduct of those engaged in it.

The lowest sum at which they estimate these lands is \$2 per acre, without calculating the live oak.

I beg leave further to inform the committee that the sums for which the deeds were made to me, as expressed in the consideration, is not the whole amount paid by me. One of the individuals was indebted to me a sum which I gave up to him for the land, independent of the consideration expressed, beside other expenses unnecessary to be detailed.

With the purchase from F. and F. Mereno, I had nothing more to do than to make the deed under power sent to me, and to transmit the money. I was always of opinion that the purchase was made out of the fund for the location of the navy yard. I know that it was made after consultation and delay of a year, and finally after the Secretary had learned from General Bernard, that one of the subsidiary works for the defence of the navy yard would be erected upon it.

I have considered this hasty detail due to a gentleman of as pure and unsullied character as any in this nation; a man who, at the moment when party clamor discolored even the most innocent transactions, sent a petition to rescind his contract, to save his reputation from its malignant attacks. His petition was unanimously refused by your committee. The United States would neither give him back his land, nor cease to complain of the purchase.

I have, then, shown the land was well adapted to the object for which it was purchased; that the purchase was made after the contract was submitted to Congress, and that it was made for a sum far below its value, in the opinions of the most respectable and honorable men in this country. I have further shown that, as soon as Judge Breckenridge was informed that there was any complaint, or likely to be any, he petitioned Congress to rescind the contract, which was refused.

I show by the statement presented, that the live oak now upon his land is worth, at contract prices, deducting all expenses, more than ten thousand dollars.

I think it must be apparent that *he*, and not the United States, had made a bad bargain, and that Congress ought to make an appropriation for the value of *his* land and live oak, as it is evident that he sold it for only one-fifth of its value.

At the time this purchase was made, Congress had made provision for a radiating marine railway, to be erected when the President should direct, at the Navy yard at Pensacola. It was then intended by the administration to make it a yard of repairs for sloops-of-war and frigates employed in the West Indies. The administration were sensible of the deep interest of all the States, west and south of the Alleghany mountains, in having an extensive naval establishment at Pensacola. It was one of the prominent considerations which impelled the acquisition of the Floridas. The committee will see, in the correspondence on the subject, that the negotiators thought the possession of Pensacola Bay alone was worth five millions of dollars to the United States. Great Britain would never have surrendered the valuable possessions she had acquired in 1763 for the Floridas, if it had not been for the command the Bay of Pensacola gave over the trade of the Mississippi. The exports and imports from and to that river amount to forty millions of dollars. I know it was the intention of the last administration to build up a great naval arsenal at that place, and, in that event, these live oak plantations were more interesting. What this administration will do towards improving this navy yard and depot, so interesting to the western States, we have yet to see. The railway has been given up, the plantations are suspended, the timbers collected are rotting, and the yard languishing.

Congress never make appropriations unless asked for by the Navy Department. As I shall have something to say about this hereafter, I will not trouble the committee now.

I have the honor, to be, with high considerations of respect, your most obedient servant,

JOS. M. WHITE.

HON. M. HOFFMAN, *Chairman, &c.*

F, No. 5.

Extract of a letter from the Hon. Jos. M. White, of Florida, to Levi Woodbury, Esq., Secretary of the Navy, dated—

NOVEMBER 4, 1831.

There are two objects intended to be accomplished by the appointment of the agents who are charged with the superintendence of this business.

1. The exploration of the coast, and the reservation of such lands as may be found to have upon them timber suitable for naval purposes.

2. The detection of trespassers, and the prosecution of them before the courts of justice.

With regard to the exploration of the coast with a view to this object, I will remark that the whole of it, from the Mississippi to the Perdido, has been examined by several agents of the Navy Department, and their reports received and filed, particularly those of Hutton and Achen. From the Perdido to the Appalachicola has been examined by agents, Mr. Cornell, Dr. Haire, John Lee Williams, and John Clark; the remainder of the coast could be examined by General Clark, in the ensuing winter, to Tampa Bay, if such an examination should be deemed necessary.

On the eastern side the same explorations have been made by Mr. Newell and Achen.

There can be no sales of the public lands until they are surveyed, and no reservation, of course; in fact there can be no designation of lands until the public surveys are completed. As these surveyors are now instructed specially to report in their field notes all lands having live oak upon them, and as no reservation can be made before the surveys, it appears to me that this part of the duty now assigned to the agents can be much better done, where it has not already been done, by the surveyors of the land, without expense to the government. I think, on this branch of the subject, they are entirely useless.

In regard to the detection of trespassers on the public lands, I have first to remark that it is now too late to think of that, as nearly all the timber that was accessible at all has already been cut off.

There is, however, a much more efficient protection, by instructing the collectors and surveyors of ports in Florida not to clear out any vessel laden with live oak, without proof of its having been cut on private lands.

This course is authorized by the act of the last session, and that simple instruction would accomplish all the purposes of all the agents.

I need not say to you, that every vessel is liable to seizure and condemnation that has not a regular clearance and manifest, and that there is not a single instance in which timber has ever been shipped without a clearance, because the vessel is forfeited by the act, and detection is certain at the port of destination.

The ports of the first district are St. Johns and St. Augustine. I am informed by the present contractors, that, after this year, they will never return to that section.

The second district, Tampa Bay. The military commander there has instructions to drive off persons by force. There has been no live oak cut there since 1826. The agent is no sort of use.

Third district. There is no port of entry or delivery, and no harbor into which a boat drawing four feet can enter. Nature has there provided a protection.

4. St. Marks, or Magnolia, on St. Marks. A line to the collector or marshal will save any necessity for an agent there.

5. Appalachicola, St. Andrews, and Pensacola. I would recommend that this agent be required to continue and complete his exploration, where surveys were made before instructions to surveyors.

6. Agent of no sort of use.

7. I do not know anything about.

I leave the city for Virginia this evening, and have given this outline, which I will enlarge.

F, No. 6.

NAVY DEPARTMENT, November 7, 1831.

SIR: I have to acknowledge the receipt of your letter of the 4th instant, containing suggestions in relation to the live oak agencies established on the coast of Florida and Gulf of Mexico. These will be examined with a desire to derive from them such information as may tend to promote the proper discharge of the duties of protecting this timber, as required by the several acts of Congress for that purpose made and provided.

I am, respectfully, &c., &c.,

LEVI WOODBURY.

Honorable JOSEPH M. WHITE, *Washington City.*

F, No. 7.

Copy of a letter from the Hon. Joseph M. White to the Secretary of the Navy, dated—

WASHINGTON CITY, December 8, 1831.

SIR: In your official report to the President, some reference is made to the titles of the United States to the property which they have acquired.

I do not know that any allusion was intended to be made to those in which I had any agency, but the occasion is afforded respectfully to say to you that the titles with which I had a concern were deemed satisfactory by those then in the administration of the government.

If relinquishment of dower, or any other and further assurance or warranty of title, be considered necessary by you, or any law officer of the government, and you will cause it to be signified, it shall be executed in such manner as you may please to direct.

I would respectfully suggest that you can order the patents at the General Land Office upon the assignments filed there.

With great respect, &c., &c.,

JOSEPH M. WHITE.

Honorable L. WOODBURY, *Secretary of the Navy.*

F, No. 8.

NAVY DEPARTMENT, *December 9, 1831.*

DEAR SIR: When I made the enumeration of the real estate belonging to the navy, the tract purchased for a live oak plantation was not thought of as being in dispute concerning its title.

The questionable titles which have come to my knowledge, since being in the Department, are a tract at Pensacola occupied as an hospital, a portion of the Norfolk yard, the hospital grounds at Norfolk, a part of the New York yard, and a heavy claim on the Charlestown yard.

Should I hereafter find any doubt about the title to the plantation ground, it will give me much pleasure to examine your suggestions.

Respectfully, yours,

LEVI WOODBURY.

Hon. JOSEPH M. WHITE, *Delegated from Florida in Congress.*

F, No. 9.

Extract of a letter from Hon. H. M. Breckenridge to the Secretary of the Navy, dated—

JULY 27, 1831.

You will please to excuse me for troubling you with a matter which I think has received an improper color and magnified importance, from its connection with the local politics of the Territory. I wish you could devote a few hours to the examination of the documents—not those printed in the report of Mr. Branch, which form but a part of them, and appear to have been selected for the purpose of producing an unfavorable impression. I should be happy to furnish any explanation or information you may be pleased to ask or require.

The trees which have been pruned are remarkably flourishing; they are to the number of eighty thousand, but require thinning, and clearing of the lateral twigs. I have paid every possible attention to them, and shall continue to take care of them. My residence is on the plantation at Deer Point.

In my last communication to Mr. Branch, I offered to superintend the plantation without any charge to the government, provided an overseer, at moderate wages, say three hundred dollars, were allowed, together with a few hands. I thought it useless to urge this subject on Mr. Branch, who, I believe, had taken up strong prejudices, but I am confident that, on a full examination of the subject, you will be satisfied that it is well worth a small expenditure. I refer you to Commodore Rodgers, who was on the spot, and can give the most satisfactory information.

F, No. 10.

Copy of a letter from the Secretary of the Navy to the Hon. H. M. Breckenridge.

NAVY DEPARTMENT, *September 21, 1831.*

SIR: Your letter of the 27th July, 1831, relating to the continuance of the cultivation of the live oak plantation at Deer Point, near Pensacola, has been received.

The subject to which your letter refers having been maturely considered, I am of opinion that it will be expedient and proper to comply with the proposition contained therein, "to continue some further attention to the cultivation of the live oak plantation at Deer Point, near Pensacola;" with the distinct understanding, however, that the expenditure, to be hereafter made thereon, shall be confined to the care and labor necessary for the preservation of what has already been done: with this view, you are hereby authorized to cause these to be commenced and prosecuted as proposed in your letter, and under the limitations above specified.

You will please, from time to time, report the condition of the plantation, the amount which may have been expended for the objects proposed, and such other details as will keep the Department fully informed of the progress of the labors and care bestowed upon it.

I am, respectfully, &c., &c.,

LEVI WOODBURY.

Honorable H. M. BRECKENRIDGE, *Pensacola.*

F, No. 11.

Extracts of a letter from the Hon. H. M. Breckenridge to the Secretary of the Navy, dated—

PENSACOLA, *August 4, 1831.*

I take the liberty of communicating some facts in relation to the live oak, and will refer you to Commodore Elliott, who has been so good as to take charge of this communication. Although the

commodore has not read this letter, I feel confident that he will confirm every material statement it contains.

1. The live oak is not found in extensive forests anywhere, but in single trees or small groves, seldom exceeding a hundred in number. I speak of the full grown tree, fit for use; for, in the spots where the full grown tree is found, there are thousands of young trees, which, by nursing and care, in time will be fit for use, and make better timber than the natural growth.

2. The groves or single trees are found in spots on the margin of the creeks, rivers, and bays, near the coast, but uniformly exposed on several sides to the fires originating in the grassy, open pine woods. Every five or six years, the fires break into the live oak thickets; and when there is an accumulation of leaves and rotten boughs on the ground, they destroy the young growth, and it is only a tree here and there that escapes.

3. The spots where we find the live oak show that the soil (to appearance very poor) is naturally adapted to the growth of the tree. But these spots are only occasional cases, here and there, on the bays, inlets, &c.; excepting in solitary trees, the live oak is seldom met with but at a short distance from the sea. Where it is found on the rich alluviums of rivers, the quality is inferior; there is less resin in the wood and more sap. The nearer the sea shore, and the poorer the soil, the better the quality of the timber. The live oak grown in such situations exceed in specific gravity that grown on freer soils, as the productions of all poor lands abound in rich gums, and smaller plants are more aromatic. The vegetable decomposition of fertile soils furnishes an abundant supply of carbon to compose the woody fibres, but, where this is deficient, gums and resins are elaborated in the vessels of the tree, as in the pine and in the sea coast live oak, which is such as to fill the teeth of the saw at every moment. It is well known that silex enters into the composition of trees grown on sandy soils. The growth of the short leaved or cedar pine is an invariable indication of the fitness of the soil for the live oak: we uniformly find that tree intermingled with the short leaved pine, and, when cut away, the live oak will spring up in its place.

4. The greater part of the full grown live oak trees have been more or less injured by fires, at least in the trunk; and the mode adopted of measuring the tree with a string, which has been followed by the live oak surveyors, Dr. Haire, (a young Irish apothecary) and Mr. Cornell, (a young New York attorney) cannot afford much satisfactory information. Is it not surprising that the proper sort of persons should not have been employed for a business of this nature, when common sense would point him out? That person is a *ship carpenter* of experience, who can tell the adaptation of each tree, and every part; who knows its value, and can see its defects, instead of making a rough, and perhaps idle, estimate of the number of cubic feet it contains. The body of the tree is seldom of any value, and, in the greater number of instances, must be deducted from the estimate made by the surveyors. It is the *natural shapes of the limbs*, the angles which they form, that renders them valuable. Besides, unless those limbs exceed a certain diameter, they are of no use, even as promiscuous timber, but have, no doubt, been all taken into the account. A stick, which, when cut to mould, will not *side*, as it is expressed, eight inches, is of little use, even for merchant vessels.

5. The tree which has attained a certain growth is not likely to improve much in the natural forest, especially where it is crowded by thickets, or other trees. When freed from this, and the ground kept clean about it, the tree will again take a start, and there is scarce a limit to the size it will attain, not in height, for the trunk is usually low, but in the space to which it will extend its giant arms. Unless the full grown tree be cultivated, it is better, therefore, to cut it down when it is found on public lands, transport it to the navy yards, and put it away under sheds, or in ponds of fresh water, where it will keep a thousand years. The navy yard at this place has ponds of fresh water, within two hundred yards of it, of sufficient size to contain a million of cubic feet. For this fact, I refer you to Commodore Woolsey's communication to the Navy Board, or perhaps to your Department. Ship carpenters and laborers ought to be employed for the purpose, and the expense will probably not much exceed that of the agents *on the strange establishment organized by Mr. Branch, shortly before his retiring from office*. The timber may be roughly cut to mould on the spot, and thus transported to the navy yard.

6. I speak with perfect confidence when I assert that the whole amount of live oak timber, on public land, between the Mobile Bay and the Appalachian river, does not exceed two hundred thousand cubic feet, if so much. Those lands within the waters of this bay have already come into market, and are open to entry by individuals; and is a matter of surprise that no steps have been taken to secure them for public use. But all the expense and trouble of watching and superintending will be saved by cutting the timber at once, and placing it in deposit. I think it doubtful whether there is more than eighty thousand cubic feet on the shores of the Bays of Escambia and St. Rosa, and Choctawhatchie, (commencing at the upper end of St. Rosa Sound, and sometimes called St. Rosa Bay.) This is now either private property, or may become so, except the reservations made at my instance at the live oak plantation. The live oak timber growing on private property should be purchased, as it stands, at a moderate price, to be estimated by a judicious ship carpenter, and it should be cut and carried away.

7. Some encouragement should be given to individuals to prune and nurse the young trees, to thin them and keep away the fires; with this care, and having the advantage of an old root, the growth is fully as rapid as that of the chestnut or locust. An allowance of one hundred dollars a year to a common laborer with a family, would be sufficient to induce him to clear five hundred trees annually, and prune and take care of them. His cattle could graze in the adjoining pine woods, and he could cultivate a little patch to aid in his support. These could be under the superintendence of the collectors or inspectors of the revenue of the respective districts, with a small additional compensation. Two or three extensive plantations, such as that at Deer Point (which I am now taking care of at my private expense), might be formed as models, and for the purpose of a more scientific culture. The young trees can be *forced* by a little pains to assume the shape most desirable.

8. On the Gulf of Mexico, I do not believe there has been ten thousand feet of live oak transported on private account for the last ten years. There are no persons engaged in cutting it. About nine years ago, Mr. Hackley attempted to cut some at Tampa Bay, but was stopped. About three years ago, an attempt was made at St. Marks, and the timber was seized, condemned, and sent to Norfolk. The officers of the collection districts are sufficient to afford ample protection from all trespasses on the live oak of the public lands. I will take the liberty of referring you to the map. From the entrance to this harbor to Mobile Bay, there is not a stick on the coast. There are some few groves up the Perdido Bay, which are private property. There are some groves on the Mobile Bay, likewise private property. On the islands west of the bay, scarcely anything grows but stunted pines. On the lands on the north side

of the lakes, and along the Pascagoula and Pearl rivers, there are some groves, but with very few exceptions they are private property. The timber is untouched, and is not likely to be disturbed by any one. West of the lakes, the coast presents a vast uninterrupted grassy marsh, almost to the Sabine. Where live oak is to be found in this region, it is almost uniformly private property; but it is usually some distance from the coast on the inland lakes and bayous: the cost of transportation must be considerable, and being grown on rich soils, I do not think its quality equal to that which is grown on the silicious soils of Florida, Georgia, or South Carolina. Then, I ask, of what use are the cruising schooners, when there is nothing to cruise against? Of what use are the live oak agents? What are those persons to do? Their services are ideal, and the expense is not so—that expense would bring the timber to the place of deposit, and save all anxious thoughts in relation to it. The lands might then be sold to individuals, if they thought proper to purchase, although, in fact, they are of little value in Florida, but for the timber. The eastern side of the peninsula, and the neighboring parts of Georgia, have been nearly exhausted of live oak. Having the ocean on each side of it, that tongue of land was peculiarly adapted to the growth of the tree. It was found on the St. Johns and on its branches, at least as high as the tide flowed, and on the open ponds inland. It has now been so much culled and exhausted, that the transportation to the places of water carriage amounts, in many instances, to twenty-five cents the cubic foot: but the greater part of the live oak lands there are private property. On this side of the peninsula, from the entrance of this harbor to the east pass, we have the Island of St. Rosa, on which there is no live oak. On the main land, on the north side of the sound, and around Choctawhatchie, on St. Rosa Bay, there are many groves, as I have already stated; but the timber must be carried out of this port, and therefore the collector requires no assistance for its protection. Beyond the east pass there is no live oak on the coast to St. Andrew's Bay. In fact the whole of the coast, from Mobile Bay to Appalachicola, consists of sand hills as white as snow, and growing only a few dwarf pines and blasted heath. Within the Bay of St. Andrews there is much good live oak, which may be easily protected by the inspector at that place, but which ought to be cut and transported, where it grows on public lands. From St. Andrews to St. Marks there is little or no live oak, excepting on some of the interior lakes, and on the Islands St. Vincent and St. George, and in the immediate vicinity of the bays. There is little live oak after this on the coast as far as Tampa Bay, and there is no one disposed to molest it.

9. The system of protecting the live oak, organized by Mr. Branch immediately before going out of office, you will see by the foregoing, is an idle thing, a useless expense; and, I may add, the persons appointed, with the exception of General Clark, but little qualified for this or any other duty. The whole was an electioneering contrivance, to operate upon individuals to the prejudice of Colonel White. It is the constant inquiry, what are these inspectors or superintendents of live oak to do? and no one can answer the question; they cannot answer it themselves.

F, No. 12.

Copy of a letter from the Hon. H. M. Breckenridge to the Secretary of the Navy, dated—

PENSACOLA, September 12, 1831.

Sir: In the communication lately made by me, on the subject of the live oak, I am sensible that, in the haste of preparing it for the opportunity afforded by Commodore Elliot, I was inconsiderate in the use of an expression towards the end of it. I think I used these words (for I have no copy, having sent the first draught to Col. White), "unfit for this or any other duty." I am not satisfied with myself for using these expressions, and wish they may be considered as expunged from my letter. I have no high opinion of the capacities of those I *know*, and who have the appointment of superintendent, with the exception of General Clark; but there may be others, whom I do not know, to whom I might do injustice. My remark was intended more particularly to apply to the person entrusted in this district; and I think it will not be long before his correspondence and reports will convince you of the fact. It is not my wish to prejudice any one, but, on a subject in which I have taken a good deal of interest, I dislike to see the government led into erroneous measures from the want of correct information.

I am, sir, with great respect, your obedient servant,
HON. LEVI WOODBURY, *Secretary of the Navy, United States.*

H. M. BRECKENRIDGE.

F, No. 13.

MARIANA, December 16, 1831.

Sir: I observe, in a late number of the *Intelligencer*, that the communication I addressed to you on the subject of live oak has been published. This was certainly without my knowledge. I had not the least idea of its publication when it was written, although it contains nothing of a confidential nature. But the last paragraph, reflecting on Mr. Branch and the persons appointed by him, was immediately retracted by me, by a letter addressed to you a few days after the first was sent, on more mature reflection, and declared by me to be hasty and inconsiderate.

I am, respectfully, your obedient servant,
HON. LEVI WOODBURY.

H. M. BRECKENRIDGE.

F, No. 14.

NAVY DEPARTMENT, *January 10, 1832.*

SIR: I have to acknowledge the receipt of your communication of the 16th ult., relating to the publication of your "letter on the subject of live oak," addressed to the Department.

In reply, I have to assure you that the publication alluded to was not made by the Department, or with its sanction.

I am, with great respect, your obedient servant, &c., &c.,
HON. H. M. BRECKENRIDGE, *Mariana, Florida.*

LEVI WOODBURY.

F, No. 15.

*Copy of a letter from the Secretary of the Navy to the Hon. H. M. Breckenridge.*NAVY DEPARTMENT, *January 14, 1832.*

SIR: You are requested to report to this Department, as soon as may be convenient, the progress of the laborers recently authorized on the plantation under your care; the extent to which it has been carried, and the necessity of any additional labor to be so employed, in order to render useful what has been before expended.

I am, respectfully, &c., &c.,
HON. H. M. BRECKENRIDGE, *Pensacola, Florida.*

LEVI WOODBURY.

F, No. 16.

*Copy of a letter from the Hon. H. M. Breckenridge to the Secretary of the Navy.*TALLAHASSEE, *January 24, 1832.*

SIR: I do myself the honor to enclose the accounts of the live oak plantation for quarter ending the 20th of this month.

The progress has been equal to my expectations, although the work was somewhat retarded by the excessive cold of the winter. I do not advise the increase in the number of hands for the present.

I am, respectfully, your obedient servant,
HON. LEVI WOODBURY, *Secretary of the Navy, U. S.*

H. M. BRECKENRIDGE.

F, No. 17.

*Copy of a letter from the Secretary of the Navy to Eli B. Whitaker, live oak agent, &c.*NAVY DEPARTMENT, *December 7, 1831.*

SIR: I have duly received your letter of the 23d November, from Tallahassee, reporting the progress of your examinations for live oak within your district, &c.

You will continue until the close of the year to make further examinations for navy timber in such parts of your district as are unexplored, in conformity to your instructions. At the termination of the year your resignation of the agency will be received, agreeably to your wishes.

The payment of your accounts has been delayed at the accounting offices of the Treasury for the want of some vouchers, which, it is presumed, you have been called on for.

I am, respectfully, &c., &c.,
MR. ELI B. WHITAKER, *Tallahassee.*

LEVI WOODBURY.

F, No. 18.

WASHINGTON, *February 6, 1832.*

SIR: I am anxious to procure a copy of General Clark's letter to you on the subject of the live oak plantation near Pensacola, to vindicate my conduct from the aspersions of Mr. Branch and his subordinates, should any attacks be again made upon me, founded upon his exploded report. If I can be permitted to take a copy without a call of the House of Representatives, I should prefer it; otherwise, I shall consider it due to myself to call, by resolution, for all the correspondence since last year, including my letter to the committee.

I am, with great respect, your most obedient servant,
HON. LEVI WOODBURY.

JOSEPH M. WHITE.

F, No. 19.

NAVY DEPARTMENT, *February 9, 1832.*

SIR: I enclose, agreeably to your request, a copy of the letter from General John Clark, relating to the live oak plantation on Santa Rosa Sound.

I am, respectfully, &c., &c.,

LEVI WOODBURY.

Hon. JOSEPH M. WHITE, *House of Representatives.*

F, No. 20.

*Copy of a letter from the Secretary of the Navy to George Blair, live oak agent.*NAVY DEPARTMENT, *February 10, 1832.*

SIR: Enclosed herewith you will receive the copy of a report made by Lieutenant Gedney, of the "quantity of live oak suitable for naval purposes" found growing on the coast of Louisiana, &c.

You are requested to ascertain if the lands, on which the trees described in this report are found, have been surveyed; and, if so, you will describe the situation thereof, that it may be reserved from sale, if this has not been already done. A copy is enclosed of such tracts in that region as are known to have been heretofore reserved.

I am, respectfully, &c., &c.,

LEVI WOODBURY.

Mr. GEORGE BLAIR, *Live Oak Agent, New Orleans.*

F, No. 21.

*Copy of a letter from the Secretary of the Navy to John E. Frost, live oak agent.*NAVY DEPARTMENT, *February 10, 1832.*

SIR: Your letter of the 26th February, 1832, asking to be excused for a temporary absence from your duties of live oak agent, &c., has been duly received.

The Department is very desirous that a general examination and description of the live oak on the public lands, as well on those not surveyed as on those which have been, should be made as speedily as practicable. The agencies in the several districts will all of them be discontinued as soon as possible: one of them has already been discontinued. If you are convinced there is no more valuable navy timber in your district than has yet been reported, I can excuse you entirely, and you are hereby excused accordingly: otherwise, I hope the examination will be completed without delay.

I am, respectfully, &c., &c.,

LEVI WOODBURY.

Mr. JOHN E. FROST, *Live Oak Agent, St. Marks, Florida.*

F, No. 22.

NAVY DEPARTMENT, *September 26, 1831.*

SIR: You are required, without delay, to make a critical examination of the lands near Pensacola, purchased of the Hon. Jos. M. White, &c., and on which Judge Breckenridge has for some time been engaged in pruning, clearing, and in the general cultivation of the live oak tree. You will, after the fullest inquiry into the subject, report to this Department your opinion of the present condition of the plantation referred to; the value of the lands attached to that plantation; whether it is adapted to the rearing of the live oak tree, or what portion of it may be so suited; and whether it is as convenient for such cultivation or propagation of live oak as other lands in your district; and, generally, from the experiment which has been made under Judge Breckenridge's care, whether the cultivation of the live oak promises to pay for the labor expended in its production.

You will, in addition to the answers to the above, report to this Department any other matters, in relation to this subject, which you may think pertinent, and calculated to afford useful information to the government.

I am, respectfully, &c., &c.,

LEVI WOODBURY.

General JOHN CLARK, *Agent for Live Oak, Pensacola.*

G, No. 1.

A statement of the facts connected with the purchase of the live oak plantation on Santa Rosa Sound.

Under the act of Congress, March 3d, 1827, for the gradual improvement of the navy, a determination was formed in the Navy Department to reserve and purchase lands abounding in live oak, and to plant live oak where deemed expedient. (Letter of the Secretary of the Navy, December 1st, 1827; printed report of the House of Representatives, No. 102, 2d session, 21st Congress.)

The then Secretary of the Navy, January 29th, 1828, in pursuance of said determination, asked a specific authority, for the purpose, among other things, of purchasing 1,600 arpents of land, estimated to cost about \$5,000, near the Navy yard at Pensacola, alleged to belong to individuals, and to be situated

in the centre of public lands suitable for live oak; and, by the act of Congress of 19th March, 1828, a sum not exceeding \$10,000 was granted, out of the appropriation for the gradual improvement of the navy, "for the purchase of such lands as the President of the United States may think necessary and proper, to provide live oak and other timber for the use of the navy of the United States." (Letter of the Secretary of the Navy, in report before cited, Z, page 53, and Acts of Congress of 1828, page 19.)

On the same day the above letter was written by the Secretary, a previous correspondence having taken place between him and J. M. White, Esq., on the subject, he entered into an agreement with the said White to procure and make a title of 1,200 arpents of land on Santa Rosa Sound for \$2,700, conditioned to be reduced to \$1,800, if unable to get 400 arpents owned by Judge Breckenridge; and, if any cause should prevent the execution of the contract, "then the sum of \$800, advanced on that date, should be in full payment of the live oak" then growing on the 1,200 arpents; and, in that event, the oak to be considered as purchased by the United States. (See, in said report, C and D, and pages 28 and 29.)

The deeds were afterwards executed, copies of which are annexed to said reports; the further agreements entered into, and payments made, which are there fully set out; and the correspondence occurred, bearing on the question, which is there printed.

No further facts are known to this Department, "connected with the purchase of the live oak plantation on Santa Rosa Sound," which are not embraced either in those very full reports of the committee of the 26th February, 1831, and of the Secretary of the Navy of the 7th February, 1831, and in the various letters and documents annexed to them, or in the new papers now laid before Congress, under the other branches of this resolution. As the resolution calls for facts, and not opinions or comments, the Department forbears to offer anything more under this head.

H.

A schedule of the papers now sent.

Report:		
A,	No. 1. Extract from letter of Lieut. Gedney.....	April 18, 1831.
	No. 2. Extract from letter of Eli B. Whitaker.....	July 1, 1831.
	No. 3. Extract from letter of Samuel Reid.....	Oct'r 1, 1831.
	No. 4. Extract from letter of Lieut. E. Farrand.....	Oct'r 2, 1831.
	No. 5. Extract from letter of General Clark.....	Nov. 15, 1831.
	No. 6. Extract from letter of Thomson Mason.....	Nov. 23, 1831.
	No. 7. Extract from letter of John E. Frost.....	Nov. 27, 1831.
	No. 8. Extract from letter of Charles Haire.....	Dec. 8, 1831.
	No. 9. Extract from letter of John Jerrison.....	Dec. 14, 1831.
	No. 10. Extract from letter of Lieut. Piercy.....	Dec. 22, 1831.
	No. 11. Extract from letter of George Blair.....	Jan'y 2, 1832.
	No. 12. Extract from letter of Lieut. Thomas R. Gedney.....	Jan'y 30, 1832.
B,	No. 1. Extract from letter of Elijah Hayward.....	March 1, 1832.
C,	No. 1. A list of the live oak agents.	
	No. 2. Commission to Eli B. Whitaker, signed John Branch.....	May 11, 1831.
	No. 3. Amos Kendall's report.....	March 19, 1832.
	No. 4. Statements of moneys paid to agents and assistants, &c.	
D,	No. 1. Letter from John Clark, reporting state of live oak plantation.....	Dec. 4, 1831.
E,	No. 1. Navy Commissioner's report.....	Sept. 22, 1830.
	No. 2. Navy Commissioner's report.....	Nov. 3, 1830.
	No. 3. Navy Commissioner's report.....	Dec. 31, 1830.
	No. 4. Copy of letter from Mr. Hoffman.....	Feb'y 26, 1831.
F,	No. 1. Letter of J. M. White.....	Oct'r 11, 1831.
	No. 2. Letter to same.....	Oct'r 12, 1831.
	No. 3. Letter of J. M. White.....	Oct'r 23, 1831.
	No. 4. Letter of J. M. White to Michael Hoffman.....	Jan'y 22, 1831.
	No. 5. Letter of J. M. White, (extract).....	Nov. 4, 1831.
	No. 6. Letter to J. M. White.....	Nov. 7, 1831.
	No. 7. Letter of J. M. White.....	Dec. 8, 1831.
	No. 8. Letter to J. M. White.....	Dec. 9, 1831.
	No. 9. Letter of H. M. Breckenridge, (extract).....	July 27, 1831.
	No. 10. Letter to H. M. Breckenridge.....	Sept. 31, 1831.
	No. 11. Letter of H. M. Breckenridge, (extract).....	August 4, 1831.
	No. 12. Letter of H. M. Breckenridge.....	Sept. 12, 1831.
	No. 13. Letter of H. M. Breckenridge.....	Dec. 16, 1831.
	No. 14. Letter to H. M. Breckenridge.....	Jan'y 10, 1832.
	No. 15. Letter to H. M. Breckenridge.....	July 14, 1832.
	No. 16. Letter of H. M. Breckenridge.....	July 24, 1832.
	No. 17. Letter to Eli B. Whitaker.....	Dec. 7, 1831.
	No. 18. Letter of J. M. White.....	Feb'y 6, 1832.
	No. 19. Letter to J. M. White.....	Feb'y 9, 1832.
	No. 20. Letter to George Blair.....	Feb'y 10, 1832.
	No. 21. Letter to John E. Frost.....	Feb'y 10, 1832.
	No. 22. Letter to General J. Clark.....	Sept. 26, 1831.
G,	No. 1. A statement of facts connected with the purchase of the live oak plantation near Santa Rosa Sound.	

22^d CONGRESS.]

No. 477.

[1st SESSION.]

REFUGE AFFORDED BY A VESSEL OF UNITED STATES TO THE VICE-PRESIDENT OF PERU AND GENERAL MILLER, DURING A REVOLUTION IN THAT COUNTRY, AND CLAIM OF CAPTAIN SLOAT GROWING OUT OF THE SAME.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES APRIL 4, 1832.

WASHINGTON, April 4, 1832.

I transmit, herewith, to Congress, a report from the Secretary of State, showing the circumstances under which refuge was given on board of the United States ship St. Louis, Captain Sloat, to the Vice-President of the republic of Peru and to General Miller; and the expense thereby incurred by Captain Sloat, for the payment of which there is no fund applicable to the case.

I recommend to Congress that provision be made for this and similar cases that may occur in future.

ANDREW JACKSON.

DEPARTMENT OF STATE, April 2, 1832.

SIR: The annexed dispatch from the chargé d'affaires of the United States in Peru, and the papers accompanying it, detail the circumstances under which refuge was given on board of the United States ship St. Louis, Captain Sloat, to the Vice-President of the republic and to General Miller. The conduct of Captain Sloat had the sanction of our minister, gave no cause of offence to the prevailing party in Peru, and has since received the approbation of his own government; and he incurred an expense, on this and a similar occasion, amounting to one thousand and fifty dollars, for which he presented an account to the Secretary of the Navy, who having no fund applicable to the case, it was referred to this Department. Here the same objection occurs; although Captain Sloat's account ought, on every principle of justice, to be paid, yet there is no specific or general appropriation out of which, in strictness, the amount can be paid. I, therefore, respectfully suggest the propriety of recommending to Congress the making of provision for this and similar cases that may occur in future.

Very respectfully, your most obedient servant,
The PRESIDENT.

EDW. LIVINGSTON.

Extract of a letter from Mr. Samuel Larned, chargé d'affaires of the United States at Lima, to the Secretary of State.

LIMA, September 2, 1831.

SIR: Annexed, I have the honor of transmitting copies (numbered from 1 to 7, inclusive,) of a correspondence between the minister of foreign relations of this government, Commodore Thompson, and myself, on the subject of an application from the former for the use of one of our public vessels to convey the Chilian mediator to Islay, in the prosecution of his mediatorial office between Peru and Bolivia. I have only to add, in this relation, that the service therein rendered to this government has been very gratefully felt by it.

A.

UNITED STATES SHIP ST. LOUIS, Callao Roads, April 22, 1831.

SIR: I have the honor to report that since your departure from this roadstead I have found it necessary, from the political state of the country, to remain constantly here.

On the night of the 16th instant a revolution took place at Lima, and an attempt to assassinate General La Fuente, the Vice-President of the republic of Peru, was made by about one hundred and fifty soldiers, which failed. He made a most miraculous escape, in his shirt only, from his bed, where he lay ill. Fortunately in firing at him on the roof of the house they shot their own officer, which produced a momentary consternation, during which they lost sight of him, and he reached a place of safety, where he remained until the next evening, when he succeeded in passing the gates, and reached the coast of Chorrillos, where he embarked in a canoe at 10 o'clock, and reached this ship at 5 A. M. of the 18th, when I received him on board, and have since afforded him protection against the mob, and provided him with clothes and all other comforts. As soon as circumstances would permit, I communicated with the chargé d'affaires of the United States, stating to him what I had done and what I proposed to do, all of which he has highly approved, as you will see by the enclosed copies of the correspondence, (marked Nos. 1 and 2) which will show you the conditions upon which I received him.

The principle upon which I have acted has been not to allow him to make use of the protection of our flag in any manner to disturb the tranquillity of the country. Therefore I have not permitted him to communicate with any person, except through the chargé d'affaires of the United States, who should see his communications, nor has he been allowed to receive any except through the same channel, which arrangement is perfectly agreeable to him. Indeed, he says he would prefer Mr. Larned to see and know all he does. In all other respects I have endeavored to treat him in a manner due to a person who has filled the elevated station he has, and so that I hope neither myself or my country will suffer in reputation for want of hospitality. I have also received on board General Miller, who embarked with a written permission from the head of authority, and is also still with me. I enclose you the note from him to me, and my reply, marked 3 and 4.

The St. Louis is ready for any service you may think proper to order her upon, provisioned for three

months, with the exception of some bread, which I would not purchase until your arrival, and a few trifles.

Most respectfully, your obedient servant, &c.,
 JOHN D. SLOAT.
 To Commodore CHARLES C. B. THOMPSON, *commanding U. S. Naval Forces, Pacific.*

No. 1.

UNITED STATES SHIP *St. Louis, Callao Roads, April 18, 1831.*

SIR: I presume you are already informed that I have received on board this ship, at five o'clock this morning, the Vice-President of Peru, with a perfect understanding that I am only to afford him an asylum against the mob, but, if demanded by the regular government, to be delivered up; and that he should not have any communication with his partisans on shore or receive any from them.

He is now very desirous to place himself at the disposition of Congress, which is now in session, and wishes to present to them, through the minister of state, the enclosed communication; but as I do not feel myself competent to judge of the propriety of the course, *being entirely without information from you of what is passing on shore*, I have thought proper to enclose it to you, unsealed, that you may dispose of it as you think proper. I have also received General Miller on board, with the written permission of the prefect of the department, who was very much astonished to find here the Vice-President.

I send this by Lieutenant Humphreys, and I enclose also an unsealed note from him, and shall expect to hear from you by his return.

Most respectfully, I have the honor to be, your obedient servant, &c.,
 JOHN D. SLOAT.

To SAMUEL LARNED, Esq., *Chargé d'Affaires of the United States, Lima.*

No. 2.

LEGATION OF THE UNITED STATES, *Lima, April 19, 1831.*

SIR: I have just received your note of yesterday's date, by Lieutenant Humphreys, informing me of your having afforded an asylum to the Vice-President of the republic on board the ship under your command. Under the circumstances of the case, you were undoubtedly justifiable in admitting him on board; indeed, in so doing you acted only in conformity to the sacred dictates of humanity. Your determination not to deliver him up, except at the demand of the regular government, is also perfectly correct, and in accordance as well with the principles of strict and universal justice as with those professed and practiced by our own government.

The Vice-President is not a criminal; certainly not in the sense in which we understand the term, for he has not yet been tried, much less found guilty. He is, then, to be considered as a persecuted magistrate, seeking safety from military violence under the neutral and protecting flag of the United States.

It is difficult at this moment to say to what authority you would be justifiable in giving him up as to a regular government. A few days will doubtless enable us to judge more accurately and advisedly on this subject. In the meantime, I am assured by the minister of state, on whom I waited this morning, immediately after the receipt of your note, that the present government have no intention of demanding him, and are well pleased at his having found protection on board your ship. Should an unexpected change in the administration produce a different determination on the part of the new government, it will be time, when this is properly signified, to consider of the propriety of complying with the demand; and on this subject I beg leave to be consulted before you act.

There could be no impropriety in permitting General La Fuente to communicate with the Congress of Peru, now in session, through the minister of state, who has been continued in office by the new chief magistrate, Mr. Reyes; such a course is necessary to his justification. I have accordingly presented to the minister the note directed to him by the Vice-President, and transmitted by you to me open for my perusal. It contained nothing whatever of an improper nature or tendency.

As Mr. Walker and Dr. Smith left here after the late movement was over, and would be able to inform you on the subject, and as nothing occurred to make any official communication thereon necessary, I forbore to address you in relation thereon.

With respect to your having received on board General Miller, as he came with the written permission of the prefect of this department, there was no impropriety in your doing so, nor will there be in your permitting him to remain there, unless regularly demanded. The open note from him came safe to hand.

I have the honor to be, with great respect, your obedient servant,
 SAMUEL LARNED.

JOHN D. SLOAT, *commanding the U. S. Ship-of-War St. Louis.*

No. 3.

CALLAO, *April 18, 1831.*

DEAR SIR: There has been a change of government at Lima, and the new authorities have, at my request, given permission for me to remain on board a neutral vessel until affairs on shore shall be more decidedly settled.

In casting my eyes over the bay, I see no pendant I should feel so happy to place myself under as that of your vessel, nor do I know any person afloat that I would so willingly lay myself under such an obligation as yourself. If, therefore, my dear sir, you could, without inconvenience, receive me and one servant, for a few days, I need not say how obliged I should feel.

I am, dear sir, very faithfully, yours,
 WM. MILLER.

Captain SLOAT, *Commander of the U. S. Ship St. Louis.*

No. 4.

U. S. SHIP ST. LOUIS, *Callao Roads*, April 18, 1831.

MY DEAR SIR: I have this moment received your note of this date. I will, with great pleasure, receive you on board the St. Louis, and divide with you such accommodation as I have, provided it is agreeable to the authorities of the country.

Very truly, your obedient servant,
To General WILLIAM MILLER, *Callao*.

JOHN D. SLOAT.

B.

U. S. SHIP GUERRIERE, *Callao Roads*, April 23, 1831.

SIR: Soon after my arrival, on the evening before last, I received communications from Captain Sloat, informing me of the events, in the shape of a revolution, which had occurred at Lima on the night of the 16th instant, and of his having received, on the morning of the 18th, General La Fuente, the late Vice-President of Peru, who had been assaulted on the evening of the former day, in his house, by a party of one hundred and fifty soldiers, who attempted his life on the occasion; and from whom, having escaped, he sought an asylum on board the St. Louis. I was likewise apprised of the very proper stipulations and conditions upon which General La Fuente received protection under our flag, namely, that asylum should be afforded him only against the fury of the mob, and that he should be delivered, if demanded by the regular government; further, that he should not have any communication with his partisans on shore, or receive any from them.

I highly appreciate the motives which influenced Captain Sloat to afford protection to the general under the circumstances recited, and commend his conduct as honorable, benevolent and discreet in all its parts.

There are other considerations, however, that now present themselves for the government of my conduct; and, as that conduct may form hereafter the subject of the strictest scrutiny and animadversion, both of my own government and of the world, and may deeply involve not only principles of humanity and justice, but doctrines likewise of international law, and neutral rights and wrongs, I take the liberty to present them to your reflection, and to ask the free communication of your opinion on the subject.

Having bestowed on this matter the reflection which the case certainly deserves, I am convinced that, however properly the protection of our flag was offered to General Fuente *at the time, and under the circumstances* of his reception on board the St. Louis, his continuance on board that ship, or any other vessel of the United States within the jurisdiction of Peru, after the existence of the government *de facto*, will be regarded by the actual authorities as an act highly obnoxious and offensive in its nature; as tending to keep up or to aggravate the ferment of the public mind; to cause apprehensions of some ulterior movements on the part of General La Fuente or his friends, with the countenance and implied aid of the squadron under my orders; and that it will thence lead to remonstrances, demands, and discussions, which it is evidently my duty, and certainly my inclination, to prevent and to avoid. The continuance of the general, moreover, under the protection of the power subject to my control, *even out of the territory of Peru*, may, and will, evidently be construed into an abetting of his plans, or a furtherance (no matter how remotely) of his cause; and as I am certain of the great impropriety of affording, by my conduct, any ground for the imputation of having the least participation or instrumentality as an accessory, either before or after the fact, in any operations that may have commenced, or may hereafter ensue, I have determined to advise that he seek an asylum *out of this country*. I can, therefore, neither *continue* to afford him protection in the squadron under my orders, or suffer him to *land at any point of Peru*, contrary to the properly signified wish of the government.

I think you will allow that too much circumspection cannot be used on this occasion; and I hope you will favor me with the unreserved expression of your sentiments.

I need scarcely add that the probable movements of the squadron will hardly be compatible with General La Fuente's purposes; and that his presence on board would certainly be inconsistent with the duties it may be called to perform on various points of this coast.

I have the honor to be, sir, your very obedient servant,

CHS. C. B. THOMPSON, *Commodore, &c., &c.*To SAMUEL LARNED, Esq., *Chargé d'Affaires of the United States, Lima.*

C.

LEGATION OF THE UNITED STATES, *Lima*, April 24, 1831.

SIR: I have had the honor to receive your note of yesterday's date, on the subject of the asylum afforded to General La Fuente on board the St. Louis.

The necessity of seeing the acting President of Peru, on this subject, this morning, and other indispensable occupations, have prevented me from addressing you so fully, in reply to your note, as I could have wished; although this circumstance is rendered the less important by the complete accordance of your views with mine in this particular.

The asylum afforded to General La Fuente was, no doubt, understood to be temporary; a protection from the momentary effects of military insubordination and violence, and not as a convenient place of protracted residence, whence to prosecute, with safety, his cause with the existing government of this country. Aware of this, I had anticipated your note, by addressing General La Fuente, yesterday morning, on the subject of his future movements, insinuating the propriety of his coming to a resolution in the matter as speedily as possible, and informing him that the acting President had privately and inoffi-

ally requested me to use my interest to induce him to depart, within a couple days, from the port of Callao.

To this, General La Fuente has replied to me "that his official demands to the Congress have not been taken notice of," and that "the supreme chief of Peru, atrociously assailed by a military mutiny, cannot leave the country as a runaway nor as a criminal;" that his "desire to vindicate himself, and show to the world that he has not been a perverse magistrate, will prolong his stay on board;" that he "cannot forget he has children, whose only patrimony will be the honor of their father," &c.

All this is, no doubt, very well for General La Fuente, but is foreign to the purpose; and without the consent of this government, the protraction of his residence on board, as announced, cannot, in my opinion, be permitted. It therefore only remains to devise the best and most speedy mode of effecting the desired object, consistent with humanity, and the decorum and propriety demanded by the circumstances of the case.

In my interview with Mr. Reyes, the acting President, I stated distinctly the terms on which the asylum was granted to General La Fuente, and the desire entertained for his early departure, and suggested to him a course calculated to produce this result, and conciliate the views and interests of all parties. He engaged to submit my suggestions to his advisers, and inform me of the result. The disposition of Mr. Reyes towards General La Fuente is the most friendly, and he again assured me of the satisfaction he felt at the general's having found safety on board of the *St. Louis*.

I will give you the earliest advice of the determination of this government in the premises, and, upon its receipt, you will be able to come to some resolution therein. In the meantime, I perceive no necessity for further measures in the matter, particularly as the government of Peru has, as yet, taken no steps in the business; at least, I have no official notice of any. It would give me great pleasure to confer with you, personally, on this subject, as it would very much facilitate the mutual communication of our ideas in relation thereto; but the necessity of frequently seeing the authorities here on the business precludes me from going down.

I have the honor to be, with great respect, your obedient and humble servant,
SAMUEL LARNED.

To Com. CHAS. C. B. THOMPSON, *commanding the U. S. Naval Forces in the Pacific Ocean, Callao Roads.*

D.

U. S. SHIP GUERRIERE, *Callao Roads, April 25, 1831.*

SIR: *I have received your communication of the 22d instant, informing me of the events, in the shape of a revolution, which occurred in Lima, on the 16th of this month, and of your having received, on the morning of the 18th, General La Fuente, late Vice-President of Peru, and who had been assailed in his house, on the evening of the former day, by a party of one hundred and fifty soldiers, who attempted his life on that occasion; and from whom, having escaped, he sought an asylum on board the *St. Louis*. I am, likewise, apprised of the very proper stipulations and conditions upon which General La Fuente received protection under our flag, namely, that asylum should be afforded him only against the fury of the mob, and that he should be delivered, if demanded by the regular government; further, that he should not have any communication with his partisans on shore, or receive any from them.

I highly appreciate the motives which influenced you to afford protection to the general under the circumstances recited, and commend your conduct as honorable, benevolent, and discreet, in all its parts.

There are other considerations, however, that now present themselves for the government of my conduct; and as that conduct may form hereafter the subject of the strictest scrutiny and animadversion, both of my own government and of the world, and may deeply involve, not only principles of humanity and justice, but doctrines, likewise, of international law and neutral rights and wrongs, I deem it proper to communicate my views to you for reasons that will appear in the sequel.

Having bestowed on this matter the serious reflection which the case certainly deserves, I am convinced that, however properly the protection of our flag was afforded to General La Fuente *at the time, and under the circumstances* of his reception on board the *St. Louis*, his continuance on board that ship, or any other vessel of the United States within the jurisdiction of Peru, after the existence of the government *de facto*, will be regarded by the actual authorities as a measure highly obnoxious and offensive in its nature; as tending to keep up or to aggravate the ferment of the public mind; and to cause apprehensions of some ulterior movements on the part of General La Fuente or his friends, with the countenance and implied aid of the squadron under my orders; and that it will thence lead to remonstrances, demands, and discussions, which it is evidently my duty, and certainly my inclination, to prevent and avoid. The continuance of the general, moreover, under the protection of the power subject to my control, *even out of the territory of Peru*, may, and will, certainly be construed into an abetting of his plans, or a furtherance (no matter how remotely) of his cause; and as I am certain of the great impropriety of affording, by my conduct, any ground for the imputation of having the least participation or instrumentality as an accessory, either before or after the fact, in any operations that may have commenced, or may hereafter ensue, I have determined to advise, and you are directed to communicate this determination to General La Fuente, that he seek another asylum; for I deem it improper either to continue to afford him protection in the squadron under my orders, or to authorize his being *landed at any point in Peru*, contrary to the properly signified wishes of the government.

I need scarcely add, that the probable movements of the squadron will hardly be compatible with General La Fuente's purposes, and that his presence on board would certainly be inconsistent with the duties it may be called to perform on various points of this coast.

I am, sir, your obedient servant,

CHARLES C. B. THOMPSON, *Commodore, &c., &c.*

To Captain JOHN D. SLOAT, *commanding U. S. Ship St. Louis, Callao Roads.*

*In order to avoid the least incongruity in the opinions expressed to Mr. Larned and those communicated to Captain Sloat for his guidance, a conformity, as nearly verbal as the case would admit, has been preserved in the correspondence with both of those persons.

No. 1.

[Private.]

LIMA, August 17, 1831.

MY DEAR SIR: I write you to-day on the subject of an application made to me, by the President of this country, for the use of one of your vessels to convey Mr. Zañarte, the Chilian mediator, to Islay. The President called on me last evening, as he stated, expressly for this purpose. I told him that I would write you on the subject; that I did not know whether it would be possible for you to send off, at such short warning, either of them, except, perhaps, the Dolphin, as you were daily expecting the relief ships. He said that she would doubtless answer the purpose. But I am of opinion that if the St. Louis could be got ready, and it were possible to dispose of her for the voyage, she would unquestionably be the most proper and desirable vessel for the object. Mr. Reyes, the President, told me that he intended to address me a note on the subject, which, as well as the replies, he would order to be published, accompanied by some observations making just and honorable mention of the disposition manifested by you, on this and other occasions, to subserve the interests of Peru, as well as those of commerce and humanity; and that he preferred asking a favor of this kind of us to going either to the French or English, who had made frequent proffers of service to the government.

Believe me to be yours, very truly,

SAM'L LARNED.

Commodore THOMPSON, &c., &c., &c.

P. S.—I have, since writing the above, received the note mentioned, but have not time to copy it; it is as promised.

S. L.

No. 2.

LEGATION OF THE UNITED STATES, Lima, August 17, 1831.

SIR: I last evening had the honor of a personal visit from the acting President of Peru, for the purpose of soliciting the use of one of our vessels-of-war to convey the Chilian minister to Islay.

You are aware that the government of Chili, yielding to the request of that of Bolivia, some time ago took upon itself the office of mediator between the latter country and Peru, and empowered its representative here to undertake, with the previous acquiescence of this government, an adjustment of the pending difficulties. Both governments have accepted the mediation; and the Chilian plenipotentiary is accordingly about to proceed to the place designated for the mutual conferences. At this moment, as the President informed me, the government of Peru has no public vessel, disposable and fit for service, in Callao; and would feel very grateful for the use of one of ours for the object mentioned, as it is extremely desirable that the mediator should be on the spot at as early a moment as possible.

The President informed me there is every prospect that the mediation will be attended with the happiest results; and that peace will consequently be preserved between the two States. The wish to contribute to this desirable result, the conservation of peace, as well between ourselves and other nations, as between these respectively, (more especially those of this continent,) being one of the most cherished objects of our policy, stimulated me at once to accede to the President's request, so far as to engage to address you on the subject, and to recommend that you would place one of the vessels under your command at his disposal for the end indicated; and I feel every assurance that a similar disposition on your part will induce you readily to confirm and ratify my conditional engagements to the President in this particular.

It is highly important, as mentioned, that the vessel should be ready to depart forthwith; as, I understand, the Chilian mediator only waits an opportunity for embarking to proceed on his mission of peace. Under these circumstances, I beg to hear from you, in reply, as early as your convenience may permit.

I have the honor to be, with the highest respect, your obedient and humble servant,

SAM'L LARNED.

To Commodore CHAS. C. B. THOMPSON, *commanding the U. S. Naval Forces in the Pacific Ocean.*

No. 3.

UNITED STATES SHIP GUERRIERE, Callao Roads, August 19, 1831.

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, delivered late last evening, advising me that the President of the republic of Peru had requested, through you, that one of the vessels of the squadron under my orders might be placed at his disposal, to carry to Islay the mediatorial minister appointed by Chili to undertake the reconciliation of the existing difficulties between Bolivia and Peru.

Impressed with a due sense of the importance of the projected mediation, I regret that a previously and indispensably determined destination prevents me from offering either the Guerriere or the St. Louis for that object; I still further regret that the Dolphin, on account of the unavoidable engagement of her commander as a member of a court-martial, cannot be so disposed of until Tuesday morning; but, at that time, it will afford me great pleasure to fulfill the wishes, in this respect, of the government of Peru.

I have the honor to be, sir, your very obedient servant,

CHS. C. B. THOMPSON, *Commodore, &c., &c.*To SAMUEL LARNED, Esq., *Chargé d'Affaires of the United States, Lima.*

No. 4.

U. S. SHIP GUERRIERE, *Callao Roads, August 22, 1831.*

SIR: Having as yet received no answer to my letter addressed to you on the 19th inst., and delivered on the afternoon of the same day, informing you that, according to the request of the President of this republic, communicated through you, the Dolphin would be placed at the disposition of the government, on a certain day, for the purpose of conveying to Islay the mediator between Bolivia and Peru; and having, since addressing you, understood from good authority that, pending the interval between the application made to me and my answer, a similar request had been made to the senior officer of the British squadron in these roads, I am induced, by considerations respecting the observance of a proper courtesy, due at least on the part of Peru, as well as by others, affecting the appropriation of the vessels under my orders, to ask a reply from you as early as it may suit your convenience to make one.

I have the honor to be, sir, your very obedient servant,

CHS. C. B. THOMPSON, *Commodore, &c., &c.*

To SAMUEL LARNED, Esq., *Chargé d'Affaires United States, Lima.*

No. 5.

LEGATION OF THE UNITED STATES, *Lima, August 23, 1831.*

SIR: I had the honor to receive last evening your note of yesterday's date, and, in reply, have to observe that, immediately on the receipt of your communication of the 19th inst., I informed the minister of foreign relations of this government of your accession to its request in relation to the Dolphin; and I was not aware, until the receipt of your first-cited note, that any further reply *from me* was necessary, or expected by you, more particularly as I had nothing new to communicate on the subject, not having (even yet) received anything from the minister touching my last note to him.

With respect to the application stated to have been made by this government to the senior officer of the British squadron, your note gave me the first intimation of the existence of such a report. I am now, however, able to assure you, from satisfactory authority, that the *government of Peru* has made no such application, and has, from the moment of receiving my note of the 19th, consequent upon yours of the same date, proposed to avail itself of your offer; this I learn from Mr. Zañarte, to whom the minister passed a note to this effect yesterday morning.

That some doubt has existed on the part of the government whether the Dolphin would be placed at its disposition or not, is certain, and arose, very naturally, from the accidental delay that occurred in replying to its request, and the unsatisfactory nature of a private note, (see copy A, annexed) addressed by me to the minister, on the morning of the 19th, consequent upon yours of a like description and date (copy B) to me, in which I gave him your identical words, certainly of a tenor by no means positive, and which I deemed it proper to address him in order to account for the delay that had occurred, and prepare him for any result that might take place.

It seems that on Saturday morning, Mr. Solar, a friend of Mr. Zañarte, (I have it from the person himself) called on the President to inquire whether any vessel had been yet procured. Mr. Reyes, the President, replied by showing them my private note to the minister, of that morning, alluded to. This person had occasion afterwards to see Mr. Kendall, a British merchant resident here, to whom, in reply to some inquiries on the subject, he stated the uncertainty that existed in relation to this matter. Mr. Kendall, it appears, visited Callao that day, and saw Captain Waldegrave of the *Seringaptam*, just then arrived, and whom he acquainted with the state of the affair. Captain Waldegrave immediately observed that either of the British corvettes, then in the harbor, would be at the disposition of Mr. Zañarte for the object proposed. On the return of this gentleman to Lima, he gave this information to Mr. Solar, who hastened with it to Mr. Reyes. In the meantime, intelligence of my official communication to the minister, of the 19th, (sent in on the morning of the 20th,) had reached Mr. Reyes, who immediately replied to Mr. Solar that Captain Waldegrave's offer could not be accepted, inasmuch as the Dolphin had been obtained for the service.

You will, therefore, perceive that the *government* has had nothing to do in relation to the supposed request to Captain Waldegrave.

I give you this detailed information for your satisfaction; and

Have the honor to be, with great respect, your very obedient servant,

SAMUEL LARNED.

To Com. CHS. C. B. THOMPSON, *commanding the U. S. Naval Forces in the Pacific.*

P. S.—Mr. Zañarte informs me that he shall be ready to go on board on Saturday next.

Yours,

S. L.

A.

[Particular.]

LIMA, 19 de Agosto de 1831.

MR ESTIMADO AMIGO Y SENOR: Acabo de saber, del como doro, que mi nota, con siguiente á la del ministerio del 17. No llegó á sus manos haste anoche, y aqui, por haberse cruzado en el camino con el ordinanza que la llevó; quien estubo detenido, por el Señor Alarcon, hasta cerca de las tres y media de aquel dia. Me dice el Comodoro, que la fragata Guerrero y la corbeta Sn Louis, se estan alistando con todo presteza, para emprender su viage á los Estados Unidos, y que el Comandante de la goleta Dolphin es actualmente, uno de los miembros de un consejo deguerra, ocupado en juzgar á unos delincuentes; pero

cree que, que este podrá concluir sus tareas mañana, en cuyo caso, si el barco puede estar despachado (sobre todo lo que me contestará oficialmente, sin pérdida de tiempo, pues, con este objeto, baja hoy al Callao) tendrá mucho gusto en ponerla a disposición del Gobierno, para el fin indicado. De todo esto, le instruí de oficio, en el momento que tenga contestacion terminante del Comodoro, en el entretanto, me suscribo,

Su atento servidor y amigo Q. S. M. B.,
Señor D. MATIAS LEON, &c., &c., &c.

SAMUEL LARNED.

B.

[Private.]

August 19, 1831.

MY DEAR SIR: It was only last night that I received your communication of the 17th instant, with your private note of the same day. I now hasten to inform you that the Guerriere and the St. Louis are in active preparation to sail immediately for the United States, and that the commander of the Dolphin is, at this time, a member of a court-martial, which, however, may be finished to-morrow. If that should be the case, and the Dolphin can possibly be dispatched, I beg you to assure the President that it will give me pleasure to place that vessel at his disposition for the object recited in your letter. Of all this I will give you information very soon.

In great haste, yours truly,

CHAS. C. B. THOMPSON.

To SAML. LARNED, Esq., &c., &c.

No. 6.

LEGATION OF THE UNITED STATES, Lima, August 23, 1831.

SIR: After having written my official communication of the 17th instant, I received from the minister of foreign relations a note on the same subject, of which, as honorable mention is therein made of your services to this government on repeated occasions, I do myself the pleasure of transmitting to you a copy, which you will find annexed.

Flattering mention has also been made of you in the government paper of yesterday, of which I likewise do myself the honor to enclose you an exemplar.

I am, sir, very respectfully, your obedient and humble servant,

SAM'L LARNED.

To Commodore CHAS. C. B. THOMPSON,

Commanding the United States Naval Forces in the Pacific, Callao Roads.

C.

Ministerio de Estado del Despacho de Relaciones Exteriores.

REPUBLICA PERUANA, Casa del Supremo Gobierno, En Lima, á 17 de Agosto de 1831.

SEÑOR: Habiendo sido ratificado por el Gobierno de Bolivia la mediacion que solicitó del de Chile; y estando acordadas ya las bases sobre que deben entablarse las negociaciones; el Gobierno del infraescrito tiene el sentimiento de ver retardar su apertura por carecer de un buque de guerra que conduzca á Islay al Señor Ministro de la Potencia Mediadora. En este conflicto, ha ordenado al que suscribe, dirigirse al sus Encargado de Negocios de los Estados Unidos para que sirva interponer el influjo que le de su representacion, con el comandante de las fuerzas navales estacionadas actualmente en el puerto del Callao, á fin de que traslade al puerto mencionado al Señor Ministro; y añadir este importantísimo servicio á los muy señalados que en diferentes ocasiones ha dispensado generosamente al Gobierno del Peru.

El infraescrito aprovecha con la mayor satisfaccion, la primera oportunidad que se le ofrece de saludar respetuosamente al los Encargado de Negocios de los Estados Unidos; y de protestarle la alta consideracion con que es.

Su muy atento obsecuente servidor,

MATIAS LEON.

Señor ENCARGADO DE NEGOCIOS, de los Estados Unidos de N. A.

Extract from the "El Conciliador."

Se anuncia como mui proximi la salida de la legacion de Chile, en cuyos buenos oficios confian todos los amigos de la paz. No habiendo en la actualidad buque alguno de la escuadra nacional en el Callao, la bandera de los Estados Unidos tendrá la gloria de contribuir al resultado que todos deseamos. El agente diplomático de aquella república cerca de nuestro Gobierno, y el comodoro de su estacion en estos mares, han facilitado un buque de los que la componen, para transportar al mediador; condescendencia en alto grado honorifica á los nobles sentimientos de los Señores Larned y Thompson, y propia de los empleados de aquella gran república, tan interesada en que la causa de la libertad no se contamine en America con la sangre de los libres.

No. 7.

LEGATION OF THE UNITED STATES, *Lima, August 24, 1831.*

SIR: Subsequently to addressing you, yesterday, in reply to your communication of the 22d instant, I received a note from the minister of foreign relations, formally accepting the offer made by you of the Dolphin, for the purpose of conveying the Chilian mediator to Islay; and informing me that he would be ready to proceed on his voyage on Saturday next.

The minister, in conclusion, requests permission to embark on board of the Dolphin a few stores, for the use of Mr. Zañarte and his suite; and, as he expresses it, purely as a testimony of consideration for him—on which point I should be glad to hear from you previous to replying to the minister.

I have the honor to be, sir, your obedient and very humble servant,

SAMPL LARNED.

To Com. CHARLES C. B. THOMPSON, *commanding the U. S. Naval Forces in the Pacific.*

No. 8.

LIMA, *August 24, 1831.*

SIR: I have just had the honor to receive your letter of this day, apprising me that the minister of foreign relations of Peru had formally accepted the offer made of the Dolphin to convey the Chilian mediator to Islay; and of his intention to proceed on the passage on Saturday. This arrangement is perfectly agreeable both to me and to the commander of the Dolphin.

In reply to that part of your letter which relates to the embarkation of stores, I beg leave to say that not the least objection will be made to any preparation, for the convenience and comfort of the minister and his suite, which he may deem advisable.

I have the honor to be, sir, your obedient servant,

CHARLES C. B. THOMPSON, *Commodore, &c., &c.*

To SAMUEL LARNED, Esq., *Chargé d'Affaires of the United States, Lima.*

No. 9.

U. S. SHIP GUERRIERE, *Callao Roads, August 27, 1831.*

SIR: You will please to proceed in the Dolphin to Islay, with the mediatorial minister appointed by the government of Chili to undertake the reconciliation of the differences existing between the republics of Bolivia and Peru; and return with convenient dispatch to these roads, where you will either meet the Guerriere, or receive instructions for your future government.

I am, sir, your obedient servant,

CHARLES C. B. THOMPSON, *Commodore, &c., &c.*

To Lieutenant Commandant ANDREW FITZHUGH, *commanding U. S. Schooner Dolphin.*

WASHINGTON, *March 29, 1832.*

SIR: I have the honor to hand you an account for expenses incurred in entertaining distinguished foreign officers during my late cruise in the United States ship St. Louis, in the Pacific ocean, which the Hon. Secretary of the Navy does not feel himself authorized to pay out of any funds appropriated for the naval service; and he is of opinion that they should be reimbursed from the appropriation for contingencies for foreign intercourse.

The circumstances relating to the first charge are: Columbia and Peru being at war, Guayaquil (the principal port of Columbia on the shores of the Pacific) fell into the hands of Peru. General Bolivar marched from the interior with a large force to retake it; there being a large amount of American property deposited there, I was ordered by Commodore Thompson to that place for its protection, during the struggle, which object was completely effected. After General Bolivar had again got possession of the place, he expressed to the consul of the United States a desire, in behalf of himself and his officers, to visit the St. Louis. I accordingly appointed a time, and received them in appropriate style.

The second item is for entertaining, for nearly a month, Lieutenant General La Fuente, President of Peru, and Major General Miller, of the Peruvian army, who made their escape from assassination at the time of the revolution in Peru, in 1831, and took refuge on board the St. Louis, then at anchor in the Bay of Callao. At the time, it was thought affairs would be reconciled in a few days, and that the President would return to the administration of the government. Therefore, it was thought by the chargé d'affaires of the United States, and all respectable Americans at Lima, to be politic to cultivate his good will, as a very great amount of American property was there at that time; and, particularly, as his difficulties had arisen principally because he would not prohibit the introduction of American flour, a large quantity of which was then afloat in the harbor. I considered myself bound to entertain these distinguished chiefs in an appropriate style, both for the honor and interest of my country, as well as from the instructions I had received from my government; and, therefore, think it cannot reasonably be expected that an officer receiving the small pay that those of my grade do, can afford to incur such heavy expenses for objects in which they have no other interest than the general good of the nation.

The President of the United States and the Secretary of the Navy have both expressed to me their decided opinion that I should be reimbursed these expenses, in which I hope and trust you will concur.

I also enclose you two letters from the Secretary of the Navy, and a report to him from the Fourth Auditor; also, my account submitted to that Department. The object of handing you that account is,

that you may see the certificate appended, from Commodore Thompson, approving the disbursement, and, also, that from the Fourth Auditor, showing that I have not received any compensation from the Navy Department, although many others have for similar expenses.

I have the honor to be, most respectfully, your obedient, humble servant,

JOHN D. SLOAT.

To the Hon. EDWARD LIVINGSTON, *Secretary of State, Washington.*

The United States, State Department,

To J. D. Sloat, *Dr.*

1829.		
July 10.	To expenses of entertaining Gen. Bolivar, Gen. Flores, and other officers of the Colombian army, on board the United States ship St. Louis, at Guayaquil....	\$100 00
1831.		
To expenses	incurred on board the United States ship St. Louis, in Callao Bay, in entertaining Lieutenant General La Fuente, President of Peru, and Major General Miller, of the Peruvian army, and their friends, after the revolution in Peru, in 1831, they having taken refuge on board for nearly a month.....	960 00
		<u>\$1,060 00</u>

22D CONGRESS.]

No. 478.

[1ST SESSION.]

ON THE SUBJECT OF SPECIFIC AND CONTINGENT APPROPRIATIONS FOR THE NAVY, AND ON A PROPER POLICY FOR PROVIDING IN TIME FOR THAT SERVICE.

COMMUNICATED TO THE SENATE APRIL 10, 1832.

NAVY DEPARTMENT, *April 10, 1832.*

SIR: In reply to yours of the 9th instant, I have the honor to state that the act to which you refer, concerning the transfer of appropriations, under certain contingences, did not originate in this Department, nor was it reported on my request or suggestion. The history of it, so far as known to me, is believed to be this:

In the annual communication from this Department, at the commencement of the present session of Congress, I did suggest the expediency of making the naval appropriations more specific than heretofore, and therefore prepared the estimates so as to leave the enumerated contingent less than \$150,000, when it had formerly been about \$250,000. This was effected by throwing a number of the items, whose usual yearly amount was tolerably certain, under specific heads, and by striking those items entirely out of the enumerated contingent. But the chairman of the Committee on Ways and Means, in the House of Representatives, preferred a bill in the usual form, and I accordingly prepared, for that committee, on their wish, a second bill, restoring all the items to the enumerated contingent, and striking out their amount under the specific heads.

I had also recommended, and introduced into the first bill, an appropriation at the beginning of the year sufficiently large to meet the claims on all the items of the enumerated contingent during the whole year, instead of an appropriation, as usual, which would leave forty or fifty thousand dollars of those claims to be delayed and afterwards paid by new appropriations for arrearages. The sum, which eight or ten years' records in the Department showed had been annually supplied for arrearages, was from forty to fifty thousand dollars, making the whole amount proper for the old items in the enumerated contingent about \$285,000.

But that committee reported the bill at the former amount for these items, viz., \$250,000, and, to avoid the practice, which once prevailed, of taking the deficiency from specific appropriations without any authority, as well as to avoid what has happened since that practice ceased, the delay and embarrassment of a resort to new appropriations in subsequent years for arrearages, the committee, as I understand, introduced the bill now under consideration. One other reason has been suggested. The estimates and appropriations are made only to the close of the year; whereas the new appropriation bills seldom pass till the second or third month of the ensuing year, during which last time many of the heads of appropriation become wholly exhausted, while others may happen to have a surplus remaining. These circumstances, united with the greater exposure of the naval service to unforeseen contingencies than any other department of the government, constitute the only "necessity" for the bill which has occurred to me. Falling short, as some specific appropriations unexpectedly may, before new ones pass; deficient, as the appropriation to the enumerated contingent has long been known to be; injurious, as the failure of it before the year closes often has been to our credit abroad, as well as at home; and refusing, as Congress has, to increase it at the commencement of the year, I must be permitted to express my conviction that this bill, under these circumstances, is decidedly preferable to the losses and embarrassments incident to arrearages, or to the manifest illegality of supplying deficiencies from other appropriations, without the express sanction of Congress, whenever those deficiencies, from any cause, may happen to occur. If the further inquiries in your letter, as to the "acts of 1809 and 1817," require any answer not included in the above remarks, I will be happy to examine them, on your pointing out, more particularly, the acts and the sections which may be supposed to need attention.

Respectfully, yours,

LEVI WOODBURY.

Hon. R. Y. HAYNE, *Chairman of the Naval Committee of the Senate.*

22D CONGRESS.]

No. 479.

[1ST SESSION.]

APPLICATION OF CAPTAINS AND MASTERS COMMANDANT OF THE NAVY FOR AN INCREASE OF PAY AND EMOLUMENTS.

COMMUNICATED TO THE SENATE APRIL 12, 1832.

WASHINGTON, *April 11, 1832.*

SIR: The undersigned beg leave to request that you will do them the favor to present the accompanying memorial to the body over which you have the honor to preside.

With high respect, your most obedient servants,

CHARLES STEWART,
W. B. FINCH,
J. H. AULICK.

To JOHN C. CALHOUN, *Vice-President of the United States and President of the Senate.*

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

This memorial of the undersigned captains and masters commandant of the navy of the United States is submitted with all the deference and respect due to your honorable bodies. In presenting the result of their experience as to the inadequacy of the pay and emoluments attached by law to their rank and official responsibilities, your memorialists confidently cherish the hope that the subject will be considered by your honorable bodies with all the favor to which, in your wisdom and impartial justice, it may appear to be entitled.

Your memorialists are aware that this subject has heretofore been frequently presented to the consideration of Congress by the Executive Department of the government; and it is believed that every chief of the Navy Department has concurred in the object of your memorialists. The facts and circumstances almost daily presenting themselves, in the course of service, to their knowledge and observation, have convinced them, and induced their several appeals, in their communications to your honorable bodies, for a reasonable and just increase of the pay and emoluments of your memorialists.

With such efforts in their behalf, by their immediate chief, your memorialists have hitherto been restrained, by considerations of delicacy, to await the result in silence, while such representations were emanating from such a quarter. In the earlier periods of the service, the officers classing with your memorialists were few in number, the naval forces very limited, their services but casual, their distances from home but small, and their returns at short periods.

Your honorable bodies are aware, from the number of years since the establishment of the navy, that several of its members, under all its disadvantages, have devoted their best years to its service. That, while the navy was yet in its infancy, they served in the junior ranks; sometimes commanding sloops-of-war as lieutenants on lieutenants' pay; sometimes as masters commandant commanding frigates, on the reduced pay attached to that commission. Then, however, they had youth on their side, and were unincumbered with families; then, not even the conduct of war on a peace establishment, nor the sufferings of barbaric dungeons, were of any consideration to them, although their appeals to the generosity and liberality of their relatives and friends, to enable them to support themselves under their incarceration and imprisonment, were frequent and considerable. It was also, until now, not an improper consideration with the officers, and has at all times hitherto had due weight with them, that the resources of the country were laboring under heavy claims originating in the war of the revolution, the armed neutrality against France, the war with Tripoli, the purchase of Louisiana, and the late war with England. But now those claims have ceased, and the situation of your memorialists is reversed.

Your memorialists beg leave to present to your honorable bodies some of the facts touching their actual situation in their commands, which have been verified by their experience. On preparing themselves for a cruise (a period now seldom less than three years), they are, in the first instance, obliged to encounter a heavy expense in their outfits, oftentimes obliged to borrow the means on exorbitant terms, owing to the additional risk of reimbursement incurred by the lender; for, on the ocean, and in many parts of the world which they are obliged to visit, there are but sparse markets for them to resort to for such supplies as their customs and habits render essential, and which are only to be obtained at most exorbitant prices; and it not unfrequently happens that a gale of wind will destroy all their stock, and much of the provisions laid in for their comforts and necessities; besides, many other causes exist in the destruction or deterioration of their supplies, in addition to the breaking in of the ocean into their frail bark, the dampness of the atmosphere, the foundering of their vessel, the effects of battle, or the stranding of their command. As respects a resort to foreign markets, the naval officer's duties oftentimes throw him into situations where he can find but little relief therefrom unless at an excessive expense. His duty on the peace service frequently requires his presence in blockaded ports or besieged places, for the protection of our fellow-citizens, their property, and their commerce; under such circumstances, the markets cannot but be extravagant, and the prices of articles they require exorbitant; and here they often find their necessities much increased by the desolate and plundered condition of their countrymen, all of whom fly to them, not only for protection, but for sustenance and support.

Your memorialists are aware that some are under the impression that the captains and other officers derive considerable resources from prize money, which, if it were the case, is only applicable to a state of war with foreign nations; and although the navy may be considered in a perpetual state of war, yet the suppression of the slave trade, of piracy, and the protection of commerce are not of a character to yield anything under that head; although they may call for the same enterprise, anxieties, hazards, dangers, and exposures as actual war, yet their fruits in prize money or glory (the great incitements to and rewards of efforts), have hitherto been found to contribute no pecuniary relief.

Your memorialists believe it can be shown by satisfactory evidence, and by the actual circumstances in which all the deceased naval officers died, that they had derived little or no advantage from any war

they have as yet been engaged in. Some died deeply in debt to the government; and it is believed the memorials of their wives and families, presented to Congress, will evince to your honorable bodies that nearly all of them have been left destitute.

Your memorialists, in adverting to the results of prize money during the late war with Great Britain, will not be found in error when they state to your honorable bodies that the officers profited but little under that head, with perhaps one or two exceptions; for, the difficulty of getting captured property into port, owing to the universal blockades of England, they were not only ordered but obliged to destroy most of them, and much of what they did attempt to get home was recaptured by the enemy, and of that which did arrive safe, one-half of the proceeds was taken for the navy pension fund; one-half of what remained for the captors was taken under the law imposing double duties; and court charges, port charges, marshals' and auctioneers' commissions, and agents' commissions absorbed nearly all the residue. Of the ships-of-war captured, they were generally so knocked to pieces in the action that they could not be navigated into port, and were obliged to be burnt; or if brought in and taken by the government, nothing like their value was allowed, in consequence of their damaged state from the battle, which, in effect, made the captors pay for the damages done to them in their efforts to subdue them.

In thus presenting to the view of your honorable bodies the actual situation of these grades of officers of the navy, your memorialists regret that they have been under the necessity of going so much into the detail of their experience; but they felt that it was due to your honorable bodies to place their situation properly before you, that you might afford them such relief as may seem to you meet and proper. And your memorialists will ever pray.

CHAS. C. B. THOMPSON.
DAN'L T. PATTERSON.
W. B. FINCH.
JAMES RENSHAW.
ISAAC HULL.
WOLCOTT CHAUNCEY.
CHARLES STEWART.
C. S. M'CAULEY.
S. CASSIN.
J. H. AULICK.
THOS. AP GATESBY JONES.
CHARLES W. MORGAN.

APRIL 11, 1832.

[22D CONGRESS.]

No. 480.

[1ST SESSION.]

NUMBER AND DESCRIPTION OF VESSELS-OF-WAR WHICH HAVE ARRIVED AT AND DEPARTED FROM EACH NAVAL DEPOT, NUMBER OF MEN RECRUITED AT EACH STATION, AND THE NUMBER OF VESSELS BUILT AND REPAIRED AT EACH NAVY YARD FROM 1815 TO 1832.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 4, 1832.

NAVY DEPARTMENT, *May 3, 1832.*

Sir: In conformity to a resolution of the House of Representatives, passed March 15, 1832, I have the honor to report as follows:

Some of the information desired could be obtained only by opening a correspondence with the commanders of all our navy yards; and part of it has required long and careful examination in the office of the Fourth Auditor. But the results have been condensed, and are now submitted, under each distinct head, with all the correctness practicable, though, without doubt, subject to some unintentional mistakes.

1. "A statement of the number and description of vessels-of-war which have arrived at and departed from each of our naval depots, from January 1, 1815, to January 1, 1832," is annexed, marked A.

2. A statement of "the number of seamen recruited in the same term at each station, for the naval service, with the annual expense of transporting the same," is annexed, marked B.

3. A statement of "the number and description of vessels-of-war built and repaired since the late war, at each navy yard in the United States," is annexed, marked C.

4. A statement of such "of said vessels, during the periods above mentioned, as have arrived at any naval depots and other ports, to which they were not ordered, and the reasons thereof," is annexed, marked D.

5. A statement of "the length of time a rendezvous has been kept open, for the recruiting of seamen, at each of the said naval depots," is annexed, marked E.

6. A statement of "the difference in the expense, (if any,) which has attended the building and repairing vessels-of-war, at the several naval depots, during the periods mentioned," is annexed, marked F.

A more detailed and very full report, bearing on this last statement, (as well as other subjects,) up to A. D. 1826, was made by this Department, February 9, 1827, to the Senate of the United States. Those parts particularly applicable to this last statement will be found in tables A, B, and C, annexed to that report, printed by order of the Senate, February 12, 1827, (document No. 54.)

All which is respectfully submitted.

LEVI WOODBURY.

The Hon. ANDREW STEVENSON, *Speaker of the House of Representatives.*

A.

A statement of the number and description of vessels-of-war which have arrived at and departed from each of our naval depots, from January 1, 1815, to January 1, 1832.

Naval depots.	Arrived at—						Departed from—							
	Ships, 74's.	Frigates, 44's.	Frigates, 36's.	Sloops, 24's.	Sloops, 18's.	Brigs and schooners, 12 guns.	Vessels under 12 guns.	Ships, 74's.	Frigates, 44's.	Frigates, 36's.	Sloops, 24's.	Sloops, 18's.	Brigs and schooners, 12 guns.	Vessels under 12 guns.
Portsmouth, N. H.								1		1		1	1	
Charlestown, Mass.	3	4	5		3	5	2	1	4	5		5		2
New York.	3	12	4	7	38	46	12	1	10	5	7	40	46	11
Philadelphia, Pa.			1	1	1		1		1	1	1			1
Baltimore, Md.							2		1			2		1
Norfolk, Va.	3	7	9	7	17	10	22	2	5	8	7	17	10	22
*Pensacola, Fla.														
Washington, D. C.			1	1	2	1	21	1	2	1	1	3	3	21

NOTE.—In the arrivals and departures, although the *same* vessels arrived and departed *several* times within the period mentioned, each arrival and departure is put down as if it were of a separate and distinct vessel, with the view to meet the call.

B.

TREASURY DEPARTMENT, *Fourth Auditor's Office, April 27, 1832.*

SIR: In compliance with your letters of the 5th and 16th ult., and the resolution of the House of Representatives adopted on the 15th, accompanying the latter, I have the honor to report the number of seamen recruited at each naval station in the United States, from the 1st January, 1815, to the 1st January, 1832, with the annual expense of transporting the same, so far as I have been able to collect the information from the files of this office.

The numbers ascertained to have been recruited are as follows, viz:

At Portsmouth	26
At Boston	3,466
At New York	12,002
At Philadelphia	2,450
At Carlisle, Pa.	112
At Baltimore	1,511
At Washington.	40
At Norfolk	2,494
At Savannah	56
Total	<u>22,157</u>

The annual expense of transporting the same has been as follows, viz:

For the year 1817	\$1,120 50
For the year 1818	3,469 30
For the year 1819	1,662 50
For the year 1820	1,424 50
For the year 1821	504 00
For the year 1822	1,031 00
For the year 1823	2,229 50
For the year 1824	3,397 25
For the year 1825	2,162 00
For the year 1826	2,970 00
For the year 1827	4,240 00
For the year 1828	2,908 25

* No returns received. Expected daily, and will then be forwarded to the House of Representatives.

For the year 1829	\$1,707 50
For the year 1830	8 00
For the year 1831	2,727 50
Unknown	4,332 29
Total	<u>\$35,889 09</u>

The accompanying statement will give this information more in detail.

This office was established in March, 1817, and its files do not in general extend back beyond the 1st January of that year. Consequently these statements do not embrace the years 1815 and 1816.

Nor do I vouch for the entire accuracy of this information. It is necessarily collected from vouchers filed in agents', pursers', and other officers' accounts, and it is probable some items may have been overlooked.

Very respectfully, your obedient servant,
Hon. LEVI WOODBURY, *Secretary of the Navy.*

AMOS KENDALL.

NOTE.—Since this letter was written I have seen a report of Commodore Chauncey, embracing the years 1815 and 1816, which represents the number of seamen recruited at New York, within the time specified in the resolution, to have been 14,272, which I have no doubt is very near the true number.

A statement showing the annual expense of transporting seamen from one port to another within the United States, from January 1, 1817, to January 1, 1832, the ports whence shipped, the ports to which shipped, and the ports at which the expense of transportation was paid, during the same time.

Shipped from—	Shipped to—	Paid at—	Expense.	Total.
For the year 1817:				
Norfolk	Wilmington	Norfolk	\$130 00	\$1,120 50
Philadelphia	New York	Philadelphia	795 50	
New York	Boston	Boston	195 00	
For the year 1818:				
New York	Norfolk	Norfolk	\$427 50	3,469 30
Philadelphia	New York	Philadelphia	114 00	
New York	Boston	Boston	738 80	
Baltimore	do	do	1,031 00	
Philadelphia	do	do	600 00	
Norfolk	do	do	360 00	
Portland	do	do	112 00	
Newport	do	do	75 00	
Portsmouth	do	do	11 00	
For the year 1819:				
Boston	New York	New York	\$420 00	1,662 50
New York	Norfolk	Norfolk	796 50	
Boston	do	do	52 00	
Philadelphia	do	do	292 00	
Philadelphia	New York	Philadelphia	102 00	
For the year 1820:				
New York	Norfolk	New York	\$570 00	1,424 50
New York	do	Norfolk	126 50	
Boston	do	do	200 00	
Norfolk	New York	do	268 00	
Philadelphia	Philadelphia	Philadelphia	110 00	
Philadelphia	Baltimore	do	150 00	
For the year 1821:				
Philadelphia	New York	New York	\$244 00	504 00
New York	Boston	Boston	260 00	
For the year 1822:				
Philadelphia	Norfolk	Norfolk	\$164 50	1,031 00
Boston	do	do	686 00	
New York	do	do	114 00	
New York	Boston	Boston	66 00	
For the year 1823:				
Baltimore	Norfolk	Norfolk	\$287 00	
New York	do	do	367 00	
Philadelphia	New York	Philadelphia	100 00	
Philadelphia	Norfolk	Norfolk	540 00	

A statement showing the annual expense of transporting seamen—Continued.

Shipped from—	Shipped to—	Paid at—	Expense.	Total.
Boston	Norfolk	Norfolk	\$380 00	
Washington	do	do	200 00	
Charleston	do	do	100 00	
Philadelphia	do	Philadelphia	220 50	
Norfolk	Philadelphia	do	35 00	
				\$2,229 50
For the year 1824:				
New York	Norfolk	New York	\$688 00	
New York	do	Norfolk	916 00	
Boston	New York	New York	485 00	
Philadelphia	Norfolk	Norfolk	171 00	
Philadelphia	do	Philadelphia	700 00	
Washington	do	Norfolk	133 00	
Boston	do	do	303 75	
				3,897 25
For the year 1825:				
New York	Norfolk	Norfolk	\$684 00	
New York	do	New York	485 00	
Philadelphia	do	Norfolk	64 00	
Philadelphia	do	Philadelphia	276 00	
Boston	do	Norfolk	401 00	
Norfolk	Washington	do	15 00	
Philadelphia	do	Philadelphia	207 00	
Baltimore	Norfolk	Norfolk	30 00	
				2,162 00
For the year 1826:				
Norfolk	New York	Norfolk	\$182 00	
Baltimore	Annapolis	Baltimore	15 00	
Baltimore	Norfolk	do	552 00	
New York	do	Norfolk	1,027 50	
Boston	do	do	96 00	
Norfolk	New York	New York	486 50	
Philadelphia	do	Philadelphia	120 50	
Philadelphia	do	New York	82 50	
New York	Philadelphia	Philadelphia	154 00	
Philadelphia	Norfolk	do	44 00	
New York	Boston	Boston	210 00	
				2,970 00
For the year 1827:				
Philadelphia	Norfolk	Philadelphia	\$566 00	
New York	Boston	Boston	598 00	
New York	Norfolk	Norfolk	535 50	
Norfolk	New York	New York	411 50	
Baltimore	Norfolk	Baltimore	1,315 00	
Philadelphia	Boston	Boston	136 00	
Philadelphia	New York	New York	218 00	
Boston	Norfolk	Norfolk	344 00	
Philadelphia	do	do	116 00	
				4,240 00
For the year 1828:				
Philadelphia	New York	New York	\$20 00	
Philadelphia	do	Philadelphia	259 25	
Philadelphia	Boston	Boston	40 00	
New York	Philadelphia	Philadelphia	222 00	
Norfolk	New York	New York	685 50	
Boston	do	do	71 00	
Baltimore	do	do	132 00	
Baltimore	Washington	Baltimore	125 00	
Philadelphia	Norfolk	Norfolk	157 00	
New York	do	do	344 50	
Boston	do	do	487 00	
New York	Boston	Boston	360 00	
				2,903 25
For the year 1829:				
Boston	Norfolk	Norfolk	\$200 00	
Baltimore	do	do	188 50	
Baltimore	do	Baltimore	320 00	
Portsmouth	do	Norfolk	135 00	
Philadelphia	do	Philadelphia	132 00	
Baltimore	New York	Baltimore	136 00	
Boston	do	New York	226 25	
Philadelphia	do	do	369 75	
				1,707 50

A statement showing the annual expense of transporting seamen—Continued.

Shipped from—	Shipped to—	Paid at—	Expense.	Total.
For the year 1830: Philadelphia	Norfolk	Norfolk		\$8 00
For the year 1831: Philadelphia	New York.....	Philadelphia.....	\$182 00	
Philadelphia	Washington	do	680 00	
Baltimore	do	Baltimore	355 50	
Baltimore	Norfolk	do	608 00	
Norfolk	Washington	Washington	231 00	
Norfolk	do	Norfolk	92 00	
Boston	Norfolk	do	320 00	
New York.....	do	do	259 00	
				2,727 50
Total cost of transportation from January 1, 1815, to January 1, 1832.....				\$31,556 80
Unknown				4,332 29
				\$35,889 09

C.

Statement showing the number and names of each and every description of naval vessels built at each and all the navy yards, since the last war with England.

SHIPS OF THE LINE.

Remarks.	Portsmouth.	Boston.	New York.	Philadelphia.	Baltimore.	Washington.	Gosport.	Total.
Commenced before the peace, and launched after the war	Washington, 1	Independence, 1	.....	Franklin ... 1	.....	.....	.....	3
Commenced and finished since the war	.....	.....	Ohio ... 1	N. Carolina.. 1	.....	Columbus.. 1	Delaware, 1	4
On the stocks, and nearly finished	Alabama... 1	{ Vermont, } { Virginia, } 2	.....	Pennsylvania. 1	.....	.....	N. York.. 1	5
Total number built at each yard, since the war	2	3	1	3	.....	1	2	12

FRIGATES.

Remarks.	Portsmouth.	Boston.	New York.	Philadelphia.	Baltimore.	Washington.	Gosport.	Total.
Commenced before the peace, and finished after the war	.....	.....	.....	Guerriere, 1	Java, 1	.....	.....	2
Commenced and finished since the war	{	.....	.....	.....	.....	{ Potomac, } { Brandywine } 2	.....	2
On the stocks and nearly finished	{ Santee.. 1	Cumberland.. 1	{ Sabine, } { Savannah, } 2	Raritan.. 1	.....	Columbia..... 1	St. Lawr'ce, 1	7
	1	1	2	2	1	3	1	11

SLOOP-OF-WAR.

Remarks.	Portsmouth.	Boston.	New York.	Philadelphia.	Baltimore.	Washington.	Gosport.	Total.
Commenced and finished since the war	{ Concord, 1	{ Boston, } { Warren, } { Falmouth, } 3	{ Lexington, } { Vincennes, } { Fairfield, } 3	Vandalia, 1	.....	St. Louis 1	Natchez ... 1	10
Total number built at each yard	1	3	3	1	.....	1	1	10

C.—Statement—Continued.

SCHOONERS.

Remarks.	Portsmouth.	Boston.	New York.	Philadelphia.	Baltimore.	Washington.	Gosport.	Total.
Built since the war.	Porpoise.. 1	{ Alligator, } { Boxer, } 2	Enterprise ... 1	Dolphin .. 1	.....	{ Grampus, } { Shark, } { Experim't, } 3	.....	8

Statement showing the number and description of naval vessels that have been repaired at each and all the navy yards, since the last war with England.

	Portsmouth.	Boston.	New York.	Philadelphia.	Baltimore.	Washington.	Gosport.	Total.
Ships of the line	2	3	.....	.....	.....	2	7
Frigates	7	6	.....	.....	2	7	22
Sloops	2	13	2	.....	.....	12	29
Brigs	2	3	.....	1	.....	2	8
Schooners	2	2	.....	1	2	4	11
.....	15	27	2	2	4	27	77

D.

The only cases ascertained by the Department of any vessels, during the period from 1st January, 1815, to the 1st of January, 1832, that arrived at any naval depots, and other ports to which they were not ordered, and the reasons thereof, are as follows:

The Macedonian, frigate of 36 guns, which had sailed on the 20th September, 1818, for the Pacific ocean, put into the port of Norfolk on the 10th October, 1818, in consequence of the damage sustained from a violent gale at sea.

The frigate Constellation, on the 2d of August, 1831, was ordered to return to the United States; but not to leave the Mediterranean station until November, in case the commander of the squadron—who was in ill health—did not himself return in her. She was directed to put into Portsmouth, N. H., Boston, or New York, as the state of the weather or season, on her arrival off the coast, might render more safe or convenient. She, however, left the Mediterranean early in October, under the command of Captain Wadsworth, who came home in her, and put into the port of Norfolk, Va. From the letters of Commodore Biddle and Captain Wadsworth, it appears that the orders alluded to had not been received when she sailed.

E.

Statement of the length of time a rendezvous has been kept open for the recruiting of seamen, at each naval depot, so far as ascertained: but from the imperfect returns on file, especially before A. D. 1825, the length of time at some of the rendezvous must probably have been somewhat longer.

Portsmouth, N. H.	Three weeks.
Boston, Mass.	561 days.
New York.	2,448 days.
Philadelphia, Pa.	Four years and three months.
Norfolk, Va.	Four years and seven months.
Pensacola, Fla.	A rendezvous has not been open there.
Washington, D. C.	A rendezvous has not been open there.

F.

NAVY COMMISSIONERS' OFFICE, March 20, 1832.

SIR: The Commissioners of the Navy duly received your letter of the 16th instant.

On the 13th instant, they had the honor of reporting "the number and description of vessels-of-war built and repaired since the late war at each navy yard in the United States;" and, as to "difference in the expenses (if any) which has attended the building and repairing vessels-of-war at the several naval depots," they would respectfully observe that, under the system pursued in procuring supplies, it would be extremely difficult, if not impracticable, to state with any precision any differences that may exist in such expenses at the different yards. If the places where vessels are built or repaired furnished all the materials and labor necessary in building or repairing, and the vessels were of the same size, constructed upon the same principle, and required the same degree of repair, then a satisfactory estimate might be

formed as to the differences in the expense of building or repairing them at the several navy yards. But when supplies are required for either of these purposes, or indeed for any other navy purpose, the practice has been to advertise for them, and to contract with the lowest bidder, without regard to his residence; hence we have never procured at any one place all the materials required in the construction or repair of any one of our vessels.

As to the labor necessary, we should greatly err were we to assume the per diem wages as the criterion by which to judge of the relative expense of building or repairing vessels at the several navy yards—so much depends upon the quantum of labor performed by each individual, and upon the different periods of the year when it is required to be done. Still, however, the labor may be estimated with more accuracy than the materials.

The ten sloops-of-war, built a few years since, cost, in materials and labor, as follows:

Sloops.	Built at—	Materials.	Labor.
Concord.....	Portsmouth, N. H.	\$81,988 32	\$40,679 47
Boston.....	Boston	75,553 17	24,491 44
Warren.....	Boston	74,478 09	29,890 65
Falmouth.....	Boston.....	71,926 76	28,723 02
Lexington.....	New York.....	68,710 69	43,348 89
Vincennes.....	New York.....	72,124 05	43,765 72
Fairfield.....	New York.....	75,389 78	35,756 68
Vandalia.....	Philadelphia.....	67,870 48	30,798 69
St. Louis.....	Washington.....	67,197 20	39,017 00
Natchez.....	Norfolk.....	77,463 57	44,800 44

These sloops were all very nearly of the same size, and did not vary so essentially in their models as to occasion any great difference in the expense of building them.

I am, with great respect, sir, your most obedient servant,

JNO. RODGERS.

Hon. L. WOODBURY, *Secretary of the Navy.*

NAVY DEPARTMENT, *May 5, 1832.*

Sir: The enclosed return from Pensacola was received this morning, and is now forwarded, with a view to complete the returns and statements sent yesterday, under the resolution of the House of Representatives of the 15th of March past.

I have the honor to be, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. ANDREW STEVENSON, *Speaker of the House of Representatives.*

Statement of the number and description of vessels-of-war which have arrived at, and departed from, the United States naval station, Pensacola, from April 18, 1829, to January 1, 1832.

Names of vessels.	Date of arrival.	Where from.	Date of departure.	Where to.
United States schooner Shark .....	.....	.....	April 18, 1829.	On a cruise.
do ship Erie	April 28, 1829.	A cruise	June 2, 1829.	New York.
do ship Falmouth	May 4, 1829.	do	July 16, 1829.	On a cruise.
do schooner Grampus	May 16, 1829.	do	June 22, 1829.	do
do ship Hornet.....	July 9, 1829.	do	Aug. 11, 1829.	do
do schooner Shark	Aug. 1, 1829.	do	Aug. 23, 1829.	do
do ship Falmouth	Aug. 12, 1829.	do	Nov. 10, 1829.	do
do schooner Grampus.....	Oct. 11, 1829.	do	Oct. 23, 1829.	do
do ship Peacock.....	Oct. 24, 1829.	New York	Nov. 2, 1829.	do
do sloop Florida.....	Nov. 19, 1829.	Tortugas.....	Dec. 9, 1829.	Tortugas.
do schooner Shark.....	Nov. 20, 1829.	A cruise	Dec. 3, 1829.	On a cruise.
do ship Erie.....	Jan. 12, 1830.	do	Jan. 13, 1830.	do
do schooner Grampus.....	Jan. 18, 1830.	do	Feb. 18, 1830.	do
do ship Falmouth	Feb. 4, 1830.	do	do	do
do ship Peacock	April 4, 1830.	do	April 26, 1830.	do
do schooner Shark.....	April 20, 1830.	do	July 7, 1830.	do
do ship Falmouth	May 9, 1830.	do	June 4, 1830.	do
do ship Erie	June 9, 1830.	do	Aug. 4, 1830.	do
do frigate Brandywine.....	June 11, 1830.	do	June 20, 1830.	New York.
do ship Natchez	July 3, 1830.	Norfolk	July 16, 1830.	On a cruise.
do schooner Shark.....	July 8, 1830.	.....	July 10, 1830.	do
do schooner Grampus	July 12, 1830.	A cruise	July 13, 1830.	Balize.
do ship Peacock.....	Aug. 20, 1830.	do	Nov. 18, 1830.	On a cruise.
do ship Erie	Aug. 23, 1830.	do	Nov. 16, 1830.	do
do ship Natchez.....	Aug. 28, 1830.	do	Oct. 21, 1830.	do
do schooner Shark.....	Aug. 29, 1830.	do	Nov. 16, 1830.	do

Statement of the number and description of vessels—Continued.

Names of vessels.	Date of arrival.	Where from.	Date of departure.	Where to.
United States sloop Florida.....	Oct. 12, 1830.	Key West.....	Nov. 4, 1830.	
do schooner Porpoise.....	Nov. 4, 1830.	Norfolk.....	Nov. 16, 1830.	On a cruise.
do schooner Grampus.....	Dec. 25, 1836.	A cruise.....	Jan. 23, 1831.	do
do ship Erie.....	March 1, 1831.	do.....	April 24, 1831.	do
do schooner Grampus.....	March 19, 1831.	do.....	April 25, 1831.	do
do ship Vincennes.....	March 31, 1831.	do.....	May 22, 1831.	do
do schooner Shark.....	April 18, 1831.	do.....	May 12, 1831.	do
do ship Natchez.....	April 20, 1831.	do.....	June 7, 1831.	do
do schooner Porpoise.....	.....	.....	April 30, 1831.	do
French barque Ceres.....	May 11, 1831.	A cruise.....	June 4, 1831.	do
do brig Faune.....	May 13, 1831.	do.....	do	do
United States sloop Florida.....	May 31, 1831.	.....	June 8, 1831.	New Orleans.
do ship Erie.....	June 7, 1831.	A cruise.....	June 17, 1831.	On a cruise.
do sloop Florida.....	.....	.....	July 1, 1831.	Norfolk.
do schooner Grampus.....	July 20, 1831.	A cruise.....	Aug. 3, 1831.	On a cruise.
do ship Vincennes.....	do	do.....	Oct. 18, 1831.	do
do ship Natchez.....	do	do.....	Aug. 9, 1831.	Norfolk.
do ship Erie.....	July 22, 1831.	do.....	Aug. 7, 1831.	On a cruise.
do schooner Sylph.....	July 29, 1831.	Norfolk.....	do	Barrataria.*
French brig Faune.....	Aug. 4, 1831.	A cruise.....	Sept. 18, 1831.	On a cruise.
United States schooner Shark.....	Aug. 7, 1831.	do.....	Aug. 9, 1831.	Norfolk.
do schooner Porpoise.....	Aug. 9, 1831.	do.....	Oct. 10, 1831.	On a cruise.
do schooner Ariel.....	Aug. 18, 1831.	Norfolk.....	.....	.....
French barque Ceres.....	Sept. 21, 1831.	A cruise.....	Oct. 13, 1831.	On a cruise.
do do.....	Nor. 10, 1831.	do.....	.....	.....

* Surveying.

NOTE.—The schooners Shark and Grampus, and sloop Florida, were repaired at this yard; the other vessels mentioned came in for supplies. No rendezvous has been open on this station.

22D CONGRESS.]

No. 481.

[1ST SESSION.]

ON THE EXPEDIENCY OF ALLOWING THE CLAIM OF CAPTAIN JOHN D. SLOAT, OF THE UNITED STATES SHIP ST. LOUIS, FOR GIVING REFUGE TO THE VICE-PRESIDENT OF THE REPUBLIC OF PERU AND GENERAL MILLER DURING A REVOLUTION IN THAT COUNTRY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 14, 1832.

Mr. ARCHER, from the Committee on Foreign Affairs, to whom was referred the message of the President, communicating a claim of John D. Sloat, to the payment of which no fund in the disposal of the Department was applicable, and recommending that provision be made for expenses of similar character in future, reported:

It appears that, at the occurrence of the civil disturbance which took place in Peru, in 1831, the President of the republic, flying from attempted assassination, took refuge on board the United States vessel-of-war, the St. Louis, lying in the roads of Callao, of which J. D. Sloat was commander. This refuge could not have been denied, under the circumstances, without a departure from humanity, which would have brought discredit on the officer and the government. Lieutenant Sloat gave immediate information of the fact to the chargé of the United States at Lima, and to Commodore Thompson, in command of the squadron of which the St. Louis was a part. The same communication, through the chargé, Mr. Larned, was made, also, without delay, to the new executive government of the country. The act of reception met with the approval of all those authorities. With the consent of the prefect of the city, General Miller, of the Peruvian army, about the same time with the President, had also taken refuge on board the St. Louis. The continuance of these officers in the St. Louis was unavoidably permitted, for some time, from the same causes which induced their reception. For the expenses of their entertainment, Mr. Sloat has exhibited an account against the government, alleging the total inadequacy of his pay, as commander of a vessel of inferior class, to meet such expenses. On another occasion, also, he had, at the request of General Bolivar, received himself and officers on a visit to inspect his vessel. A small charge is made for the expense of this visit in the account of Mr. Sloat.

The committee are of opinion that the account, which would have received payment at the Department, had there existed any fund applicable to the object, ought to be paid. As such cases must be rare in their occurrence, the necessity for a permanent provision on the subject is not perceived. For the particular case they report a bill.

22D CONGRESS.]

No. 482.

[1ST SESSION.]

ON CLAIM FOR PRIZE MONEY ON ACCOUNT OF THE CAPTURE OF THE BRITISH SQUADRON ON LAKE CHAMPLAIN, IN 1814.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 17, 1832.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom was referred the petition of Anthony Hussey, administrator, &c., of Joseph Rowe, deceased, reported:

That the two following letters, from the Fourth Auditor to the Secretary of the Navy, disclose the whole facts, and establish this claim to \$1,427.13.

NAVY DEPARTMENT, *February 1, 1830.*

SIR: In reply to the several inquiries contained in your letter of the 22d ult., in relation to the claim for prize money preferred by James L. Ridgeley, administrator of Edward Moore, ordinary seaman, who was, in September, 1814, killed in the battle on Lake Champlain, I have the honor to transmit to you a copy of a report made by the Fourth Auditor of the Treasury, and a statement furnished by George Beale, Esq., prize agent, which together contain, it is believed, full information on all the points specified by the honorable Committee on Naval Affairs of the House of Representatives.

I am, very respectfully, &c.,

JOHN BRANCH.

Hon. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*TREASURY DEPARTMENT, *Fourth Auditor's Office, January 25, 1830.*

SIR: In reply to the reference made to me of the enclosed letter from the chairman of the Committee on Naval Affairs, in the House of Representatives, relative to the claim of James L. Ridgeley, administrator of Edward Moore, for prize money, I have the honor to state that, on the 3d March, 1815, Congress passed an act authorizing the amount of the valuation of each captured vessel of the British squadron on Lake Champlain to be distributed among the captors or their heirs, provided the amount should not exceed \$400,000.

That the amount of the valuations appears to have been \$310,000.

That an apportionment of this sum was made among the captors, and the sum of \$120.42 was assigned to Edward Moore, who was killed in the battle, but has never been paid.

That the whole \$310,000 has been paid out of the Treasury, and accounted for, except \$10, which was carried to the surplus fund.

That the sum of \$290,438.19 of this money was placed in the hands of George Beale, a purser in the navy, and prize agent, for distribution.

That, in his settlement with this office, he appears to have produced receipts for the whole sum placed in his hands, except \$18,863.10.

That this sum, viz: \$18,863.10, was carried to his credit in a settlement made in this office, May 29, 1823, upon his producing powers of attorney from the seamen, authorizing him to receive such prize money as might be allotted to them, dated mostly on the 11th September and 26th December, 1814; and that it is not known, nor is it believed, that this sum, or any considerable portion thereof, has ever been, or ever will be, claimed or distributed; and that it has been, by the said agent, applied to his own private use and emolument.

Very respectfully, your obedient servant,

AMOS KENDALL.

SECRETARY of the Navy.

P. S.—The funds assigned to the above object were disbursed as follows:

By George Beale, as above.....	\$290,438 19
By White Youngs	13,853 49
By amount paid Lieut. Robert Harley from the Treasury, through B. L. Lear, as his share .	5,698 32
	<hr/>
	\$309,990 00
	<hr/>

A statement of the disbursements of prize money on Lake Champlain.

Whole amount received	\$290,438 19
Amount disbursed, per statements at Fourth Auditor's office, including \$120.42 paid to heirs of Peter Hanson since last statement	290,577 49
	<hr/>
	\$139 30
Still due to the heirs of dead men	3,233 43
	<hr/>
Deficiency	\$3,372 73

The above deficiency arises from the following payments by order of the Secretary of the Navy, viz:

Lieut. Perry.....	\$2,012 75	
Lieut. Loomis	1,043 20	
Private Masters*	120 42	
Private Herrick*	120 42	
Private Jordan	120 42	
		\$3,417 21
		\$44 48

JANUARY 28, 1830.

GEORGE BEALE.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 13, 1832.*

SIR: In the case of Anthony Hussey, administrator of Joseph Rowe, boatswain's mate, referred by you to this office, I have the honor to report that the balance due to said Rowe for wages and three months' extra pay, amounting to \$112.99, was paid to said Hussey on the 23d June, 1831, he having filed in this office letters of administration on the estate of Joseph Rowe, as "his nephew and only heir," granted by John Humes, Esq., register for the probate wills, &c., in and for the city and county of Philadelphia, dated 7th June, 1831; that there is due to said Joseph Rowe the sum of \$1,427.13, for his share of prize money arising from the capture of the British fleet on Lake Champlain in September, 1814; and that the same remains unpaid, for the reasons stated in my report to the Secretary of the Navy, dated the 25th January, 1830, made on a call from the chairman of the Committee on Naval Affairs, in the case of James L. Ridgeley, administrator of Edward Moore, for prize money growing out of the same capture, a duplicate of which report was transmitted to the Secretary on the 17th May, 1830. The papers are herewith returned.

I have the honor to be, very respectfully, sir, your obedient servant,

AMOS KENDALL.

Hon. SECRETARY of the Navy.

Your committee have therefore reported a bill for the relief of the claimant.

22d CONGRESS.]

No. 483.

[1st SESSION.

LIST OF LIEUTENANTS IN THE NAVY IN 1832, AND THE SEA SERVICE PERFORMED BY EACH SINCE HIS PROMOTION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 16, 1832.

NAVY DEPARTMENT, *June 13, 1832.*

SIR: Since my communication of February 27, on the subject of the services of lieutenants in the navy, I have been enabled to complete my answer to the sixth inquiry, then left unfinished for reasons detailed in that communication.

The annexed document shows, with as much accuracy as can be obtained from our records, the sea service performed by each of the present lieutenants since his promotion.

The third and fourth inquiries are all that remain unanswered. They are both under examination in the office of the Fourth Auditor; but, as stated in my former report, a reply cannot, in his opinion, be prepared accurately, without the labor of three or four additional clerks, till the next session of Congress.

Whenever it is prepared, it will give me great pleasure to forward it without delay.

I have the honor to be, sir, very respectfully, your obedient servant,

LEVI WOODBURY.

To the Hon. ANDREW STEVENSON, *Speaker of the House of Representatives.*

* These men were, in the first instance, omitted through mistake, but afterwards placed on the prize list.

List of lieutenants in the navy of the United States, and an account of the sea service performed by each since his promotion; made in obedience to a resolution of the House of Representatives, of February 23, 1832.

Names.	Date of promotion.	Sea service since promotion.	Years.	Months.
James P. Oellers.....	July 24, 1813..	Franklin, Jackal, and sloop Boston, 39 months. On the lakes from April 1, 1814, to March 4, 1815, 11 months.....	4	2
John P. Zantzinger.....	Dec. 9, 1814..	Hornet, Weasel, United States, Porpoise, and Cyane, 60 months. Commanding schooner Dolphin 3 months and 23 days.....	5	3
Charles E. Crowley.....	do	Guerriere, Franklin 74, schooner Shark, and sloop Erie.....	3	10
John H. Bell.....	do	Erie and Constellation, 71 months. Commanding schooner Porpoise 13 months.....	7	....
Wm. A. C. Farragut.....	do	Enterprise, and West India squadron.....	1	11
Stephen Champlin.....	do	None: disabled by wounds received in an action with the enemy.....	....	....
Isaac Mayo.....	Feb. 4, 1815..	Dolphin, Hornet, North Carolina 74, and Mediterranean squadron, 69 months. Commanding schooner Grampus 12 months.....	6	9
Wm. K. Latimer.....	do	Erie, Macedonian, and Pacific squadron, and West Indies, 91 months. Commanding schooner Grampus 40 months.....	10	11
Wm. Mervine.....	do	Alligator, Grampus, and Natchez, 47 months. In command of schooner Experiment 2 months.....	4	1
Thomas Crabb.....	do	Mediterranean squadron, Constellation, Peacock, and Java.....	7	1
Edward B. Babbitt.....	May 1, 1815..	Independence, Saranae, schooner Hornet, sloop Boston, and frigate Guerriere.....	7	7
Thomas Paine.....	Dec. 1, 1815..	Gunboat No. 168.....	3	....
James Armstrong.....	April 27, 1816..	Congress and Columbus, 63 months; frigate United States, (Pacific) 40 months. In command of schooner Porpoise since February, 1832, four months.....	9	4
Joseph Smoot.....	do	Nonsuch and Macedonian, 73 months; frigate United States, in Pacific, 40 months.....	9	5
Robert B. Randolph.....	do	Nonsuch and Constellation, 48 months; North Carolina 74, and Mediterranean squadron, 48 months.....	8	....
Samuel L. Breese.....	do	North Carolina 74, and Alert, 22 months; flying squadron, Hornet, Constitution, and Lexington, 108 months.....	10	10
John Evans.....	do	Alert, Peacock, Washington 74, and Erie.....	5	10
Benjamin Page, jr.....	do	Franklin, Congress, and Natchez, 60 months. In command of schooner Boxer since December 7, 1831, 6 months.....	5	6
John A. Wish.....	do	Macedonian, Alert, West India squadron, and Fairfield.....	8	1
John Gwinn.....	do	Saranae, Hornet, Columbus, and Macedonian.....	8	6
Thomas W. Wyman.....	do	Congress, Enterprise, Constitution, and Java.....	10	2
Andrew Fitzhugh.....	do	Congress, John Adams, North Carolina 74, and Mediterranean squadron, 120 months; St. Louis, and in command of the Dolphin, in Pacific, 35 months..	12	11
Joseph Cross.....	do	Guerriere and West India squadron, 24 months; Constitution, in Mediterranean, 8 months; Brandywine, in Pacific, 39 months.....	5	11
Abraham S. Ten Eick.....	do	Ontario, Decoy, and Delaware.....	7	4
John White.....	do	Attached to the Peacock since December, 1831.....	....	6
Hiram Paulding.....	do	Constellation, Macedonian, frigate United States, and West Indies.....	9	7
Jonathan D. Williamson..	do	Franklin and Alligator, 47 months; North Carolina 74, Concord and Brandywine (now in latter), 56 months.....	8	7
Uriah P. Levy.....	March 5, 1817..	Franklin, Constitution, and gunboat No. 158, 42 months; Mediterranean squadron about 24 months.....	5	6
Charles Bourman.....	do	John Adams, Erie, Java, and Hudson.....	5	7
French Forrest.....	do	Dispatch, Columbus, West India squadron, and Lexington.....	7	3
Wm. E. McKenney.....	do	Peacock, Nonsuch, and Enterprise, and Mediterranean and West India squadrons; now under orders to the frigate United States.....	10	3
Wm. J. Belt.....	do	Washington, Columbus, and West India squadron, 57 months; Hornet, Hudson, and Natchez, 31 months.....	7	4
Wm. Jameson.....	do	Alert, John Adams, and Congress, 24 months; West Indies, and sloop Boston, 42 months.....	5	6
Wm. Boerum.....	do	Nonsuch, Cyane, Constitution, and brig Spark, 53 months; Macedonian and Erie, 42 months. In command of schooner Shark since November 25, 1830, 18 months.....	9	5
Charles L. Williamson...	do	Independence, John Adams, Grampus, and Delaware 74.....	4	10
Charles Gauntl.....	do	Alert, Macedonian, and sloop Warren.....	7	10
Wm. W. Ramsay.....	do	Washington, Congress, John Adams, and Franklin, 69 months; attached to the Pacific squadron about 24 months.....	7	9
Ralph Voorhees.....	do	Guerriere, Ontario, Cyane, and West Indies, 84 months; Brandywine, Erie, and Falmouth, 30 months.....	9	6
Henry Henry.....	do	Torch, and Franklin 74.....	3	5
Samuel W. Downing.....	do	Prometheus, Franklin, John Adams, Peacock, West India squadron, Constitution, and Vandalia, 96 months; commanding schooner Enterprise since December, 1831, 6 months.....	8	6
Wm. Pottinger.....	do	West Indies, Decoy, and Hudson.....	3	7
Henry W. Ogden.....	do	Washington, John Adams, and Franklin, 70 months; Vincennes and Natchez, 17 months.....	7	3
Ebenezer Ridgeway.....	do	Franklin and Delaware.....	9	10
Thomas A. Conover.....	do	Constellation, Guerriere, Franklin, and Erie.....	8	7

List of lieutenants in the navy—Continued.

Names.	Date of promotion.	Sea service since promotion.	Years.	Months.
Archibald S. Campbell...	March 5, 1817 ..	West India squadron, about.....	2	...
Wm. Taylor.....	do	Congress, Columbus, and Hornet, 56 months; North Carolina 74, Ontario and Brandywine, 50 months.....	8	10
John C. Long.....	do	Boxer, Hornet, and Peacock, 94 months. In command of schooner Dolphin since December, 1831, six months.....	8	4
John H. Graham.....	March 3, 1817..	None: disqualified by wounds previously received in service.....	...	...
John H. Lee.....	do	Washington, Nonsuch, John Adams, Congress, and Natchez.....	4	10
James M. McIntosh.....	April 1, 1818..	Enterprise, West India, and Mediterranean squadrons.....	6	7
Josiah Tatnall.....	do	Mediterranean and West Indies 82 months; commanding sloop Florida, surveying, 7 months; ordered to command the Grampus, 9th March, 1831, 15 months.....	8	8
Hugh N. Page.....	do	Alert, John Adams, and Peacock.....	9	2
John A. Cook.....	do	John Adams, Peacock, West Indies Porpoise, and Mediterranean squadron ..	6	2
William Inman.....	do	Congress, Alligator, and West India squadron, 46 months; Concord and Java, 12 months.....	4	10
Joel Abbot.....	do	Congress, Guerriere, and Mediterranean squadron.....	3	6
Lewis E. Simonds.....	do	Congress, John Adams, Macedonian, Pacific, and West India squadrons	5	4
John M. Dale.....	do	Washington, Congress, Alligator, and Spark, 80 months; Constellation, John Adams, and Ontario, 16 months.....	8	...
Harrison H. Coeke.....	do	Tom Bowline, Enterprise, and Nonsuch, 78 months; North Carolina 74, and Brandywine, 20 months. In the Fairfield since September, 1831, 8 months	8	10
Wm. J. McCluney.....	do	Saranac, gunboat No. 158, Dolphin, and Mediterranean squadron.....	7	...
James Goodrum.....	do	Nonsuch, Mediterranean and West India squadrons.....	5	5
J. B. Montgomery.....	do	Cyane, Erie, Peacock, and Natchez.....	7	8
H. B. Sawyer.....	do	Prometheus, Dolphin, Spark, and Warren.....	5	6
C. K. Stribling.....	do	Hornet, Constellation, Brandywine, and Vincennes.....	5	9
Joshua R. Sands.....	do	Washington, Franklin, Hornet, and Vandalia.....	6	7
John J. Young.....	Mar. 28, 1820..	Shark and Hornet.....	3	4
Charles H. Bell.....	do	Ontario and Erie.....	5	...
Abraham Bigelow.....	do	Ontario and Macedonian (sailed recently in Constellation).....	6	5
Frank Ellery.....	do	Nonsuch, Cyane, Porpoise, Erie, and Shark.....	6	5
Frederick Varnum.....	do	Shark, John Adams, and Vincennes.....	6	11
Joseph R. Jarvis.....	do	Constitution, Constellation, and Mediterranean squadron.....	7	...
Thomas W. Freelon.....	do	Washington, Brandywine, Grampus, Shark, and Hudson.....	5	2
James Williams.....	do	John Adams, Spark, Peacock, Erie, and Porpoise.....	6	7
Samuel W. Lecompte.....	do	Hornet and Erie (sailed recently in Constellation).....	3	7
Charles T. Platt.....	do	Guerriere, Hornet, West Indies, and Java.....	4	1
William M. Armstrong.....	March 3, 1821..	Hornet, Congress, and Constitution.....	4	4
William F. Shields.....	do	Shark, Mediterranean squadron, and Constitution, 65 months; sloop Warren since August, 1831, 9 months.....	6	2
G. J. Pendergrast.....	do	Grampus, Lexington, and Mediterranean squadron.....	3	1
Wm. C. Nicholson.....	do	Frigate United States and Concord (now in latter).....	5	8
James B. Cooper.....	April 22, 1820..	None.....	...	...
Edward W. Carpenter.....	Jan. 13, 1825..	Erie, Falmouth, and John Adams.....	5	7
John L. Saunders.....	do	Frigate Java (now under orders to frigate United States).....	2	...
Joseph B. Hull.....	do	Constitution and Guerriere.....	4	...
Jott Stone Paine.....	do	West Indies and Mediterranean.....	3	10
John E. Prentiss.....	do	West Indies and Pacific.....	4	1
John M. Sullivan.....	do	Vincennes.....	3	10
Joseph Moorehead.....	do	Hornet and St. Louis.....	3	...
Thomas Pettigru.....	do	Erie (now under orders to Mediterranean).....	1	3
John S. Chauncey.....	do	Ontario (now under orders to Mediterranean).....	1	6
Irvine Shubrick.....	do	Brandywine, Delaware 74, and Potomac (now in latter).....	3	9
Thomas R. Gerry.....	do	John Adams, (now on board).....	1	1
John Kelly.....	do	Natchez.....	1	6
Edmund Byrne.....	do	West Indies and Delaware 74 (now under orders to frigate United States)....	2	10
Edward S. Johnston.....	do	West Indies.....	2	...
Wm. H. Gardner.....	do	West Indies, Guerriere, Vandalia, Natchez, and Shark.....	2	9
David G. Farragut.....	do	Brandywine and Vandalia.....	2	...
Richard S. Pinckney.....	do	Brandywine.....	2	6
Stephen B. Wilson.....	do	West Indies and Frigate Potomac (now in latter).....	2	11
Edward C. Rutledge.....	do	Cyane.....	1	8
Wm. S. Harris.....	do	Delaware 74, and Java.....	3	9
Thomas Dornin.....	do	Brandywine, Vincennes, and Falmouth (now in last).....	5	1
Robert B. Cunningham.....	do	West Indies, Brandywine, and Peacock (now in last).....	4	5
James Glynn.....	do	West Indies, Mediterranean squadron, and Lexington.....	2	2
Joseph Myers.....	do	Mediterranean squadron and Peacock (new on passage to join the Lexington on coast of Brazil) ..	4	2
Wm. C. Wetmore.....	do	Dolphin and Guerriere.....	2	10
Thomas R. Gedney.....	do	North Carolina 74, and Warren, 54 months; sloop Florida, on survey, 7 months; commanding sloop Florida, on survey, 12 months; (now on survey of Narraganset Bay).....	6	1

List of lieutenants in the navy—Continued.

Names.	Date of promotion.	Sea service since promotion.	Years.	Months.
John Bubier	Jan. 13, 1825..	United States and Lexington (now in latter)	2	6
Victor M. Randolph	do	West Indies and sloop Boston	2	2
Joseph Cutts, jr.	do	Hornet (insane)	1	.....
Jacob Crowninshield	do	West Indies (now there)	1	7
Frederick Engle	do	West Indies, Brandywine, and Vincennes (now in latter)	5	6
A. J. D. Browne	do	Sloop Boston (just sailed again in Constellation)	3	.....
John H. Smith	do	West Indies .....	.....	9
John Rudd	do	West Indies and frigate Brandywine (just sailed again in Constellation)	4	.....
Robert Ritchie	do	West Indies and Mediterranean	3	2
David R. Stewart	do	Mediterranean squadron and schooner Shark (just sailed in Constellation)	1	10
Wm. W. McKean	do	Delaware 74, and sloop Warren	2	.....
Franklin Buchanan	do	West Indies and Mediterranean	5	.....
H. H. Hobbs	do	West Indies	2	.....
Samuel Mereer	do	John Adams .....	.....	6
Charles Lowndes	do	West Indies, Falmouth, and Natchez	3	3
Lewis M. Goldsborough	do	Mediterranean squadron	3	1
George N. Hollins	do	Grampus, Hornet, and Ontario	4	11
D. N. Ingraham	do	Lexington	2	6
John Marston, jr.	do	Brandywine	4	.....
Henry Bruce	do	West India squadron (now there)	3	2
Wm. D. Newman	do	West Indies and coast of Brazil (now on latter)	2	10
Henry A. Adams	do	West India squadron (now there)	2	7
Alex. B. Pinkham	do	West India squadron (now there)	2	11
James D. Knight	do	Fairfield	2	9
Joseph Mattison	do	Vandalia and Hudson	2	9
Wm. S. Walker	do	Erie and Warren (now in latter)	2	.....
Alexander Slidell	do	Brandywine (now in her)	2	6
James G. Boughan	do	Constellation and Grampus	3	11
George F. Pearson	do	Porpoise and Boston	3	6
James T. Gerry	April 28, 1826..	Mediterranean squadron (now there)	3	1
John S. Nicholas	do	Schooner Dolphin and John Adams (now in latter)	4	1
Samuel F. Dupont	do	Mediterranean squadron	4	2
William L. Hudson	do	Sloop Warren	2	11
William H. Campbell	do	West India squadron (now there)	2	3
Joseph M. Nicholson	do	None: insane .....	.....	.....
James P. Wilson	do	West India squadron	2	6
George A. Magruder	do	Vincennes	3	11
J. Edward Cathoun	do	Macedonian	2	.....
John Pope	do	Constitution	2	2
Levin M. Powell	do	Delaware 74	2	5
Charles Wilkes, jr.	do	Sloops Boston and Fairfield (now on survey of Narraganset Bay)	1	.....
Elisha Peck	do	Mediterranean and Pacific squadrons (now in latter)	4	1
John R. Coxo	do	Mediterranean, West India, and Brazilian squadrons (now in last)	3	9
William Seton	do	West Indies	1	.....
John A. Carr	do	Mediterranean squadron	2	3
Thomas J. Manning	do	Mediterranean and West India squadrons	3	9
William Pearson	do	Mediterranean and West India squadrons	3	7
William L. Howard	do	Erie and Enterprise (now in latter)	1	6
William P. Piercy	do	Sloop Florida, on a survey, 8 months; Fairfield and Warren, 25 months; commanding schooner Spark, guarding live oak, 12 months	3	9
Richard A. Jones	do	Brandywine	3	2
Thomas J. Leib	do	Schooner Shark and Boxer (now in latter)	1	7
William G. Woolsey	do	Peacock and Shark	2	.....
William H. Kennon	do	Coast of Brazil	2	2
Arthur Lewis	do	Guerriere	3	.....
John W. West	March 3, 1827..	Guerriere	2	2
T. O. Selfridge	do	Natchez and Hudson	2	2
R. R. Pinkham	do	Mediterranean and Pacific squadrons (now in latter)	2	6
Henry Eagle	do	Natchez and Hudson	2	6
A. K. Long	do	Hudson (just sailed again in Constellation)	2	.....
G. J. Van Brunt	do	Falmouth and Peacock	1	4
Henry Pinkney	do	Hornet and Falmouth	2	5
William M. Glendy	do	Sloops Boston and Falmouth (now in latter)	2	1
John H. Little	do	Pacific and Brazilian squadrons (now in latter)	2	.....
George P. Upshur	do	Brandywine (now on board)	1	8
Samuel B. Cocke	do	Natchez and Vincennes	2	6
George S. Blake	do	West India and Mediterranean squadrons (now on survey of Narraganset Bay)	1	9
Z. F. Johnston	do	Sloop Florida and Mediterranean squadron	1	9
William Green	do	Mediterranean and West India squadrons (now in latter)	1	11
Samuel Barron	do	Lexington and Fairfield (now in latter)	3	4
George Izard	do	West Indies .....	.....	8
Timothy G. Benham	do	Schooner Boxer since December, 1831 .....	.....	6

List of lieutenants in the navy—Continued.

Names.	Date of promotion.	Sea service since promotion.	Years.	Months.
Robert W. Jones.....	March 3, 1827..	Schooner Shark	2	11
Alexander G. Gordon	do	John Adams and Ontario.....	1	....
A. G. Slaughter.....	do	Delaware and Fairfield.....	3	3
A. E. Downes.....	do	Mediterranean squadron.....	2	10
Oscar Bullus	do	None.....	.....	.....
S. Humphreys.....	do	Pacific squadron.....	1	8
John Marshall.....	do	Sloop Concord (now on board)	2	2
Charles H. Jackson.....	do	West Indies.....	1	....
A. A. Harwood.....	do	None (now under orders to Mediterranean).....	.....	.....
T. McKean Buchanan.....	do	West Indies and frigate Hudson, 28 months; schooner Experiment since April 14, 2 months.....	2	6
Theodorus Bailey, jr.....	do	West Indies.....	.....	8
John M. Rinker	do	Grampus	1	....
H. Y. Purviance.....	do	Falmouth and Peacock (now in latter)	3	....
George Adams.....	do	Concord (now on board).....	2	1
Cadwallader Ringgold.....	May 17, 1828..	Vandalia	3	2
John Graham.....	do	Mediterranean squadron.....	1	7
William F. Lynch	do	West Indies.....	.....	10
Henry W. Morris.....	do	Sloop Florida, on survey, 7 months, and Mediterranean squadron 12 months...	1	7
Isaac Sterrett	do	Pacific squadron.....	1	....
Francis B. Ellison	do	West India squadron.....	1	2
Edward B. Boutwell	do	Pacific squadron, Porpoise, and Fairfield (now in latter)	3	2
James T. Homans	do	Coast of Brazil and West Indies (now in latter).....	1	9
John E. Bispham.....	do	Mediterranean squadron	2	5
Sidney Smith Lee.....	do	Natchez.....	.....	11
William C. Whittle.....	do	Mediterranean squadron.....	1	11
John H. Marshall	do	Frigate Brandywine (now on board).....	2	6
Richard H. Morris.....	do	West Indies.....	.....	9
Thompson D. Shaw.....	do	Macedonian and schooner Shark (now in latter) .....	.....	10
Robert D. Thorburn.....	do	Mediterranean and West India squadrons (now in latter).....	2	8
Samuel Lookwood.....	do	Mediterranean and coast of Brazil.....	1	8
Lloyd B. Newell.....	do	West Indies.....	1	11
John Cassin.....	do	Guerriere	3	1
Hillary H. Rhodes.....	do	Mediterranean and West India squadrons (now in latter)	2	2
William S. Ogden.....	do	Mediterranean squadron (now there).....	3	....
Edward O. Blanchard.....	do	Sloop Warren (now on board).....	1	2
H. J. Auchmuty.....	do	None: under orders to frigate United States.....	.....	.....
John G. Rodgers.....	do	West Indies and coast of Brazil (now on latter)	1	4
F. A. Neville.....	do	Fairfield (now on board) .....	.....	7
John W. Mooers.....	do	Pacific squadron (now there)	1	....
Edmund M. Russell.....	do	None: (made several attempts, but was too sick to do duty) .....	.....	.....
Richard R. McMullin.....	do	Sloop Warren (now in her)	1	2
Charles C. Turner.....	do	Mediterranean squadron (now there) .....	.....	8
Joseph Stallings.....	do	Sloop Lexington (now on board)	1	....
John Manning.....	do	West Indies.....	.....	10
James L. Lardner.....	do	Pacific squadron from date of his commission till June, 1830; but he was not promoted till the spring of 1831, to take rank 17th May, 1828. He has just reported on board the schooner Experiment.....	2	....
Robert G. Robb	May 27, 1830..	Pacific squadron.....	1	6
Edward M. Vail.....	do	John Adams (now on board)	1	1
Fitzallen Deas.....	do	Mediterranean and West India squadrons (now in latter) .....	.....	10
Samuel W. Stockton.....	do	Sloop Warren (now on board)	1	2
John Colhoun.....	do	Coast of Brazil and West Indies (now in latter).....	.....	8
Charles W. Chauncey.....	do	Pacific squadron (now there)	1	2
Lawrence Pennington	do	Mediterranean squadron.....	1	6
Thomas T. Craven.....	do	Schooner Boxer (now on board).....	.....	4
Andrew H. Foot.....	do	Pacific squadron.....	1	6
John L. Ball.....	do	Brandywine (now on board)	1	9
Wm. W. Hunter.....	do	Guerriere	1	4
N. C. Lawrence	March 3, 1831..	Sloop Vandalia.....	.....	9
Amasa Paino.....	do	Peacock .....	.....	1
Nathaniel W. Duke.....	do	West Indies (now there) .....	.....	8
Edward J. Tilton.....	do	Sloop Florida (on survey).....	.....	4
James H. Ward	do	Concord (now on board)	1	3
Henry Hoff.....	do	Frigate Potomac (now in her)	1	....
Jonathan Ingersoll.....	do	Frigate Potomac (now in her)	1	....
Guy Skipwith	do	West Indies (now there) .....	.....	8
Murray Mason.....	do	Mediterranean squadron (now there) .....	.....	8
Charles H. Davis.....	do	Ontario (sloop)	1	2
Stephen Johnston.....	do	None.....	.....	.....
Jonathan W. Swift.....	do	Mediterranean squadron (now there) .....	.....	10
Jerome Callan.....	do	None.....	.....	.....

List of lieutenants in the navy—Continued.

Names.	Date of promotion.	Sea service since promotion.	Years.	Months.
Pedro C. Valdes.....	March 3, 1831..	None .....	.....	.....
Charles M. Armstrong....	do	Sloop Falmouth (now in her)	1	.....
Ebenezer Farrand.....	do	Commanding schooner Ariel, guarding live oak	1	.....
Henry H. Bell.....	do	Vincennes (now in her)	1	3
Philip A. Stockton.....	do	None.....	1	.....
William Smith	do	Sloop Boston (now on board)	1	3
Charles H. McBlair.....	July 12, 1831..	Mediterranean (now there) .....	.....	11
James M. Watson.....	Dec. 30, 1831..	Schooner Experiment since 24th April, 1832.....	1 m.	19d.

NAVY DEPARTMENT, June 13, 1832.

22D CONGRESS.]

No. 484.

[1ST SESSION.]

ON THE CLAIM FOR THE USE AND VALUE OF CERTAIN LANDS INCLUDED IN THE NAVY YARD AT CHARLESTOWN, MASSACHUSETTS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JULY 5, 1832.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the memorial of Richard Harris, acting for himself and others, claiming to be heirs of John Harris, deceased, respectfully reported:

That the memorialist, on behalf of the alleged heirs of the said John Harris, claims that they are the legal owners of certain lands included in the Navy yard at Charlestown, Massachusetts, now and long in the possession of the United States, and claims to be satisfied for their use and value.*

The papers in this case are voluminous, and many of them originals, appertaining and by the committee returned to the Navy Department.

It appears that the lands in question were formerly streets passing through the grounds now occupied as a Navy yard at Charlestown; and that the United States, in purchasing the yard, paid for, and believed a clear and indefeasible title was obtained to all the lands in the yard, and that the grantees of the United States believed they made a good and perfect title thereto, as well of the lands in question as of the others in the yard. Under this impression the United States took possession of the lands, and some of the public buildings are erected on the lands in dispute. It is quite certain that if the claimants have a right to the lands, the claim does not address itself to the favor of Congress, but is one of a strict legal character, which should not be regarded unless it can be enforced by the judgment of a court of law; and, in the opinion of your committee, should not be submitted to, unless sustained by the judgment of a court of last resort.

The United States commenced a suit in the circuit court for the first circuit district of Massachusetts, as of October term, 1830, against Richard D. Harris, for an entry on these lands, supposed to have been made September 4, 1830, when in fact the United States then were and ever since have been in the actual possession of those lands; and the suit, if any, should have been brought by Harris against the actual occupant of the lands. A case was made, and the decision of the circuit judge had upon it, by which the United States were nonsuited.

Your committee do not intend to express any opinion respecting the decision of the court or the legality of the claim of the memorialist. They think it sufficient for them to say that the case made was imperfect, and defective in material parts, and that the legal merits of the case, from those defects, could not appear to the court; that the suit ought not to have been commenced by the United States, but should have been commenced by the claimants against the officers of the United States, who were in the actual occupation of the land; and that in such a suit, considering that the claim is entirely destitute of everything which can recommend it to the favor or equity of Congress, the decision should not be submitted to, unless sustained by the judgment of the court of last resort.

Until, therefore, such a judgment in favor of this claim is produced, the committee are of opinion that no action on the subject is required on the part of Congress. They therefore recommend the following:

Resolved, That the petitioner have leave to withdraw his petition.

22D CONGRESS.]

No. 485.

[1ST SESSION.]

GENERAL INSTRUCTIONS TO COMMODORE JOHN DOWNES, OF THE FRIGATE POTOMAC, AND INSTRUCTIONS TO SEEK REDRESS FOR THE DESTRUCTION OF THE SHIP FRIENDSHIP, AT QUALLAH BATOO, ISLAND OF SUMATRA, AND HIS REPORT RELATIVE TO THE DESTRUCTION OF THE TOWN OF QUALLAH BATOO.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JULY 13, 1832.

WASHINGTON CITY, July 12, 1832.

To the Speaker of the House of Representatives:

SIR: In compliance with the resolution of the House of Representatives, passed this day, requesting the President of the United States "to lay before the House copies of the instructions given to the commander of the frigate Potomac, previous to and since the departure of that ship from the Island of Sumatra, and copies of such letters as may have been received from said commander after his arrival at Quallah Batoo, except such parts as may, in his judgment, require secrecy," I forward copies of the two letters of instructions to Captain Downes, in relation to the piratical plunder and murder of our citizens at Quallah Batoo, on the coast of Sumatra, detailing his proceedings.

The instructions, with the papers annexed, are all that have been given bearing on this subject; and, although parts of them do not relate materially to the supposed object of the resolution, yet it has been deemed expedient to omit nothing contained in the originals.

The letter and report from Captain Downes, which are herewith furnished, are all yet received from him, bearing upon his proceedings at Quallah Batoo; but as further intelligence may hereafter be communicated by him, I send them for the information of the House; submitting, however, in justice to that officer, that their contents should not be published until he can enjoy a further opportunity of giving more full explanations of all the circumstances under which he conducted.

ANDREW JACKSON.

NAVY DEPARTMENT, June 27, 1831.

SIR: When the frigate Potomac is in readiness to leave Norfolk, you will proceed to New York without delay, that her complete preparation and equipment may be effected at the navy yard there.

When she is in every respect ready for sea, which must certainly be accomplished by the first day of August next, you will receive on board the Hon. Martin Van Buren, minister from the United States to England, and his suite, and immediately make sail; shaping your course for Portsmouth, on the southern coast of England, or for any other port within the British Channel which you may find to be more safe and convenient, where you will land Mr. Van Buren and suite.

After fulfilling this part of your instructions, you will, with all practicable dispatch, direct your course for the Pacific ocean, and assume the command of the naval forces of the United States on that station. You will touch on your way out at Porto Praya, of the Cape de Verd Islands, if not inconvenient, and also at Pernambuco, St. Salvador, and Rio de Janeiro, on the coast of Brazil, and communicate with the consuls or commercial agents of the United States at these ports, and render every lawful aid and protection to the persons and property of our citizens which may be needed; not, however, making any unnecessary delay at either of these places.

On your arrival in the Pacific, you will obtain from Master Commandant Gregory all necessary information relating to our commerce and squadron, and adopt suitable measures for executing and accomplishing the instructions and objects which he has not had it in his power to fulfill previous to your arrival. A copy of his orders is furnished.

The force under your command will consist of the Potomac, as flag ship; the sloop-of-war Falmouth, Master Commandant Gregory; and the schooner Dolphin, Lieutenant John C. Long.

It is hoped that the force in the Pacific will be competent to afford sufficient protection to our extensive and important interests in that region of the world; and, placing every confidence in your skill, intelligence, and judgment, no doubt is entertained of your using every exertion in your power fully to accomplish the objects of your command.

You will on all occasions render, to our citizens, vessels, commerce, and interests, that assistance and protection to which they are lawfully entitled.

For your information and government in the execution of the duties assigned to you, I transmit a volume containing the treaties concluded between the United States and foreign powers, a compilation of the laws of the United States relating to the navy, a circular respecting the discharge of our seamen in foreign ports; another, directing a quarterly report to be made of American vessels boarded; and a third, regulating the official intercourse between the commanders of our ships-of-war and the consuls of the United States in foreign ports.

It is important that you should keep yourself always correctly advised of passing events; and it is, therefore, advisable that you commence and continue a regular correspondence with our public and commercial agents within the limits of your station.

Cases may arise which it is impossible to foresee, and to meet which definite instructions cannot be given; should such occur, out of the ordinary way, you must be left to the exercise of a sound discretion.

Our relations with the governments of the southern continent of America, as well as with Mexico, are on the most friendly footing; and care should be taken to abstain from any act which may impair their present character, so far as this can be done consistently with the maintenance of our own just rights.

You will be careful, on entering any harbor, or meeting a public vessel of another nation, to manifest the accustomed civilities; as we confidently expect them to be paid to us, it becomes us to be prompt in tendering them to others.

At all places you may visit, you will encourage the best feelings towards our government, nation,

citizens, and interests; exhibiting, wherever an opportunity offers, that moderation and urbanity which become your own character and that of the government you represent.

Should war arise on the western coast of America, it will be recollected that the belligerent parties are entitled to equal rights; and the utmost caution must be observed to refrain from all acts towards either of them that might have a tendency to affect or compromise our neutral character. Acts of kindness to either, although equally extended to the others, might be misconceived or misconstrued to our prejudice. You will, therefore, to avoid all causes of complaint, decline, if requested, taking on board the vessels of your squadron, for either party, men, money, provisions, or supplies, to be carried from such party to any port or country whatever.

If hostilities should take place, it is probable that the parties will resort, as formerly, to the system of blockades, without an adequate force to maintain that mode of annoyance, and to the great injury and inconvenience of neutral vessels and commerce.

In the event of such a state of things, you will use your best efforts to protect our citizens and their property from the illegal exercise of power; claiming for them all the rights and privileges to which they are entitled by the laws of nations. At the same time you will avoid, as much as possible, all collision with either party, without compromising, in any manner, our own just rights and national honor.

It is to be feared that some of the freebooters, whose depredations have been so successfully checked in the West Indies, and some of the privateers and parties employed during the wars which have existed in that quarter, may change the scene and character of their operations, in hopes of finding our commerce in a defenceless state. To guard against such an occurrence will require, on the part of the vessels under your command, the utmost vigilance.

Among the accompanying papers you will find a copy of the general instructions issued in relation to piracy and the slave trade; they may be found applicable to cases which may arise within the range of your command, although specially designed for another station.

Misrepresentations, arising, no doubt, in most instances, from misapprehension and partial information, have often found their way to the public papers, to the injury of the service and the prejudice of our government. This renders it proper that you should endeavor to prevent communications, from those under your command, respecting the movements of the squadron and your official transactions, which may possibly reach the public in such a manner.

The propriety of such publications must be left to the government, which will take care to afford full information, from the authentic means in its possession, of whatever the interests of the nation will permit to be made known.

You may receive, on board the vessels of your squadron, specie, and the other articles permitted by the act of Congress for the better government of the navy, belonging exclusively to our own citizens, and carry them from one port or place to another, when it does not interfere in any degree with your other more important duties, or infringe the laws of the country where such articles are to be received or carried; and, also, on your return to the United States, you may bring with you gold, silver, and jewels, the property of our own citizens. But our national vessels ought not, and must not, be used for purposes of commercial adventure; and you are, in no case, to allow anything in the shape of a public advertisement, giving information that you will carry such articles. So many complaints have been made on this subject, that I must impress upon you the necessity of avoiding everything which may give rise to unfriendly comments. In order that the government may be informed of the extent to which the commercial interests of our citizens have been benefited on this point, and be prepared to answer any inquiries on this subject, you will, from time to time, make reports of all the specie, &c., carried, the places to and from which they may be taken, and the circumstances and conditions under which you do it.

The health of your officers and crew will demand unceasing attention; the moral conduct and professional acquirements of the junior officers, the exercise of constant watchfulness.

Rigid discipline, exactly enforced, is essential to maintain the reputation of the navy, and it must not for one moment be neglected. You are perfectly aware that a firm and energetic course on the part of the superior, accompanied by mild, humane, and gentlemanly deportment, is the best mode of accomplishing, in a satisfactory manner, the various objects entrusted to your command.

On suitable occasions, you will enjoin it upon all grades of officers that they are not to speak reproachfully or contemptuously of each other, disrespectfully of their superiors, nor relate anecdotes, which do no credit to the individual members of the profession nor to the character of the service.

Impress upon them that they are never, on any account, to comment on each other in the public papers, but that each is to maintain in himself, and encourage in others, marked respect, the most decorous language, and the strictest propriety of conduct.

Numerous acts, that may be discreditably to the individual and injurious to the reputation of the navy, cannot always be made the subject of court-martial and legal punishment.

By a strict course of discipline on your part, and attention to language and conduct on that of the officers, it is hoped that there will be less cause for public trials, which have been so numerous as to lessen, in some measure, the warm attachment of the people for the navy.

It has happened that officers on distant stations have been arrested by their commanders, and sent home to await the return of the ships to which they were attached and the officers with whom they have been associated, thereby creating great expense and inconvenience to the individuals and the service.

I trust that you will be able to maintain proper discipline without a resort to this expedient, which is only to be used when it becomes absolutely necessary.

The midshipmen of the squadron are to be objects of unremitted solicitude and care, both as regards their conduct and attainments. Of the common difficulties into which they fall, I presume you are perfectly aware, and they need not be mentioned; but there is one which I fear is not generally known to the commanders, and which, it is said, is frequently practiced to such an extent as to have become an evil; I refer to the habit of borrowing money, articles of dress of all kinds, &c.: it is a habit which produces improvidence and uncleanness, and ought to be repressed, so far as it can be done in the proper exercise of authority and advice.

It is also especially necessary that commanding officers should guard against the influence of feelings of partiality or prejudice in the treatment of inferiors. Every officer is entitled to, and must enjoy, all the privileges of rank and station. Whenever these are permitted to one and denied to another, or preferences are shown, insubordination and unkind feelings are immediately engendered, to the lasting injury of the service.

I am well persuaded that you do not require to be urged upon this subject, and shall not, therefore, press it further upon your attention.

You will transmit, semi-annually, on the first of January and July, confidential reports of the character, conduct, skill, and acquirements of all the officers under your command. In making them, it is proper that strict impartiality should be used, and all personal prejudices or predilections avoided.

The blank monthly returns, forwarded to you herewith for the use of the squadron, are to be regularly and carefully filled up, and transmitted through you to this Department. The books ordered to be purchased for the use of all our ships in commission are to be placed in charge of the schoolmaster, and on your return carefully packed in boxes, which must be labeled, and deposited in the public store.

It is intended to send out, from time to time, ample supplies for the squadron, which will render it unnecessary for the purser, acting as agent for the squadron, to make purchases, unless on urgent occasions, when special instructions shall be given by you to him.

You will obtain from this officer the funds required for the pay of the officers and men, and the general uses of the squadron; and, to enable him to be at all times ready to meet those demands and fulfill the injunctions of the Department, you will furnish him, from time to time, with estimates in detail of the wants of the squadron, six months in advance, particularizing the various heads of appropriation under which the money should be drawn, and forward the duplicates thereof to this Department.

It may be in your power, while protecting the commercial, to add something to the agricultural interests of our country, by obtaining information respecting valuable animals, seeds, plants, &c.; and by importing such as you can, conveniently, without expense to the government, or neglecting the more immediate and appropriate duties assigned you.

The cultivation of the sugar cane has become an object of increasing importance and value; and you may be able to meet with different varieties in the course of your cruise, and procure directions as to the mode of culture. It is very desirable that this branch of agriculture should not be lost sight of in your inquiries.

The copy of a resolution of Congress, of the twenty-fifth of January, eighteen hundred and thirty, upon this subject, and the collection of vegetables, grain, &c., is enclosed for your information and attention.

There are many scientific, botanical, and agricultural institutions, to which your collections might be profitably entrusted, and by which, whatever you procure, would be applied to the greatest advantage; among them is the Columbian Institute of the city of Washington.

This society, as well as the Treasury Department, has prepared directions for the preservation of articles, and requested that they might be distributed among our naval commanders. In compliance with their wishes, I send you a few copies.

You will make no *acting appointments* of any description, except in cases of *absolute necessity*, and then with the express understanding that the appointment ceases with the necessity which called for it; and also taking care to have the same entered upon the muster rolls and proper books of the ships.

As frequently as opportunities offer you will report your proceedings to the Department, transmitting copies of your official correspondence with the authorities of Chili and Peru, and with other powers and persons, and carefully numbering your dispatches, of which it would be prudent to send duplicates by different conveyances.

You will also be the medium of communication to the Department from the officers and men under your command.

Previously to sailing from the United States, you will cause complete muster rolls of all persons on board of the *Potomac* to be made out and forwarded to the Department.

I am, respectfully, sir, your obedient servant,

LEVI WOODBURY.

Commodore JOHN DOWNES, *commanding U. S. Frigate Potomac, Norfolk, Virginia.*

NAVY DEPARTMENT, July 25, 1831.

Messrs. Nathaniel Silsbee, Dudley S. Peckman, and Robert Stone:

GENTLEMEN: Your communication to the President, of the 20th instant, has this day been received and referred to this Department.

I feel happy in assuring you that, since the 19th instant, every necessary preparation has been making to demand immediate redress for the outrage committed.

On the 22d instant, not hearing from Salem but through the newspapers, I addressed a letter to one of your number, as a personal friend, asking further information on this subject, and which letter, ere the arrival of this, will doubtless have been received by him. Though it was then confidential, he is hereby authorized to communicate it to the parties interested.

The Department would now invite attention to procuring and forwarding here a few particulars not contained in the communication received to-day.

1st. It is desirable to have the originals or authenticated copies of all protests made in relation to the loss, and of affidavits by any persons who witnessed the outrage, detailing its origin and progress.

2d. Any special information as to the character of the rulers and the population, and the part of the country where the injury occurred, which the owners may have, and which is not to be found in the books treating of those regions, would be acceptable.

3d. Intelligence is asked as to the political relations, if any, existing between those rulers, &c., and the English or the Dutch; whether useful hints can be given as to the draft of water, dangerous reefs, or circumstances connected with the navigation in that region, and thence to Macao, by a frigate of the largest class.

Your early attention to these subjects will greatly oblige the Department.

With sentiments of respect, I am, gentlemen, your obedient servant,

LEVI WOODBURY.

NAVY DEPARTMENT, *August 9, 1831.*

Sir: Circumstances have occurred, since the last instructions to you, which require a change in your route to the Pacific, and which may impose on you some new duties, of a character highly delicate and important. A most wanton outrage was committed on the lives and property of certain American citizens, at Quallah Bato, a place on the western side of the Island of Sumatra, on the 7th of February last, the particulars of which are contained in the document annexed, marked A.

You are, therefore, directed to repair at once to Sumatra, by the way of the Cape of Good Hope, touching, on the way thither, only at such places as the convenience and necessities of your vessel may render proper. On your arrival at Quallah Bato, you will obtain from the intelligent shipmasters, supercargoes, and others, engaged in the American trade in that neighborhood, such information as they possess in respect to the nature of the government there, the piratical character of the population, and the flagrant circumstances of the injury before mentioned. Should the information substantially correspond with what is given to you in the documents marked A and B, the President of the United States, in order that prompt redress may be obtained for these wrongs, or the guilty perpetrators made to feel that the flag of the Union is not to be insulted with impunity, directs that you proceed to demand of the rajah, or other authorities at Quallah Bato, restitution of the property plundered, or indemnity therefor, as well as for the injury done to the vessel, satisfaction for any other depredations committed there on our commerce, and the immediate punishment of those concerned in the murder of the American citizens, Charles Knight, chief officer, and John Davis and George Chester, seamen, of the ship *Friendship*.

If a compliance of this demand be delayed beyond a reasonable time, you are authorized, in the following manner, to vindicate our wrongs: Firstly, having taken precautions, while making the demand, to cut off all opportunity of escape from the individuals either concerned in that savage outrage, or protecting the offenders or participating in the plunder, you will proceed to seize the actual murderers, if they are known, and send them hither for trial as pirates by the first convenient opportunity; to retake such part of the stolen property as can there be found and identified; to destroy the boats and vessels of any kind engaged in the piracy, and the forts and dwellings near the scene of aggression, used for shelter or defence; and to give public information to the population there collected, that if full restitution is not speedily made, and forbearance exercised hereafter from like piracies and murders upon American citizens, other ships-of-war will soon be dispatched thither, to inflict more ample punishment.

Any property restored, or indemnity given, you will deliver to the owners of the ship *Friendship*, or their agents, taking receipts therefor. Should the information obtained on the spot give a different character to the transaction from that furnished by the Department, marked A and B, showing any real disapprobation of the plunder and murder by the population at large, or by their rulers, or any provocation given on the part of our citizens, or the existence of a regular, responsible government, acting on principles recognized by civilized nations in their conduct towards strangers, you will confine your operations to a regular demand for satisfaction on the existing authorities at Quallah Bato, to be rendered by a restoration of the property, indemnity for the other injuries, and a punishment of the offenders. If referred by them to the King of Acheen, you will cause a like demand to be made on him. Should such satisfaction be not speedily given by either, you will inform them that future measures will be taken by the United States effectually to enforce it, and to vindicate the violated rights of their citizens.

At the same time, in this latter event, assure the rajah, or other responsible authorities, that this government entertains no hostile feelings towards the people of Quallah Bato, or their governors, rajahs, or rulers of any kind; and if the assaults, plundering and murders were unauthorized, and not afterward countenanced, that it will be peculiarly gratifying to discover, on the part of the authorities of those places, a disposition to redress, as far as may be in their power, the wrongs wantonly inflicted on the citizens of the United States.

You will forthwith report to the Department the results of your expedition to Sumatra, forwarding the report by the first convenient opportunity, from that island, or from China.

Leaving Quallah Bato, or the dominions of the King of Acheen, you will proceed to Macao, where disturbances to our commerce are said to have recently occurred, touching at Batavia, if convenient, and, at all events, conferring with our consul there, in person or by letter, on the interests and condition of American commerce in that quarter. To our consul resident in Macao or Canton, and to the American merchants there, you will apply for information, and give any temporary aid or relief in your power, without involving this country in any hostilities with the regular and authorized authorities of China.

After a short stay there for the above objects, and for taking in necessary supplies and refreshments, to obtain which, if indispensable, in addition to the funds placed in your hands already, you are empowered to draw on this Department to the amount of five thousand dollars, you will proceed directly to your station in the Pacific, stopping only at such islands in your way as may be in the usual track, and interesting to our commerce in that region of the world.

Your former instructions will be your guide, after reaching the rest of your squadron; except that, whenever a vessel can be spared from it to visit any of the islands in the Pacific, resorted to by our merchantmen and whalers, you are directed to detach one for that purpose.

Great care must be taken to have such vessel conduct with caution, forbearance and good faith towards the natives; to render any assistance in its power to American citizens; to make as favorable an impression as possible, on the population, of the justice and strength of our government; and to collect and report to this Department all valuable information of every kind connected with the places visited.

• With much consideration, your obedient servant,

LEVI WOODBURY

Commodore JOHN DOWNES, *on board the U. S. Frigate Potomac.*

A.

Captain Endicott's statement.

On the 7th of February last, while the *Friendship* was lying at Quallah Batoe, loading, the captain, two officers, and four of the crew on shore, weighing pepper, she was risen upon by the crew of a Malay pepper boat, who were permitted, contrary to the regulations of the ship, to come on board; and, after killing the first officer, Mr Charles Knight, of Salem, and two seamen, and badly wounding several others, succeeded in cutting off the ship and plundering her of all the specie on board, amounting to about \$12,000, and twelve chests of opium, together with all the ship's papers, spare sails, rigging, cabinet furniture, chronometers, nautical instruments, books, charts, wearing apparel, and, in fact, of every movable article of value on board.

Capt. Endicott with the boat's crew on shore had a narrow escape for their lives. After plundering the ship, the Malays made ineffectual attempts to run her on shore, but by the prompt and timely assistance of the ship James Munroe, Porter, of New York, brigs Gov. Endicott, H. H. Jenks, of Salem, and Palmer, Powers, of Boston, the ship was retaken before they could accomplish their object. The particulars, as taken from the ship's log book, after the accident, are as follows:

"MONDAY, February 7, 1831.

"At eight o'clock, A. M., the captain, two officers, and four men went on shore to weigh pepper; at half-past three, P. M., succeeded in procuring one boat load; saw her leave the bank of the river, opposite the scale house, with the usual complement of men in her, that is to say, one steersman and six oarsmen; the natives still bringing pepper to the scales, with the promise of giving us another boat load to-day. The first boat was observed to make considerable delay in getting out of the river, and we supposed her crew might be stealing pepper from her, and secreting it among the neighboring high grass. Two of the ship's men were accordingly sent down to watch them, and, upon their approaching the boat, five or six Malays were seen to jump up from the grass and hurry on board her; the ship's people supposed them to be the boat's crew, as they had seen about the same number quit her previous to their being observed by the Malays. At this time, there was a brig standing into Soo-Soo. While waiting for the natives to complete our other boat load of pepper, Captain Endicott went to the beach to ascertain if the brig approaching had hoisted any colors. He then saw that the pepper boat, which, at this time, was within a few yards of the ship, had at least double the number of men in her that she had when she left the scales. He immediately returned, and inquired into this circumstance. The men who were sent down to watch the boat in the river then informed him that they had seen her take in several men out of a ferry boat, at the mouth of the river; but, as they all appeared to be "youngsters," they did not think the circumstance of sufficient importance to report it. Our suspicions were immediately excited that all was not right; yet, trusting they would not be permitted to go on board—it being contrary to the established regulations of the ship, in the absence of the captain, to admit more than two Malays on board her at a time—and deeming it too late to render any assistance if they were, the second officer and two men were sent to the beach to observe the movements on board, who almost instantly returned with the information that there was trouble on board, and that men were seen jumping overboard from her. Convinced from this circumstance that we on shore had no time to lose, we immediately sprang into the ship's boat, and pushed off. Almost instantaneously crowds of Malays began to assemble on the banks of the river, which are about sixty yards asunder, brandishing their weapons, and otherwise menacing us; at the same moment, a ferry boat, with eight or ten men in her, armed with spears and knives, pushed off to intercept our passage out of the river; but by pulling directly for her, and presenting a Malay sword, our only weapon, we succeeded in keeping them off. When we cleared the river, and came in full sight of the ship, we found the Malays had full possession of her, some of them walking about the deck, while others were making signals of success to the people on shore; none of the ship's crew, except one man aloft, was to be seen. At this moment, three Malay boats, with forty or fifty men each, came out of the river and pulled towards the ship and us. We then concluded our only chance to recover the ship was by obtaining assistance from some other vessel; and for this purpose we made the best of our way to Muckie, where we knew two or three American vessels were lying. At one, A. M., we reached Muckie, which lies twenty-five miles distant from Quallah Batoe, and found there ship James Monroe, Porter, of New York; brigs Governor Endicott, H. H. Jenks, of Salem, and Palmer, Powers, of Boston; who determined, on hearing our misfortune, to proceed to Quallah Batoe and endeavor to recover the ship. They accordingly got under way, but, owing to the lightness of the wind, did not reach Quallah Batoe in season to effect anything that day; but, on the morning of the 9th, a Malay was sent on shore to demand the ship of the rajah, accompanied with the threat that, if the Malays did not immediately desert her, we should fire upon them and the town. The rajah, however, positively refused to give her up, and sent word we might take her if we could. The three vessels then commenced firing upon the ship and the boats, which were passing with plunder, and were answered by the forts on shore, the Malays also firing the ship's guns at us. In their attempts to run her on shore she had become entangled among a large cluster of shoals, which rendered it extremely dangerous for either of the vessels to attempt to lay her alongside. The Malays, however, after blowing themselves up with an open keg of powder, out of which they were loading the guns, soon ceased firing on board the ship, when a boat from each vessel was dispatched to board her, under cover of the guns from the vessels, and which we did without opposition; the Malays deserting her on the approach of the boats. We found her within pistol shot of the shore; and, on examination, ascertained that she was plundered of everything valuable, and scarcely anything but her pepper remaining.

"The appearance of the ship, at the time we boarded her, beggars all description; every part of her bore ample testimony of the scene of violence and destruction with which she had been visited. We subsequently learned that the pepper boat exchanged her crew of fishermen, at the river's mouth, for a set of opium smokers, rendered desperate by their habits, and to these men added, also, others of the same class, taken from the ferry boat; that, when she came alongside, not one of them was recognized by the ship's company as having been off to her before. They were all, however, indiscriminately permitted to go on board, and the attack was commenced simultaneously at different parts of the ship, by some concerted signal. Three or four men, with the first officer, were instantly killed; and the crew, being taken by surprise, and unprepared, the ship fell an easy prey to them.

"Killed on board the Friendship: Mr. Charles Wright, chief officer; John Davis and George Chester, seamen. Wounded: Charles Converse, seaman, badly; John Massey, seaman, and William Francis, steward."

Further particulars:

Captain Endicott informs us, in addition to the particulars before given, that just as he had pushed off from the shore, at Quallah Batoo, half the boat's length, (after learning his ship had been attacked,) Po Adam, a jerretoolis, (clerk,) formerly of Quallah Batoo, but for the last two or three years a resident of Pulo Kio—a man of considerable property and influence, sprang into the boat, bringing with him his sword and other arms. Captain Endicott said to him, at the moment of his reaching the boat, "What, do you come too, Adam?" "Yes," was his answer; "if they kill you they must kill me first, captain." To this man, Captain Endicott and the boat's crew felt that they principally owed, under Providence, their escape; as the appearance of his weapons, no doubt, gave the Malays in the ferry boat the impression that all on board the Friendship's boat were armed, and they in consequence suffered the latter to pass almost without molestation.

After having thus cleared the river, Captain Endicott submitted himself much to the counsel and advice of Adam; and when he concluded to proceed with all dispatch to Muckie for assistance, this man not only piloted the boat in the night, but pulled an oar nearly the whole distance; and discovered as much anxiety that every possible dispatch should be made in procuring assistance, as if he was to be personally benefited by the recapture of the ship. To his exertions, Captain Endicott also owed the recovery of some of his nautical instruments. For the interest Po Adam took in this affair, the Malays at Quallah Batoo confiscated all his property which they could get hold of at that place, amounting to several thousand dollars, and even set a price upon his life. The conduct of this generous and noble-hearted Malay should entitle him to the gratitude of every American, and we hope he will not go unrewarded. Four of the Friendship's crew, who jumped overboard at the time of the attack, swam the distance of two miles before they could find a safe place to land, as the Malays lined the shore for some distance around Quallah Batoo. As soon as they reached the shore they fled into the bushes; where, almost without clothing, and having nothing to subsist on, they remained for three days—at night walking to and fro in hopes of finding some means of escape. The third night they discovered a canoe, which they took possession of, and proceeded for Pulo Kio, the residence of Po Adam, knowing that they would be safe if they put themselves under his protection. On their arrival they were informed of the recapture of the ship; and the benevolent Adam not only furnished them with clothing, but, with two of his men, proceeded with them himself in their canoe, and put them on board the ship James Monroe, of New York.

At the time of the attack upon the crew of the Friendship, Mr. Knight, the chief mate, was busily engaged in taking an account of pepper. The Malays had placed themselves in the best manner for making the attack. All the men who were killed or wounded, (seven in number) were struck at the same moment. Two of the Malays stabbed Mr. Knight—one at his side and the other at his back. He ran to the starboard side of the quarter-deck and seized a boarding pike, after he was wounded; he was there met by one of the ship's crew, who heard him exclaim, "Do your duty." He was immediately after seen lying dead near the same place, with the boarding pike under him, the Malays having rushed upon and dispatched him.

The exultation of the natives at this achievement was unbounded, and their insolence insufferable. When Captain Endicott, and the other American masters and supercargoes, landed at South Tallapow, after the recapture of the ship, the natives followed them through the streets in great crowds, exulting and hooting, with exclamations suitable to these; "Who great man now, Malay or American?" "How many man American dead?" "How many man Malay dead?" &c. &c. What the consequence of such a feeling will be, it is impossible to foretell. May the mistake under which they rest, that the Americans have not the power to chastise them, be corrected with all convenient dispatch!

AMOUNT OF INJURY.

Specie.....	\$12,536 00
Opium	8,818 00
Stores and provisions.....	2,500 00
Instruments and clothes.....	1,200 00
Loss of voyage, freight, &c.....	14,000 00
Salvage, &c.....	2,000 00

The attack was evidently concerted some time beforehand, and one of the acting rajahs aided in the combination. The Achenese rajah, Chute Dulah, received the specie and opium into his possession, and refused the restoration of that, as well as of the ship. Others of distinction united, and hired persons of less note to go on board and commit the outrage and murders.

B.

Character and condition of the population and country at Quallah Batoo, in the Island of Sumatra.

Quallah Batoo is situated in about 3 deg. 44 min. north latitude, and 96 deg. 56 min. east longitude, on the western side of the Island of Sumatra.

That part of the island is called the Battas, and is in the possession of the natives, who owe no particular allegiance to any foreign power, and a very slight one, if any, to the King of Acheen, whose country is northwest of the Battas, and who does not hold himself responsible for their outrages.

The different tribes have rajahs, or chiefs, sometimes two each, and often wantonly plunder and kill strangers, without possessing any civilized principles of government conforming to national law, so as to permit or open regular diplomatic relations with the rest of the world. They frequently war with each other, and with the King of Acheen, with much perfidy and barbarity. Neither the British nor Dutch claim any control over that part of Sumatra; and the nearest fort of the former is at Tapanooly.

Many American vessels resort to that coast, and are in danger of capture, and of having their crews murdered, from the savage and piratical conduct and principles of the population. The arrogance and treachery of the natives, especially towards Americans, have, of late years, increased; and, in this instance, their aggressions were countenanced beforehand by some of those in authority, and all relief and restoration, when demanded, were refused.

Quallah Batoo lies entirely open to the sea, defended by only two or three small forts, of three or four guns each, having a population, including the pepper plantations, four or five miles in the interior, of about four thousand. The depth of water in the roads, within a quarter and half a mile of the shore, is from eighteen to twenty fathoms—muddy bottom; but much stone, flung in from ballast, rendering chain cables expedient when at anchor.

U. S. FRIGATE POTOMAC, *off Soo-Soo, Coast of Sumatra, February 17, 1832.*

SIR: I have the honor to acquaint you with the arrival of the Potomac on this coast upon the 5th instant. I anchored off Quallah Batoo, distant about three miles, my object in doing so being to prevent a discovery of the character of the ship, which I had previously taken care to disguise; and so effectively that a number of fishermen, who came on board after I had anchored, did not discover that she was other than a merchant ship until they came over the side. They were detained on board till after the capture of Quallah Batoo.

Finding no vessels on the coast, I could obtain no information, in addition to that already possessed, respecting "the nature of the government, the piratical character of the population, or the flagrant circumstances of the injury done to the Friendship."

No demand of satisfaction was made previous to my attack, because I was satisfied, from what knowledge I had already of the character of the people, that no such demand would be answered, except only by refusal, and that such refusal would proceed from want of ability, as well as of inclination, it being a habit generally among this people to spend their money as soon as obtained.

Soon after anchoring, Lieutenants Shubrick, Pinkham, Hoff, Ingersoll and Edson, of the marines, together with Passed Midshipmen Totten and Tooley, went on shore in the whale boat, for the purpose of learning the situation of the town and forts; but everything being built in close concealment, they were unable to arrive at any satisfactory result, except as to one of the forts, erected immediately at the place of landing.

No precautions were taken to cut off the opportunity of escape from any of the inhabitants of the town, the nature of the place rendering it absolutely impossible, situated as it is, in the midst of wood and jungle, impenetrable except by private passages, known only to the natives.

As soon as it became sufficiently dark to prevent our movements from discovery by the people on shore, the boats were hoisted out, and every preparation was made for the landing, which was effected about daybreak of the 6th inst. The party under command of Lieutenant Shubrick consisted of two hundred and fifty men.

I adopted this mode of enforcing our demands, in hopes of getting possession of the persons of the rajahs, by surrounding and surprising the forts in which they usually reside, and thus most probably inducing the payment of money for their ransoms. I regret to say, however, that in consequence of their desperate fighting, neither giving nor receiving quarter, no prisoners were made, nor was any property found belonging to the Friendship, save the medicine chest.

Lieutenant Shubrick has my warmest acknowledgments for the able and gallant manner in which he conducted the expedition, and I enclose herewith that gentleman's report, wherein he gives a detailed account of the attack, together with other particulars.

The midshipmen who were on shore, and engaged in the action, but not named by Lieutenant Shubrick, were William May, in the first division, under Lieutenant Pinkham; Messrs. Alonzo B. Davis, James G. Stanley and Charles W. Morris, of the second division, commanded by Lieutenant Hoff; and of the third division, under the command of Lieutenant Ingersoll, Messrs. Charles Hunter, Eugene Boyle and James L. Parker, with Midshipman George T. Sinclair in the launch.

Their gallantry and good conduct in the action are spoken of as deserving the highest praise.

In consequence of the fort (situated south of the river) having fired upon our men while attacking Quallah Batoo, I ran in with the ship, and fired about three broadsides into it, when a white flag was hoisted. Upon this I ceased firing; soon after got under way and stood for this anchorage, where I am taking on board wood and water.

While lying here, a flag of truce has been sent off from Quallah Batoo, and I was informed by the bearer of the same that a great many had been killed on shore, and that all the property there was destroyed. He begged that I would grant them peace. I stated to him that I had been sent here to demand restitution of the property taken from the Friendship, and to insist on the punishment of those persons who were concerned in the outrage committed on the individuals of that ship.

Finding it impossible to effect either object, I said to him that I was satisfied with what had already been done, and I granted them the peace for which they begged. I at the same time assured him that if forbearance should not be exercised hereafter from committing piracies and murders upon American citizens, other ships-of-war would be dispatched to inflict upon them further punishment.

Several rajahs from towns in this vicinity have visited my ship, and others who are distant have sent deputations to me. All of them have declared their friendly disposition towards the Americans, and their desire to obtain our friendship. Corresponding assurances were given on my part, and they left the ship *apparently* well satisfied.

Having obtained wood and water, and refreshed my crew, I shall leave here to-morrow for Batavia.

I have the honor to be, very respectfully, your obedient servant,

JNO. DOWNES.

HON. LEVI WOODBURY, *Secretary of the Navy, Washington City.*

U. S. ШИП РОТОМАС, *off the Town of Quallah Batoe, February 6, 1832.*

SIR: I have the honor to inform you that, according to your orders heretofore received, I effected a landing, with the several divisions under my command, about one mile and a half to the northward of the town. Although there was a heavy surf upon the shore, the divisions were landed and formed without the slightest accident. The following was the order observed: First, the marines under Lieutenant Edson; then the different divisions under the command of Lieutenants Pinkham, Hoff, and Ingersoll, and the six-pounder in charge of Acting Sailingmaster Totten; the boats being left under the command of Passed Midshipman Godon, with orders to follow to the town as soon as the attack commenced. I feel much indebted to Lieutenants Edson and Terrett for the promptness displayed by them in forming the marines, and in assisting and forming the other divisions: all of which was effected, with coolness, in fifteen minutes. As soon as the day dawned we proceeded along the beach towards the town, undiscovered by the enemy until within a short distance of the northernmost fort, when I immediately dispatched Lieutenant Hoff with his division to surround it, and, in the event of the enemy's firing upon him, to carry it by storm. As soon as he approached the gateway, he was fired on; when, after a close action of nearly two hours, the American flag was hoisted, the enemy carrying off his wounded, and leaving behind him his dead, twelve in number, and the women. Lieutenant Hoff had to surmount great difficulties in the capture of his fort; he tore up the palisades which surrounded it, and formed a bridge, upon which he entered, and drove the enemy from their almost impregnable position; during the whole of which time an incessant fire was kept up upon him.

After leaving Lieutenant Hoff, I proceeded with the remaining forces, and, at the northern end of the town, Lieutenants Pinkham and Edson, with their respective divisions, filed off to the left, to the attack of the two forts assigned to them, in the rear of the town; while, with the third division under Lieutenant Ingersoll, and the six-pounder in charge of Acting Sailingmaster Totten, I pushed on to attack the principal and strongest fort, situated at the southern end of the town. At the distance of fifty yards from the fort, perceiving the enemy preparing to receive us, I directed the six-pounder, loaded with round and grape, to be discharged, which threw them into confusion. The coolness and precision with which Acting Sailingmaster Totten worked the six-pounder did great execution during the action. Lieutenant Ingersoll at this time rushed on to the attack. At this juncture Lieutenant Pinkham, with the first division, rejoined me; Sailingmaster Barry, the guide, having been unable, from material alterations in and about the fort assigned to Lieutenant Pinkham, to point it out. The pioneers, with their crow's and axes, having forced the gate, portions of the first and third divisions, under the direction of their respective officers, rushed into the area, and took possession with little resistance, but few Malays appearing, two of whom were killed on the spot. A charge was then made at the inner gate, which communicated with a narrow passage leading to the stronghold of the enemy (which was a strong platform, considerably elevated, upon which were mounted several cannon, protected by a thick wall), which being forced, it was discovered, to the disappointment of the officers and men there engaged, that the ladder leading to the platform had been drawn up; and, in an ineffectual attempt to climb the parapet, I regret to say that William R. Smith, seaman, was killed; Henry Dutcher, ordinary seaman, and Levi McCabe, quarter-gunner, of the third division, were wounded, and Midshipman J. W. Taylor, and Peter Walsh, ordinary seaman, of the first division, were also wounded. I then gave the order to fire the buildings within the area, which was promptly done; but it being calm, and these buildings detached from the main fort, the fire did not communicate with it as I had hoped. A short time after the fire commenced, two magazines of powder blew up; but I am happy to state that the explosion injured none of us, although in their immediate neighborhood. Lieutenants Hoff and Edson, after storming the forts against which they had been sent, hoisted the American flag, and leaving a detachment in each, they formed between the fort and water; a brisk fire was thus poured in from two sides. Passed Midshipman Godon, in the launch, took a position immediately in front of the fort, and kept up a spirited and well-directed fire; but, so tenaciously did the enemy cling to their position, that not until nearly all of them had been destroyed could we carry the fort. This was, however, gallantly done by Lieutenant Ingersoll, Passed Midshipman Sylvanus Godon, and Midshipmen Joseph C. Walsh, J. W. Taylor, and Henry D. Hart, who spiked and threw the guns from the platform. The American colors were then hoisted, with three hearty cheers. Apprehending that the enemy had laid a train to his magazine, and the fort being mostly destroyed, and completely dismantled, I deemed it proper to call off the officers and men, as it would have been an act of inhumanity to expose them to an explosion.

For some time previous to the surrender of this last fort, another, situated about one hundred and fifty yards from the east bank of the river, and upon the opposite side of it, had been firing upon us with a twelve-pounder. It being impracticable to enter the river with our boats, and not possible to ford it without wetting our firearms, I did not deem it expedient to attack this, but made preparations for the reduction of another in the neighborhood of the one left in charge of Lieutenant Terrett of the marines, which would have remained undiscovered (the town and forts being situated in so thick a jungle,) had the enemy not opened his fire upon Lieutenant Terrett. I immediately dispatched Lieutenants Pinkham and Edson, with portions of their divisions, to reduce it; when, being invested upon two sides, the enemy, after a short but ferocious resistance, fled to the jungle with much loss. It pains me, sir, to state that in this attack private Benjamin T. Brown was killed, and private Daniel H. Cole wounded, supposed mortally. I omitted to mention, in its proper place, that John L. Dubois, seaman, belonging to Lieutenant Hoff's division, was severely wounded by a sabre cut on the head and hand, and several others slightly, from darts and javelins. The action having lasted nearly two hours and a half, and the town being almost reduced to ashes, the surf at the same time rising very fast, I deemed it prudent to commence the embarkation, under cover of the marines, hoping that what had been done would meet with your approbation.

From the knowledge of the place possessed by Sailingmaster Barry, and his coolness, I derived the utmost advantage. Assistant Surgeons Foltz and Pawling were active and zealous in the discharge of their duties, binding up and dressing the wounded under the fire of the enemy. The different orders I had occasion to send to those separated from me, were conveyed with promptness and great precision by Passed Midshipman Tooley and Purser William A. Slacum. The lieutenants commanding the different divisions have reported to me the entire satisfaction they derived from the coolness and bravery of the officers and men under their particular commands. I feel it a duty to state to you how much I am indebted to Lieutenants Pinkham, Hoff, Ingersoll, and Edson, for the promptness and alacrity with which

they executed all orders, and my warm admiration for the gallantry evinced by them upon all occasions. The loss of the enemy must have been considerable; at least one hundred and fifty killed. I am happy to state that among the killed was Poolow N. Yamet, commonly called Po Mahomet, the principal rajah concerned in the plunder and massacre of the crew of the ship *Friendship*. We captured one pair of colors, twenty-six stand of arms, and one brass field-piece. We also set fire to and destroyed a number of proas on the stocks. The cannon in all the forts, with the exception of one, being of iron, were spiked and thrown over the parapet, and the powder destroyed. The following is a list of the killed and wounded.

Killed.—William P. Smith, seaman; Benjamin T. Brown, marine.

Wounded.—Lieutenant Edson, contused leg; Midshipman J. W. Taylor, slightly; Daniel H. Cole, marine, supposed mortally; Henry Dutcher (O. S.), severely; Peter Walsh (O. S.), severely; Levi McCabe (qr. gun.), slightly; John L. Dubois, seaman, severely; John Addison, seaman, slightly; James G. Huster, marine, slightly; James F. Noland (O. S.), slightly; James McCabe (O. S.) slightly.

I have the honor to be, sir, very respectfully, your obedient servant,

IRVINE SHUBRICK, *Lieut. commanding the Expedition.*

Com. JOHN POWERS, *commanding U. S. Ship Potomac.*

22D CONGRESS.]

No. 486.

[2D SESSION.]

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN 1832.

COMMUNICATED WITH THE PRESIDENT'S MESSAGE OF DECEMBER 4, 1832.

NAVY DEPARTMENT, *December 3, 1832.*

To the President of the United States:

Sir: It is a source of much gratification to be able to lay before you an exposition of the transactions of this Department the past year, evincing great prosperity.

New evidences have been furnished of the importance of our navy in sustaining the American character abroad, and in extending and protecting some of our most valuable interests.

Besides the ordinary aid given to commerce by the presence of a respectable force on each of our foreign stations, the cruising grounds of some of our squadrons have been enlarged; convoy, and relief in distress, have been occasionally afforded; threatened aggressions have, in some cases, been deterred, and, in others, the commission of actual injuries has been seasonably investigated and stopped.

In the performance of these duties, frequently very delicate and difficult, our officers have, in general, displayed commendable prudence, and always their accustomed promptitude, zeal, and bravery.

Connected with the Mediterranean station, the only collision that has arisen between any part of our squadron and other powers took place at Madeira, between the *Constellation* and the blockading vessels of *Donna Maria*. The commander of the *Constellation*, under instructions to show entire impartiality towards the contending claimants to the throne of Portugal, and at the same time to respect, in all places, the actual government, found, on his arrival at that island, the force employed in its blockade apparently insufficient for the due investment of the place, and partial in its indulgences towards the flags of other nations. Under these impressions as to the facts, and under his general orders for the efficient protection of our commerce, he came to a conclusion, very fortunate for those interested in the trade to Madeira, that while such a state of things continued he was justified in extending assistance to our merchantmen to enter the port of their destination with their perishable cargoes.

The addition to the Mediterranean squadron of the frigates *Constellation* and *United States*, and the return of the *Ontario*, are the only material changes in it since my last annual report. The *Delaware* has been prepared for sea with a view to that station, but it was deemed expedient not to dispatch her, unless some emergency occurred, until she could undergo a thorough examination in one of our dry docks. The *Brandywine*, *Boston*, and *Concord*, being expected home the present winter, their places will probably, in a few months, be supplied by the *Delaware*.

The chastisement inflicted by the frigate *Potomac* on the piratical Malays, in February last, is the sole occurrence of importance among our vessels that compose the squadron in the Pacific. The orders given to her commander required him to ascertain, by careful inquiries, that the information received here before his sailing, concerning the plunder and massacre committed on board the ship *Friendship*, was not exaggerated. He was further directed to satisfy himself that those outrages were not provoked by any misconduct on the part of the Americans; and that the offenders were, as represented and believed to be true, a race of a character so lawless and savage as not to come within the scope of regular diplomatic intercourse. He was also instructed, if practicable, first to demand and obtain indemnity for the injury committed, and the punishment of those most conspicuous in these barbarous atrocities. It has been gratifying to learn, by accounts from that quarter of the world, subsequent to the visit of the *Potomac* to Sumatra, that the result of that visit has been to silence all exultation and menaces of further violence from those sea robbers; to draw from them acknowledgments of past errors, and promises of future forbearance from like offences, and to insure, as yet, a scrupulous fulfillment of those promises. But to guard against their perfidy, orders were given that the *Potomac* should be followed by a detachment from the Brazilian squadron, part of which detachment has since sailed, and has instructions to touch not only at Sumatra, but such places in India, China, and on the eastern coast of Africa, as may be conducive to the security and prosperity of our important commercial interests in those regions.

The stop put to the seizure of our vessels at the Falkland Islands, in January last, was effected by a ship of the Brazilian squadron, under general instructions from this Department to take all proper measures for the effectual security of our commerce and fisheries. Special orders on that subject had been previously prepared and forwarded by this Department, but they had not arrived at the time of the

prompt and successful interference by the *Lexington*. Our commerce and fisheries have not been molested in that quarter since that occurrence. The *Boxer*, another vessel of the same squadron, after visiting Liberia, in Africa, has, at a critical moment, extended our naval protection to the neighborhood of Para and Maranham. The schooner *Enterprise*, in the late disturbances at Montevideo, was also placed in a position of much delicacy, and succeeded in furnishing very opportune assistance, not only to our own merchants, but to the constituted authorities of the country. Nothing else of interest, connected with the Brazilian station, has occurred since my last annual report. But the unsettled condition of South America, and the security of our commerce in India, have led to an increase of our force on that station, by the addition of the *Peacock*, *Boxer*, and *Enterprise*.

The West India squadron has been employed in an active and useful manner, and particularly so while on the coast of Mexico. During the commotions in that country, the past season, this squadron yielded very efficient protection to our own citizens, and was, on some occasions, fortunately enabled to proffer security to the residents from other nations. The recent seizure of the *Montezuma*, a vessel belonging to Santa Anna, was made by the *Grampus* without any special instructions from this Department; but, on the facts reported to her commander, the seizure was deemed by him both necessary and proper in the execution of his general orders to shield our flag, our citizens, and their property, from unlawful aggressions. A part of this squadron has recently been detached to visit the Western Islands, the Cape de Verds, and, if necessary, the coast of Africa, in pursuit of a piratical vessel which, in September last, robbed the American merchant brig *Mexican* of a large amount of property near the Azores. This measure, aided by instructions to the commanders of vessels on their return from the Mediterranean, and to those now in the West Indies, as well as to our consuls at Madeira, Lisbon, and Gibraltar, to use all practicable vigilance in the detection and punishment of the authors of this wanton outrage, will, it is hoped, terminate successfully; and, in any event, will tend to prevent any other attempts of a like character, from the increased impracticability of escape with impunity. The only changes in the vessels of this squadron have been the withdrawal of the *Fairfield*, *Vincennes*, and *Erie*, for repairs, and the substitution of the *St. Louis* and *Vandalia*.

For reasons suggested in the last annual report, it has been my endeavor to keep one of our vessels, in commission, remaining constantly on some portion of our own coast. The schooner *Experiment*, after sundry trials of her qualities, which proved in a great degree satisfactory, and after a visit, during the past season, to most of our home stations, is still retained on our Atlantic sea-board, ready to be dispatched to such quarter of the world as any new incident may show to be most expedient.

Of the three small vessels heretofore employed in the protection of our live oak, there seems now to be little doubt but one unfortunately foundered in a severe gale during the previous year. The other two, under a belief that their further employment would not be so beneficial as to justify the expenses they occasion, have been recalled. One ceased to be in commission in May last, and was ordered to be sold, and the same disposition will be made of the other on her arrival at Norfolk.

A list of all our vessels now in commission, with their stations and commanders, is annexed (A.) The vessels not in commission have all been recently examined by the Navy Board; and most of those in ordinary, as well as all on the stocks, have been found to be in a good state of preservation. For their condition in detail, reference may be had to the documents annexed (M and N.) The acts of Congress, relative to the rebuilding of the *Macedonian*, and the purchase of timber to rebuild, at some future period, the *Java* and *Cyane*, have both been executed as far as practicable. The rebuilding of the former has already been commenced, and contracts have been made for timber for the others.

The collection of live oak frames, and of other timber suitable for other parts of vessels, under the act for the gradual improvement of the navy, is in progress, as rapidly as the supply of live oak timber from private lands, and the erection of sheds at the different yards, to preserve our materials of that character, render judicious.

On the subject of vessels, the Department has nothing more of much importance to remark, except the repetition of its earnest desire, expressed in the last annual report, for an appropriation to build a few steam batteries. In addition to the consideration then urged in favor of early attention to this subject, may properly be suggested the circumstances, that much time will be required, not only to procure their peculiar equipments, but to introduce the system of discipline, somewhat novel, which may be necessary for their crews; to enable our officers to acquire the new and necessary science suitable for the supervision and management of steam batteries, and to train a distinct class of persons in the service to become their engineers. It is moreover ascertained that these batteries can be so constructed as to prove highly useful, during peace, at the principal navy yards, in towing public vessels towards their destination, at the time of their departure and return, under all winds and tides, and in the frequent and indispensable transportation of men, stores and provisions.

The property on hand at the several yards, consisting chiefly of timber, iron, copper and arms, continues to increase in amount. The whole now exceed in value the sum of five millions five hundred and seventy-nine thousand nine hundred and seventeen dollars. (B.) Independent of what is provided for repairs of vessels, we have on hand the frames for four ships of the line, seven frigates, four sloops and three steam batteries; nine hundred tons of iron, four hundred and fifty-eight tons of copper, ninety-three tons of lead; two thousand two hundred and thirty-two cannon and carronades; three thousand five hundred and four muskets; about thrice as many pistols and cutlasses; two hundred and twenty-eight thousand nine hundred and eight round and double-headed cannon balls, besides grape and cannister; thirty-five thousand six hundred pounds of powder; one hundred and ninety-eight thousand three hundred and eighty-two pounds of sulphur, and about double that quantity of nitre. For further particulars under this head, reference may be had to the annexed report (C.) Increased attention has been bestowed on the due arrangement and preservation of all these materials; and new securities, for their proper use and the accountability for them, will probably be introduced into the revised naval regulations now preparing.

Without much previous attention to the extent and quality of these materials, it will never be in our power, in any future emergency, to develop suddenly, and employ efficiently, the great naval capacities of this country for annoyance of an enemy and for protection to our commerce, as well as for maritime defence.

The act of Congress for the gradual improvement of the navy will expire next March; and this occasion is seized to recommend the continuance of its appropriations for the purchase of these materials, as well as for other valuable purposes, at least six years longer. If these materials are gradually collected, and well preserved, in such quantities as to enable us, in addition to the force usually in commission,

forthwith, in any crisis, to put our vessels that may be in ordinary and on the stocks into a condition for active and efficient service, and to build and equip suitably such other vessels as our great commercial marine will assist us fully to man, we shall then exercise that true foresight, and that sound and sagacious economy in respect to this branch of the public service, which all experience of our own and other nations recommends, and which the present flourishing state of our country justifies. Without any increase of the number of seamen actually serving in the navy during peace, every sailor on our two thousand miles of seaboard, on our noble rivers and vast lakes, can then be considered as in a course of training to man the numerous vessels-of-war, which our interests, our rights and our honor may at any future period require us to arm; and our countless steam vessels, on the navigable waters connected with some of our frontiers, could then, in any emergency, be at once supplied with the proper munitions of war, and be so far equipped as floating batteries, that they will furnish new and powerful aid, not only in the rapid transportation of men and stores, but in repressing hostile depredations near our shores, and in repelling an invading foe.

Though nominally, as to vessels in commission, only the fifth or sixth naval power in the world, and not expending over one-eighth of the annual amount paid by some nations to maintain a naval establishment, yet, if we look to the true elements of naval power, to our ships in ordinary and on the stocks, to our materials for building and equipment collected and collecting, to our large commercial marine, whether of merchant vessels or steamboats, to our flourishing fisheries, our extended sea-coast and excellent harbors, to our large number of navigable rivers and inland seas, and, at the same time, to our position in regard to other nations, with few neighbors bordering on us by land, and an ocean rolling between us and most of the governments with whom we are likely to have collision, it must be manifest that our greatest exposure and danger are on the water, and that our means of attack and defence there, if duly husbanded and developed, will probably always prove equal to sustain us with credit in any hostilities into which the convulsions of the world may hereafter plunge our peaceful confederacy.

The buildings at the different yards, contemplated by the estimates of last year, have been commenced; and such sums as are wanted to complete them, and to begin others necessary for the accommodation of the officers, the construction and repairs of vessels, and for the safety of the public property, are included in the estimates for the ensuing year.

The appropriation, at the last session, for the survey of Narraganset Bay, received immediate attention. The survey has been completed, and the chart is now preparing. When finished, it will be submitted, for the purpose of being laid before Congress.

The liberal appropriations made at the last session, in aid of the navy hospital fund, have been partly expended; and, when the buildings are finished and furnished, they will conduce greatly to the health and comfort of their meritorious inmates, and reflect much credit on the humanity and benevolence of the country. Measures have been adopted to obtain, if practicable, the release of jurisdiction from the States over the several hospital sites, with a view to prevent the burden and annoyance of taxes, and the obstructions to due discipline in the establishments.

The navy hospital, navy pension, and privateer pension funds, since being placed exclusively under the charge of this Department, have all received careful attention; and the present prosperous condition, especially of the two first, will be made the subject of a separate report, to be submitted to Congress in a few days. The payment of nine thousand dollars on the third of March, 1829, for the site of the Navy hospital at Norfolk, having been made out of the appropriation for pay and subsistence, instead of the navy hospital fund, and on a deed of conveyance deemed exceptionable in its form, the special interposition of Congress to arrange the subject was held to be proper by my predecessor; and, on that account, the subject still remains unadjusted on the books of the Fourth Auditor.

The entire completion of the dry docks has been prevented by an accident to the coffer dam of one of them, the prevalence of the cholera in the neighborhood of the other, and the extraordinary severity of the weather during the last winter. But it is believed that the solidity and durability of the works, generally, will be increased by the delay; and that, during the ensuing season, we shall be enabled, with safety and great advantage, to use both the dry docks in the examination and repair of our public vessels. The report annexed will furnish the details on this subject, as well as the other proceedings under the act for the gradual improvement of the navy. (D.) A civil engineer will be needed in the future superintendence of these docks; and he could otherwise be very useful in preparing plans and estimates for the erection of the various buildings and other public works at the different yards. Any increase in our expense by the services of such an officer will be avoided, as the estimates of this year omit two of the number of naval constructors, whose labors at this time are not required. It will be seen by the general estimates for the naval service, the ensuing year, which are annexed, (E,) that no other essential change is contemplated as to officers, except a small reduction in the number of captains and midshipmen, and a small increase in that of masters commandant. The number of lieutenants is only apparently lessened, as it had been during the year no larger than the present estimates contemplate, while the actual number of midshipmen has been the same as in the estimate of former years. The estimates extend this year to the purchase of suitable libraries for the officers in schooners, as well as in larger vessels; and include schoolmasters for all the sloops. Until Congress may think proper to make provision for educating the younger officers, other than the present course of instruction on board the largest vessels and at two of the yards, with an occasional extension of it to another, earnest and additional efforts should, in my opinion, be made to convert every vessel as large as a sloop into a school, efficient as possible, in bestowing on the midshipmen that elementary science and literature, as well as that discipline, necessary to qualify them for the honorable discharge of the higher and more responsible duties of the service. If in such a floating academy, confined to the deck of a ship-of-war, they may fail to acquire in so great perfection some of the appropriate graces of their rank, it is a consolation to reflect that, by furnishing them with improved means, what they may acquire in theoretic information will be increased in quantity and excellence, will be sooner tested by experiment, and thus become more strongly incorporated with the memory and judgment; while much less will intervene to tempt them from that rigid discipline, and that ardent devotion to the ocean, its scenes, its dangers, and glories, which should be inseparable from their arduous and adventurous profession.

The estimates for improvements at the different yards, and for repairs of vessels, are somewhat smaller than those of the previous year. But while retrenching, wherever practicable, all unnecessary expenditure, it has been my constant endeavor to avoid weakening the efficiency of the whole naval establishment, either through an inconsiderate impression that it is, as in some older countries, already

arrived at maturity, or overgrown and unwieldy, or that, from some other cause, it is not entitled to share in the gradual progress and improvements which the advancing spirit of the age, and the increasing power of a great and growing people, seem to require from all our useful public establishments.

As respects the pecuniary concerns of the navy, generally, it gives me sincere satisfaction to state that, during the year, not a single dollar is known to the Department to have been misappropriated, or lost by misconduct on the part of any of our agents or other officers.

By the changes made under the new arrangement for drawing bills of exchange abroad, either on England or this country, as most advantageous, and by the exercise of more care in our agents concerning the forms of business and the communication of seasonable advices, all our payments abroad have been effected without delay or sacrifices. No bills of exchange have been protested; the credit of our drafts has become good on every station, and on the two where most depressed heretofore, they have advanced considerably above par. (F.)

By means of the seasonable appropriation at the last session of Congress, for the arrearages which had been some years accruing, and by extreme caution since in relation to charges on the enumerated contingent fund, we have as yet been enabled to pay promptly all the demands under that head. No transfer has been made to aid it, in any case, under the temporary act of the last session.

Should Congress place the enumerated contingent fund on the footing heretofore and now recommended, and which new charges upon it in the present estimates render still more urgent, and which the experience of the last ten years, as shown by repeated bills for arrearages, and by irregular transfers from other appropriations to aid it, proves to be indispensable to meet the usual demands upon it in the ordinary contingencies of the service, there is but little doubt that the present desirable state of our moneyed accounts will long continue.

There is now on hand unexpended, of previous naval appropriations, about a million and a half of dollars; but probably most of this sum will be requisite to adjust outstanding claims, and complete the specific objects for which some of the appropriations were made.

On one subject connected with our pecuniary matters, and which has heretofore excited some sensibility both in and out of Congress, from other considerations as well as economy, it affords me gratification to add that our public vessels have returned so seasonably, during the year, that no expense whatever has been incurred in the transportation, from foreign countries, of seamen whose terms of service had been allowed to expire abroad.

In respect to the preservation of live oak, the Department, as before suggested, has not deemed it proper to employ any longer the small vessels engaged in that service. In two of the seven districts, the general examinations having been completed, it has been considered not advisable to retain the agents in them at a large expenditure, merely for the preservation of the timber. It is expected that the examinations of three of the remaining districts will be finished during the present winter, and of the other two in the course of the ensuing year. The general results from these examinations, and my opinion in detail on the plan most eligible to be pursued hereafter on this interesting subject, will soon be presented to Congress in a special report, prepared in conformity to a request contained in a resolution of the House of Representatives passed at the last session.

Our seamen have, in general, evinced a strong and increasing attachment to the service. Great care has, with success, been taken to prevent their time of enlistment from expiring abroad. No occasion has arisen to open the rendezvous at home for some months. Whenever opened during the year, an ample supply of men has been readily obtained. The habits of our seamen are improving in respect to temperance. In most of our ships they have generally enjoyed excellent health; and the visitations among them of that alarming scourge, the Asiatic cholera, have been neither frequent nor severe. Corporeal punishment has become less common and less necessary. The present ration of provision issued for their sustenance cannot lawfully be changed by the Department alone, but could be altered by Congress so as to increase its variety, its nutriment, and healthful qualities. The ingredients recommended in a special report from this Department, at the last session, would be no more expensive than those now composing the ration, and much more acceptable to most seamen.

Efforts have been made to apportion an equal share of the emoluments and hardships of the service to all officers of similar rank and date. Opportunities to test the fitness of all, in subordinate stations, have been, and will continue to be, furnished, as fast as the wants of the naval establishment may permit. It is essential to its prosperity that those officers found entirely unfit for duty should be placed on half pay, or retire altogether from the service, as their unfitness may have arisen either from wounds and infirmities which happened in the discharge of duty, or from censurable causes.

Strict discipline among the officers has generally been attempted, tempered, it is hoped, with all reasonable indulgences. Such discipline has been found not only beneficial to the officers themselves, and the high reputation of the service, but a most efficient instrument in the control and reformation of the seamen, who seldom complain of a system of government extended with firmness and impartiality to their superiors.

The annexed order (G) has been issued during the year, with a view to furnish increased incentives to vigilance in discipline on board our vessels in commission, and as an additional means of obtaining more accurate information on the peculiar merits of officers in command, whose modesty will generally allow only the report of their good works, through the inspection of others, to recommend them.

No appropriation was made the last session of Congress for the suppression of the slave trade; but the Department has been able to meet all the demands growing out of that subject by the balances on hand from former years, as may be seen in the annexed statement, (H.) In consequence of a supposed piracy on the coast of Africa, the Boxer visited Liberia in April last. The report of her commander is annexed, (I.) As Congress did not, at their last session, make any provision in regard to the public property there, the Department has deemed it expedient to sell such of it as was perishable and decaying, and to direct a careful examination, by our agent resident in that country, and an expression of his opinion as to the future disposition of the residue. It may be proper to have, this year, at least a moiety of the last appropriation of ten thousand dollars made, so as to enable the government to meet any contingent calls which may happen in the further suppression of this inhuman trade.

The rules and regulations for the administration of the civil branch of this Department, mentioned in the last annual report, have been collected, arranged and printed. From their subsequent distribution among the naval and civil officers connected with the service, all the benefit anticipated to the relief of the Department and the officers, from much unnecessary correspondence and many unpleasant decisions,

have been fully realized. The code of regulations for the naval branch, is undergoing revision and enlargement, under a resolution passed by Congress at its last session, and will be submitted for approbation when completed, (K.)

A list of the deaths, dismissions, and resignations, the past year, is annexed, (L.)

The condition of the marine corps, as to its organization and size, as well as the allowances to its officers, and the ruinous state of some of its barracks, have heretofore attracted the attention of this Department and of Congress. But, except the small appropriation to rebuild the barracks at Philadelphia, and which is now in course of expenditure, legislation has not been completed, though very desirable, on the subjects so interesting to the corps, and so intimately connected, in my opinion, with its future services and usefulness.

To avoid unnecessary repetition, and what might perhaps be deemed indecorous importunity, several other subjects, intimately connected with the welfare of our naval establishment, are left to the decision of the proper authorities, on the suggestions and considerations heretofore submitted by this Department. Full confidence is cherished that they will receive all that attention which the acknowledged importance of many of them deserves, and that nothing exists in the present state of the establishment, or of the country, which should prevent the continuance of all that liberality towards the navy which it has so often experienced, as well as merited, both from the government and the public.

Yours, respectfully,

LEVI WOODBURY.

Schedule of documents accompanying the report of the Secretary of the Navy, made December 3, 1832.

- A. List of vessels in commission, stations, and commanders.
- B. Whole amount of stores on hand.
- C. Letters from the Navy Board as to property on hand.
- D. Report of Navy Board as to gradual improvement, and dry docks.
- E. General estimates.
- F. Rate of bills of exchange on two foreign stations.
- G. General order as to surveys of vessels on return from a cruise.
- H. African slave trade expenditures.
- I. Report of the schooner Boxer's cruise to Liberia.
- K. Expenses of board for revision of naval code.
- L. List of deaths, dismissions, and resignations.
- M. Condition of vessels in ordinary.
- N. Condition of vessels on stocks.

A.

List of vessels in commission, their commanders, and stations.

Class.	Name.	Commanders.	Where employed.
Frigate.....	United States....	Captain John B. Nicholson.....	In the Mediterranean.
Frigate.....	Brandywine	Captain James Renshaw.....	do
Frigate.....	Constellation	Captain George C. Reed.....	do
Sloop	Concord	Master Commandant Matt. C. Perry.....	do
Sloop	Boston.....	Master Commandant Geo. W. Storer.....	do
Sloop	John Adams.....	Master Commandant Phil. F. Voorhees....	do
Sloop	Vandalia	Master Commandant George Budd.....	In the West Indies
Sloop	St. Louis.....	Master Commandant John T. Newton....	do
Schooner	Porpoise	Lieutenant James M. McIntosh.....	do
Schooner	Grampus	Lieutenant Joseph Smoot.....	do
Schooner	Shark.....	Lieutenant William Boerum.....	do
Sloop	Warren	Master Commandant Benjamin Cooper....	Coast of Brazil.
Sloop	Peacock	Master Commandant David Geisinger....	do
Sloop	Lexington	Master Commandant Isaac McKeever....	do
Schooner	Enterprise	Lieutenant Samuel W. Downing.....	do
Schooner	Boxer	Lieutenant Benjamin Page, jr.....	do
Frigate.....	Potomac.....	Commodore John Downes.....	In the Pacific.
Sloop	Falmouth.....	Master Commandant Francis H. Gregory..	do
Schooner	Dolphin	Lieutenant John C. Long.....	do

B.

Amount of stores on hand at the several navy yards, on October 1, 1832, viz:

Portsmouth, N. H.....	\$348,979 49
Boston	1,122,617 79
New York.....	1,494,143 08
Philadelphia	471,646 81
Washington.....	907,273 37
Norfolk	1,057,987 83
Pensacola	167,269 55
	<u>\$5,579,917 92</u>

C.

NAVY COMMISSIONERS' OFFICE, November 28, 1832.

Sir: The Commissioners, in compliance with your directions of the 21st of August last, have now the honor to submit the following papers, viz:

1. Statement showing the number and distribution of the vessels of the navy, the number of live oak frames on hand, and frames contracted for.
2. Statement showing the quantity of timber on hand, purchased under the appropriation for repairs and for other purposes.
3. Statement showing the number of tons of iron, lead, and copper, and the number of anchors and chain cables on hand, belonging to the appropriation for repairs, and to any other appropriation.
4. Statement showing the number of serviceable cannon, carronades, and cannon ball, the quantity of powder, and materials for powder, with the number and description of small arms, on board vessels in commission, and in depot at the several navy yards.

All which is respectfully submitted.

I have the honor to be, sir, with great respect, your obedient servant,

JOHN RODGERS.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

C, No. 1.

Statement showing the number and distribution of the vessels of the United States navy, the number of live oak frames on hand, and frames contracted for but not fully delivered.

	Ships of the line.	Frigates.	Sloops-of-war.	Schooners.	Steam vessels.
In commission.....	.....	3	11	7	
In ordinary.....	7	6	6	.....
On the stocks.....	5	7	.....	.....
Frames on hand.....	4	7	4	.....	3
Frames contracted for.....	.....	3	3	.....

C, No. 2.

Statement showing the quantity of timber on hand, purchased under the appropriation for repairs and for other purposes, besides the frames, and the timber properly belonging to them, returned in paper A.

	Live oak.	White oak plank, stocks and knees.		Yellow pine.		White pine.	Various knees.	
	Cubic feet.	Cubic feet.	Superficial feet.	No. of knees.	Cubic feet.	Superficial feet.	Super. feet.	Cubic feet.
For repairs.....	54,672	234,316	1,044,096	3,381	311,122	456,732	9,114	25,177
For other purposes not connected with frames, in paper A.....	20,448	105,400	383,811	4,389	109,923	331,736	2,579	22,863
Total.....	75,120	339,716	1,427,907	7,770	421,045	788,468	11,693	48,040

C, No. 3.

Statement showing the number of tons of iron, copper, lead, anchors and chain cables on hand, belonging to the appropriation for repairs, and for any other appropriation.

	Iron.	Copper.	Lead.	Anchors.		Chain cables.	
				No. in use.	No. not in use.	No. in use.	No. not in use.
Under appropriation for repairs.....	468	194	21	71	244	46	23
For all other appropriations.....	900	458	93	.....	91	1	4
	1,548	652	114	71	335	47	27

C, No. 4.

Statement showing the number of serviceable cannon and carronades, the number of cannon ball, the quantity of powder, and the materials for powder, with the number and description of small arms, on board vessels in commission, and in depot at the navy yards.

	Cannon and carronades.	Cannon ball.			Powder.	Materials for powder.		Small arms.		
		Round and double head.	Grape and canister.	Loose grape and canister.		Sulphur.	Nitre.	Muskets.	Pistols.	Cutlasses.
	No.	No.	No.	Tons.	Pounds.	Pounds.	Pounds.			
On board vessels in commission.....	467	28,655	2,290	.....	114,325	.....	.....	1,063	980	1,672
In depot at the navy yards.....	2,232	228,908	23,324	540	35,600	198,382	396,994	3,504	5,703	5,248
	2,699	257,563	32,614	540	149,925	198,382	396,994	4,567	6,683	6,920

NOTE.—Many of the cannon, though serviceable, are of such different forms and dimensions that they could not be used as armament for vessels.

D.

Statement showing the progress which has been made in executing the law for the gradual improvement of the navy, passed 3d March, 1827, including a statement of the present condition of the dry docks building at the Navy yards at Boston and Norfolk.

PORTSMOUTH, N. H.

A contract was made for the delivery, at this yard, of the frame and promiscuous live oak timber for a frigate and a sloop-of-war; the contractor failed, after delivering about 7,957 cubic feet of moulded and promiscuous timber, which cost, including labor in receiving and storing away, the sum of \$8,717.61, leaving about 23,000 cubic feet to be provided for to complete the frames.

976 white oak knees have also been purchased at a cost of \$4,187.06.

Contracts are also about being made for 6,000 cubic feet of oak, and 6,000 cubic feet of pine plank stocks, to be delivered during the year 1833.

BOSTON.

At this yard, frames and promiscuous live oak timber have been received for two ships of the line, two frigates, and one sloop-of-war, which, including the live oak beams for 74 and frigates, make 135,051 cubic feet, delivered at a cost of \$179,101.93; 35,000 feet of pine, 24,295 feet of oak plank stocks, with 10,338 feet of mast and spar timber, and 957 white oak knees, have also been received at this yard, at a cost of \$44,528.13, including labor in receiving and stowing away. Contracts are about being made for the delivery of 30,000 feet of oak, and 20,000 cubic feet of pine plank stocks, during the year 1833.

A shed for the preservation of timber has been completed, under this law, at a cost of \$17,738.49.

A dry dock has also been constructed, and during the past year the works upon it have been brought nearly to a close. The turning gates are in their places, and have been proved with a height of twenty-four feet, and the result at a trial of their strength and adjustment is reported by the engineer as very satisfactory. The steam engine, pumps, and machinery, connected with them, are all in place, and have been in satisfactory use since the 10th June last.

The early setting in of cold weather in November, 1831, and the steady cold weather during the winter and unfavorable weather in the spring, delayed the progress of the work in an unusual degree, but during the latter part of the year the weather was very favorable and the work progressed rapidly.

In building the northeastern jetty wall, a breach took place in the coffer dam. This is the only important accident which has occurred at this dock; it occasioned a delay of five or six weeks, and an additional expense of about \$7,000.

The engineer has reported that a ship might possibly be admitted, if much required, by the first of next month.

The expense during the year ending 31st October, was—

For materials.....	\$60,651 32	
For labor.....	46,675 48	
		\$107,326 80
Which, added to the amounts previously expended—		
For materials.....	\$236,747 23 $\frac{3}{4}$	
For labor.....	269,592 91 $\frac{1}{2}$	
		506,340 15
Making the total expenditure.....		\$613,666 95

The works remaining yet to be done are the building of the floating gate, further adjustment of the turning gates, fixing keel blocks in the dock, completing the wharves between the coffer dam and wing walls, and removing the coffer dam.

It is estimated that to complete the dock and its dependencies there will be required the sum of \$38,816.

NEW YORK.

Contracts were made for the delivery, at this yard, of live oak frames and promiscuous timber for a 74 and a frigate. The contractor for the 74's frame having entirely failed, the frigate's frame alone has been delivered, containing 20,886 cubic feet, at a cost of \$24,445.48.

Contracts have also been made for 40,000 cubic feet of oak and 70,000 cubic feet of pine plank stocks, of which 29,792 feet of oak and 7,763 feet of pine have been received, which, with 419 white oak knees purchased, amount to the sum of \$15,308.49.

Contracts are about to be made for 25,000 feet of oak and 15,000 feet of pine, to be delivered in the ensuing year.

PHILADELPHIA.

Contracts were also made for the delivery, at this yard, of frames of two frigates and one sloop-of-war, which have been received, making 54,680 cubic feet, and cost the sum of \$62,426.49.

There has also been delivered 68,582 cubic feet of oak, which cost, including thirty-four white oak knees, \$2,537.09.

Other contracts are now making for 10,000 feet of oak and 10,000 feet of pine, to be delivered during the year 1833.

WASHINGTON.

At this yard the live oak frames for one frigate and for one sloop-of-war have been received, containing 38,830 cubic feet, at a cost of \$48,118.77.

One hundred and nineteen white oak knees have been purchased at a cost of \$500.90, and contracts have been made for 10,000 cubic feet of white oak and for 10,000 cubic feet of pine plank stocks, to be delivered at this yard.

NORFOLK.

The frames for two ships of the line, one frigate, and one sloop-of-war, making 110,491 cubic feet, have been received and stowed away at this yard, amounting in cost to \$139,799.10.

Two sheds for the preservation of this timber have also been constructed at this yard, which cost the sum of \$66,116.19. Another building is nearly completed, which has cost \$27,489.42 thus far; a further sum of \$5,000 will finish it.

Contracts have been made for 70,000 feet of oak and for 50,000 feet of pine plank stocks, and for the masts and spars of two ships of the line, one frigate, and one sloop-of-war, of which there have been received 23,151 feet of oak and 11,110 feet of pine plank stocks, 5,273 cubic feet of mast and spar timber, and 2,042 white oak knees, amounting to the sum of \$23,069.77.

Contracts are also about to be made for 20,000 cubic feet of white oak and for 20,000 cubic feet of pine plank stocks, and for the mast and spar timber for one ship of the line.

A dry dock has been constructed, and during the past year great exertions have been made to hasten the completion of it; all the important branches of the work have been accomplished, and expenses paid. In the course of the coming winter all the important work will be completed, except the floating gate and the removal of the coffer dam.

An unusual suspension of the masonry was caused last year by the cold weather, which set in so uncommonly early and endured so long. Last summer, the great panic produced by the malignant cholera, which was very prevalent, especially at this place, induced upwards of a hundred workmen to quit the dock for several weeks, and prevented others from coming to supply their places.

This embarrassment caused great delay in the work—much languor and uneasiness in those who remained. Notwithstanding these discouraging circumstances, the great operations are mostly accomplished, and considering the nature of the interruptions it is hoped that the progress has been satisfactory.

The great wells, steam engine house, steam engine, and the great pumps, are complete, and the latter are in full and satisfactory operation. The drain from the pumps is finished, and all the masonry and jetty walls are done.

The masonry of the dock, and two-thirds of the coping, is laid, and the whole banked up to the level of the bottom of the coping. The turning gates are nearly completed, and one of them is in its place. Most of the graduation of the ground round the dock is formed, and prepared for building sewers, and to receive the paving.

There has been expended during the past year, ending November 1, 1832—

For materials	\$138,515 92	
For labor.....	102,352 66	\$240,868 58
<hr/>		
Which added to the previous expenditure of—		
For materials	\$284,709 70	
For labor.....	302,642 37	587,352 07
<hr/>		
Makes the sum expended on this dock, from its commencement in December, 1827, to November, 1, 1832.....		\$828,220 07

The work yet remaining to be done is the completion of the coping; the making of the sewer round the dock; paving round the dock and between the dock and engine house, the stones for which are mostly delivered; graduating and forming the ground round the dock, now mostly accomplished; finishing the turning gates and the floating gate—the former will soon be done, and the latter with as little delay as possible; the removal of the coffer dam, and clearing out the entrances. These are all the important branches now to be completed.

The cost of finishing this dock will probably be about \$50,000; and although the engineer regrets to state that the work cannot, as heretofore stated, be done in December, he has no doubt it may be completed during the winter.

From the foregoing statement it is seen that there are live oak frames now in deposit at the following yards, viz:

At Boston, frames for two ships of the line, two frigates, and one sloop.

At New York, frame for one frigate.

At Philadelphia, frames for two frigates.

At Washington, frames for one frigate and one sloop-of-war.

At Norfolk, frames for two ships of the line, one frigate, and one sloop-of-war, which includes three frigate frames originally contracted for under gradual increase, and subsequently ordered by the Department to be charged to gradual improvement; one frame at each of the yards at Boston, New York, and Philadelphia.

E.

General estimate.

There will be required for the navy during the year 1833, in addition to the unexpended balances that may remain on hand on the 1st day of January, 1833, the sum of three millions one hundred and seventy-six thousand seven hundred and sixty-six dollars and eighty-seven cents.

1. For pay and subsistence of officers of the navy and pay of seamen.....	\$1,478,824 64
2. For pay of superintendents, naval constructors, and all the civil establishment at the several yards.....	57,330 00
3. For the purchase of provisions.....	460,000 00
4. For the repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission.....	506,750 00
5. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick.....	35,300 00
6. For improvements and the necessary repairs of navy yards.....	228,862 23
7. For ordnance and ordnance stores.....	10,000 00
8. For defraying the expenses that may accrue for the following purposes, viz: for freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; traveling expenses of officers, and transportation of seamen; house rent, chamber money, and fuel and candles to officers, other than those attached to navy yards and stations, and for officers in sick quarters, where there is no hospital, and for funeral expenses; for commissions, clerk hire, and office rent, stationery and fuel to navy agents; for premiums, and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates, for per diem allowances for persons attending courts-martial and courts of inquiry, and for officers engaged in extra service beyond the limits of their stations; for printing and stationery of every description, and for books, maps, charts, and mathematical and nautical instruments, chronometers, models, and drawings; for purchase and repair of fire and steam engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, timber, wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships-of-war; for cabin furniture of vessels in commission, and for furniture of officers' houses at navy yards; for taxes on navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil and fuel for vessels in commission and in ordinary; for repairs and building of magazines and powder houses; for preparing moulds for ships to be built, and for no other object or purpose whatsoever.....	295,000 00
9. For contingent expenses for objects not hereinbefore enumerated.....	5,000 00
	\$3,176,766 87

E, No. 3.

Estimate of the number, pay, &c., of officers, &c., required for five receiving vessels, for the year 1833, being part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Amount.
Masters commandant	1	1	1	1	...	4	\$4,705 00
Lieutenants	3	3	2	3	2	13	12,545 00
Masters	1	1	...	1	...	3	1,987 50
Pursers	1	1	...	1	...	3	1,987 50
Assistant surgeons	1	1	...	1	...	3	2,081 25
Midshipmen	3	3	2	3	2	13	2,964 00
Boatswains' mates	1	1	1	1	1	5	1,140 00
Carpenters' mates	1	1	1	1	...	4	912 00
Stewards	1	1	1	1	1	5	1,080 00
Cooks	1	1	1	1	1	5	1,080 00
Able seamen	2	2	2	2	2	10	1,440 00
Ordinary seamen	6	6	4	6	2	24	2,880 00
Boys	10	10	2	10	2	34	2,448 00
	32	32	17	32	13	126	\$37,250 25

E, No. 4.

Estimate of the pay, &c., of the officers attached to recruiting stations, ordnance service, and depot for instruments, charts, &c., &c., for the year 1833, being part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Amount.
Masters commandant	1	1	1	1	1	5	\$10,053 75
Lieutenants	2	2	2	2	2	10	9,650 00
Midshipmen	2	2	2	2	2	10	3,192 50
Surgeons	1	1	1	1	1	5	5,425 00
							\$28,321 25

ORDNANCE SERVICE.

One captain	\$1,930 00
One lieutenant	965 00
	<u>\$2,895 00</u>

DEPOT FOR INSTRUMENTS, CHARTS, ETC., ETC.

One lieutenant	\$965 00
One midshipman, passed	482 50
	<u>\$1,447 50</u>

E, No. 5.

Estimate of the pay, rations, and all other allowances of officers and h. s., at the navy yards and stations, for the year 1833.

PORTSMOUTH.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.	
<i>Yard.</i>										
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant.....	1	50	4	.....	20	20	1	.....	1,292 25
Master.....	1	40	2	200	20	12	1	.....	1,141 75
Surgeon.....	1	60	4	200	20	20	1	.....	1,612 25
Purser.....	1	40	2	200	20	12	1	.....	1,141 75
Midshipmen.....	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain.....	1	20	2	12	.....	9	.....	1	651 75
Gunner.....	1	20	2	12	.....	9	.....	1	651 75
Carpenter.....	1	20	2	12	.....	9	.....	1	651 75
Sailmaker.....	1	20	2	12	.....	9	.....	1	651 75
Steward.....	1	18	1	.....	.....	.....	.....	.....	307 25
									\$14,537 50	
<i>Ordinary.</i>										
Lientenant.....	1	50	4	.....	.....	.....	.....	.....	\$965 00
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen.....	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen.....	10	10	1	.....	.....	.....	.....	.....	2,112 50
									\$4,337 75	
<i>Civil.</i>										
Storekeeper	1	.....	.....	*200	.....	.....	.....	.....	\$1,400 00
Master builder and inspector of timber.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	350 00
Clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	300 00
Porter.....	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$4,350 00	
Whole amount.....										\$23,225 25

BOSTON.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	65	6	.....	40	20	2	.....	1,710 75
Lieutenant.....	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant.....	1	50	4	.....	.....	.....	.....	.....	965 00
Master.....	1	40	2	.....	20	12	1	.....	941 75
Master.....	1	40	2	.....	20	12	1	.....	941 75
Surgeon.....	1	60	4	.....	20	20	1	.....	1,412 25
Assistant surgeon.....	1	30	2	\$145	16	14	.....	1	950 75
Purser.....	1	40	2	200	20	12	1	.....	1,141 75
Chaplain.....	1	40	2	200	12	9	.....	1	1,091 75
Teacher of mathematics.....	1	40	2	90	12	9	.....	1	981 75
Teacher of languages.....	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen.....	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain.....	1	20	2	90	12	9	.....	1	741 75

NOTES.—House rent is estimated for officers, and is to be allowed only in cases where no house is furnished by the government.

Pay and rations of surgeons and their assistants are *averaged*, under the law of 20th May, 1828.

E, No. 5.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.	
Gunner	1	\$20	2	.....	12	9	.....	1	\$651 75
Carpenter.....	1	20	2	.....	12	9	.....	1	651 75
Sailmaker	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Steward, assistant to purser...	1	30	1	.....	.....	.....	.....	.....	451 75
									\$20,291 50	
<i>Ordinary.</i>										
Lieutenants	3	50	4	.....	.....	.....	.....	.....	\$2,895 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,915 50
Boatswain.....	1	20	2	.....	.....	.....	.....	.....	422 50
Gunner	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers..	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mate.....	2	19	1	.....	.....	.....	.....	.....	638 50
Able seamen.....	14	12	1	.....	.....	.....	.....	.....	2,293 50
Ordinary seamen	36	10	1	.....	.....	.....	.....	.....	7,605 00
									\$18,554 50	
<i>Hospital.</i>										
Surgeon	1	60	4	\$200	20	20	1	.....	\$1,612 25
Assistant surgeon	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50	
<i>Civil.</i>										
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Inspector and measurer of timber.	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant.....	1	40	.....	.....	.....	.....	.....	.....	480 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	550 00
Clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	420 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,300 00	
Whole amount.....										\$51,048 50

NEW YORK.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Master	1	40	2	.....	20	12	1	.....	941 75
Surgeon	1	60	4	200	20	20	1	.....	1,612 75
Assistant surgeon	1	30	2	145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	200	12	9	1	1	1,091 75
Teacher of mathematics	1	40	2	90	12	9	.....	1	981 75
Teacher of languages	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Carpenter	1	20	2	90	12	9	.....	1	741 75
Sailmaker	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Steward, assistant to purser...	1	30	1	.....	.....	.....	.....	.....	451 25
									\$21,431 50

E, No. 5.—*Estimate of pay and rations*—Continued.

PENSACOLA.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	.....	40	20	2	.....	1,710 00
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	.....	20	12	1	.....	941 75
Surgeon	1	50	2	.....	20	20	1	.....	1,109 75
Assistant surgeon	1	30	2	\$145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	200	12	9	.....	1	1,091 75
Midshipmen	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Carpenter	1	20	2	90	12	9	.....	1	741 75
Sailmaker	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$16,901 75
<i>Ordinary.</i>									
Carpenter	1	20	2	.....	.....	.....	.....	.....	\$422 50
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	10	10	1	.....	.....	.....	.....	.....	2,212 50
									\$4,114 50
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Assistant surgeon	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,600 00
<i>Civil.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	350 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	600 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$3,850 00
Whole amount									\$28,466 25
BALTIMORE.									
Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	200	.....	.....	.....	.....	1,165 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	200	.....	.....	.....	.....	862 50
Whole amount									\$6,676 50
CHARLESTON, S. C.									
Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	200	.....	.....	.....	.....	1,165 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	200	.....	.....	.....	.....	862 50
Whole amount									\$6,676 50
SACKETT'S HARBOR.									
Master	1	\$40	2	\$200	20	12	1	.....	\$1,141 75

RECAPITULATION.

	1st item. Naval.	1st item. Ordinary.	1st item. Hospital.	2d item. Civil.	Aggregate.
Portsmouth.....	\$14,537 50	\$4,337 75	.....	\$4,350 00	\$23,225 25
Boston.....	20,291 50	18,554 50	\$3,902 50	8,300 00	51,048 50
New York.....	21,431 50	19,554 50	3,902 50	8,300 00	53,224 50
Philadelphia.....	15,209 75	4,750 25	4,029 25	6,450 00	30,439 75
Washington.....	13,873 00	5,972 50	3,400 00	8,930 00	33,395 50
Norfolk.....	21,764 00	19,554 50	3,902 50	8,930 00	54,151 00
Pensacola.....	16,901 75	4,114 50	3,600 00	3,850 00	28,466 25
Baltimore.....	6,676 50	.....	.....	.....	6,676 50
Charleston.....	6,676 50	.....	.....	.....	6,676 50
Sackett's Harbor.....	1,141 75	.....	.....	.....	1,141 75
Naval constructor.....	.....	.....	.....	3,000 00	3,000 00
Civil engineer.....	.....	.....	.....	4,000 00	4,000 00
	\$138,503 75	\$76,873 50	\$22,737 25	\$57,330 00	\$295,444 50

E, No. 6.

Estimates for repairs and improvements of navy yards, for the year 1832.

PORTSMOUTH, N. H.

Towards the erection of officers' quarters on site No. 2.....	\$15,000 00	
For new roofs to wings of ship house No. 2, repairing foundation, &c., &c....	1,452 00	
For laying new platform under the frigate Santee, in ship house No. 2.....	910 00	
For laying new platform at west end of brick store, making new crane, and underpinning the old mast and spar house.....	1,162 00	
For leveling yard.....	3,000 00	
		\$21,524 00

BOSTON.

Towards the erection of a quay wall, and stone fence thereon.....	\$16,954 74	
Towards building foundation under ship house 3, and ship; clearing away old wharf, filling in, &c., &c.....	27,807 95	
Towards quay walls from ship houses 1 and 39.....	9,419 74	
Towards the erection of a steam box shed, a pitch house, and oil and varnish house.....	4,526 86	
For completing warrant officers' houses in block No. 7, authorized in 1832, and towards building the other two houses.....	9,000 00	
For painting and repairing, &c., brick stores, officers' houses, ship houses, and mast shears, and for painting porter's and gunner's house, blacksmith's shop and tank shed; for repairing wharves, and for painting and repairing mast, boat and timber sheds.....	5,825 26	
		73,534 55

NEW YORK.

For completing works already commenced.....	\$14,250 00	
Towards facing dock in timber pond.....	5,600 00	
Towards filling in and leveling the yards, and for masting shears.....	11,500 00	
To repairs to yard buildings.....	3,500 00	
		34,850 00

PHILADELPHIA.

Towards building a steam box house.....	\$1,200 00	
For filling up door ways in timber shed No. 5; for filling up and leveling yard, &c.; wharfing from mast and boat house to the shore, and across the head of timber pen, and for repairing offices and store rooms, work-shops, &c., &c.....	2,075 00	
		3,275 00

WASHINGTON.

For filling in wharf, north side of timber dock.....	\$8,500 00	
For repairs to officers' quarters, work shops, &c.....	7,500 00	
		16,000 00

NORFOLK.

For the completion of master commandant and surgeon's houses (2 and 3) ..	\$12,178 77	
Towards building a permanent bridge across the creek, dividing the yard ...	10,500 00	
Towards the erection of a timber dock.....	25,000 00	
Towards the foundation of stone under the ship of the line New York.....	17,801 71	
For facing wharves.....	25,000 00	
For completing mast house No. 28, and for gutters to Nos. 28, 32, 33, 34, 35, 10 and 11.....	12,398 75	
For graduating yard.....	4,000 00	
For completing wall around the yard.....	7,500 00	
For repairing all works in the yard of every kind, including the foundation of the frigate St. Lawrence.....	12,650 00	
		126,529 23

PENSACOLA.

Towards completing dwelling-houses already commenced	\$18,000 00	
Towards completing storehouse	2,200 00	
Towards completing wharf	13,500 00	
Towards completing timber shed	12,700 00	
Towards completing blacksmith's shop	5,250 00	
Repairs of all kinds	1,500 00	
		\$53,150 00
Total amount of estimate	\$328,862 78	<u><u>\$328,862 78</u></u>

E, No. 7.

Estimate of pay for officers, non-commissioned officers, musicians and privates, and subsistence of officers of the marine corps, for the year 1833.

PAY.

One lieutenant colonel commandant, at \$75 per month	\$900 00	
Five lieutenant colonels by brevet, (com.) at \$60 per month	3,600 00	
One paymaster, at \$60 per month	720 00	
One quartermaster, at \$60 per month	720 00	
Three captains, at \$40 per month	1,440 00	
Twenty-three first lieutenants, at \$30 per month	8,280 00	
Sixteen second lieutenants, at \$25 per month	4,800 00	
One surgeon, at \$60 per month	720 00	
One hospital steward, at \$18 per month	216 00	
One sergeant major, at \$10 per month	120 00	
One quartermaster sergeant, at \$10 per month	120 00	
One drum major, at \$9 per month	108 00	
One fife major at \$9 per month	108 00	
Seventy-one sergeants, at \$9 per month	3,668 00	
Seventy-three corporals, at \$8 per month	7,008 00	
Twenty-one drummers, at \$7 per month	1,764 00	
Twenty-one fifiers, at \$7 per month	1,764 00	
Seven hundred and fifty privates, at \$6 per month	54,000 00	
Extra pay to the adjutant and inspector, at \$30 per month	360 00	
Pay for five clerks, viz: one for the lieutenant colonel commandant, one for the paymaster, one for the adjutant and inspector, and two for the quartermaster, at \$20 per month each	1,200 00	
		\$95,616 00

SUBSISTENCE.

One lieutenant colonel commandant, 12 rations per day, 4,380 rations, 20 cts..	\$876 00	
Five lieutenant colonels by brevet (com.), 10 rations per day, 18,250 rations, 20 cts	3,650 00	
One paymaster, 4 rations per day, 1,460 rations, 20 cts	292 00	
One quartermaster, 4 rations per day, 1,460 rations, 20 cts	292 00	
One adjutant and inspector, 4 rations per day, 1,460 rations, 20 cts	292 00	
Three captains (commanding), 6 rations per day, 6,570 rations, 20 cts	1,314 00	
Twenty-three first lieutenants, 4 rations per day, 33,580 rations, 20 cts	6,716 00	
Sixteen second lieutenants, 3 rations per day, 17,510 rations, 20 cts	3,504 00	
One surgeon, 4 rations per day, 1,460 rations, 25 cts	365 00	
One hospital steward, one ration per day, 365 rations, 25 cts	73 00	
		17,374 00
		<u><u>\$112,990 00</u></u>

C. R. BROOM, P. M. M. C.

HEAD-QUARTERS MARINE CORPS, *Paymaster's Office*, October 15, 1832.

E, No. 8.

Estimate for expenditures in the quartermaster's department of the United States marine corps, for the year 1833.

SUBSISTENCE.

For 421 non-commissioned officers, musicians, privates and washerwomen, serving on shore, at one ration per day each, 153,665 rations, at 12 cents per ration, is	\$18,439 80
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CLOTHING.

For 938 non-commissioned officers, musicians and privates, at \$30 each, is	\$28,140 00
For 100 watch coats, at \$6.25 each, is	625 00
	<u><u>28,765 00</u></u>

FUEL.	
For the officers, non-commissioned officers, musicians, privates and washerwomen, and for the public offices, hospitals and armory.....	\$9,090 80
BARRACKS.	
For repairs of barracks at the different stations, and for erecting an hospital at head-quarters	8,000 00
TRANSPORTATION AND RECRUITING.	
For the transportation of officers and men, and for expenses of recruiting.....	5,000 00
MEDICINES.	
For medicines, hospital stores and surgical instruments, for the officers and marines serving on shore.....	2,369 71
MILITARY STORES.	
For the pay of armorers, keeping arms in repair, armorers' tools, musical instruments, drums, fifes, flags and ordnance stores.....	2,000 00
CONTINGENCIES.	
For freight of stores, toll, ferriage, wharfage and cartage; per diem allowance for attending courts-martial and courts of inquiry, and for officers on extra duty; compensation to judge advocates; house rent and chamber money, where there are no public quarters assigned; incidental labor in the quartermaster's department; per diem allowance for a messenger to the public offices; expenses of burying deceased persons belonging to the marine corps; printing and stationery; forage; postage on public letters; expenses in pursuing deserters, candles and oil for the guards at the different stations, straw for the men, barrack furniture, bed sacks, spades, axes, shovels, picks, and carpenters' tools.....	14,000 00
	<u>\$87,672 51</u>

Respectfully submitted.

E. J. WEED, *Quartermaster Marine Corps.*

HEAD-QUARTERS MARINE CORPS, *Quartermaster's Office, Washington, November 15, 1832.*

E, No. 9.

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the year 1833.

Secretary of the Navy.....	\$6,000 00
Six clerks, per act of 20th April, 1818.....	\$8,200 00
One clerk, per act of 26th May, 1824.....	1,000 00
One clerk, per act of 2d March, 1827.....	1,000 00
	<u>10,200 00</u>
Messenger and assistant messenger.....	1,050 00
Contingent expenses.....	3,000 00
	<u>\$20,250 00</u>
One clerk, employed under authority of the act for the regulation of the navy and privateer pension and navy hospital funds, passed 10th July, 1832....	\$1,600 00
Salary of clerk from 16th July, when appointed, to 31st December, 1832.....	736 22
	<u>2,336 22</u>
	<u>\$22,586 22</u>

E, No. 10.

Estimate of the sums required for the support of the office of the Commissioners of the Navy, for the year 1833.

For salaries of the Commissioners.....	\$10,500 00
For salary of their secretary.....	2,000 00
For salaries of clerks and draftsmen, per acts of 20th April, 1823, 26th May, 1824, and 2d March, 1827.....	7,750 00
For salary of messenger.....	700 00
For contingent expenses.....	1,800 00
	<u>\$22,750 00</u>

E, No. 11.

Estimate of the expenses for the navy building, for the year 1833.

For superintendent.....	\$250 00
For two watchmen, at \$300 each.....	600 00
Extra for Sunday watching, at 50 cents each.....	52 00
For contingent expenses of said building, including fuel, labor, oil, repairs, engines, and improvement of the grounds.....	3,350 00
	<u>\$4,252 00</u>

F, No. 1.

Extract from a letter addressed to the Secretary of the Navy by Philo White, purser, &c., dated—

VALPARAISO, *Chili*, April 6, 1832.

SIR: I have the honor to advise you that I have drawn two bills on the Department, under this date: No. 40, in favor of Richard Alsop, Esq., for five thousand dollars; No. 41, in favor of H. J. Leaman, for one hundred and twenty-seven dollars, which I have sold at five per cent. premium, realizing for the two bills \$5,383.35, gold currency of Chili.

F, No. 2.

UNITED STATES SHIP WARREN, *Buenos Ayres*, July 17, 1832.

SIR: I have drawn on Messrs. Baring, Brothers & Co., London, the following bills for the disbursements of this squadron:

One dated July 11, for £500, out, pay, &c. One dated July 12, for £500, out, repairs. One dated July 13, for £500, out, provisions.

I have drawn, in anticipation of the wants of the squadron, exchange being much more favorable here than at Rio. The advantage to the United States in drawing for £2,000 sterling, after allowing ten per cent. to replace the funds in England, is \$1,497.

I have the honor to be, sir, very respectfully, your obedient servant,

BENJ. COOPER.

To the Hon. LEVI WOODBURY, *Secretary of the Navy*, Washington, D. C.

G.

General order.

To the commanders of navy yards:

When any vessel-of-war, belonging to the United States, shall return from a cruise to the yard under your command, unless the captain of the vessel is your superior in rank, in which case the Department will make a special order, you will, soon as practicable, and before her crew are detached or discharged, unite with you the two officers highest in rank at your station, and with them make an examination of the general condition of the vessel and her equipments, leaving a critical survey in respect to the necessary repairs to be afterwards executed in the usual manner.

You will also inspect closely the situation of the vessel as to internal regulations and arrangements, discipline, health, and accommodations of her officers and men, and any other particulars deemed useful to the service.

In the discharge of this duty, all the officers of the vessel inspected are required to give every facility and aid in their power.

The result of your inquiries you will forthwith communicate to the Department, expressing an opinion on any matters therein, when you may consider it important to the prosperity of the navy.

NAVY DEPARTMENT, *October 8*, 1832.

H.

Suppression of the slave trade, under the act of March 3, 1819.

DR.

1832.

Jan. 1. To balance in the Treasury this day.....	\$8,573 36
Nov. 19. To balance in the Treasury this day.....	<u>\$6,913 91</u>

Cr.

1832.		
Feb. 14.	By bill of exchange of Jos. Mechlin, agent, for his salary	\$750 00
Mar. 17.	By salary of J. W. Anderson, late assistant agent, deceased	159 45
Sept. 3.	By bill of exchange of Jos. Mechlin, agent, for salary	750 00
Nov. 19.	By balance in the Treasury this day	6,913 91
		\$8,573 36

I.

REPORT OF LIEUTENANT B. PAGE, COMMANDING UNITED STATES SCHOONER BOXER.

Extract of a letter from Lieutenant Commandant Benjamin Page, jr., of the United States schooner Boxer, to the Secretary of the Navy, dated—

OFF CAPE MESURADO, April 9, 1832.

I have the honor to inform you, by the brig Bethia, of our safe arrival at this place on the 5th instant.

After getting soundings, we stood in for Cape Mount; about that point we could see nothing of any vessel of suspicious appearance, or answering the description we had of Rayman's brigantine, which vessel you informed me took and destroyed the colony schooner, commanded by Captain Thompson, of whom, I learn since my arrival, no satisfactory information has been obtained. It is, however, reported, and the report is believed, that he has been taken to Cuba, where the brigantine is said to belong, merely to keep him out of the way as long as possible, as he is represented as a vigilant officer, and well known and dreaded along the coast by such as Rayman, who has, it is believed, taken his departure, as the French and English cruisers (seven in number) are very vigilant.

As you directed, I have furnished the colony with what we could spare of the articles we had on board, which they stood in need of. For your liberal instructions to me on this head, the governor requests me to tender you, in the name of the colony, his grateful acknowledgments. We have received from them all that attention and kindness for which they have been given credit by preceding visitors. They have lately been called to act in the field against a combination of the Dey and Gurrah Kings. It seems that some of the slaves of these kings, when about to be sold to the Spaniards at the Gallinas, ran away, and took shelter among the recaptured Africans who are settled about two miles from Caldwell, on the Stockton river, and that a son of King Brumley was sent down to demand them at Monrovia, but the governor could not treat with him with any safety, as, from his general character, his statements could not be depended upon. He was however told that, if the King himself would visit the colony, he would find no obstacle to a fair adjustment. On the return of the young man, King Brumley suddenly died, and his successor commenced aggressions without delay, by seizing our colonists, depriving them of their property, and even liberty, and cruelly wounding some of the recaptured Africans, at the same time making hostile movements toward the upper colonies, Caldwell and Millsburg. Upon remonstrance being made at their proceedings, they tore up the letters, and declared that if the colonists did not meet them in the field in three days, they would destroy the upper settlements, viz: Caldwell, about N. N. E., distant nine miles, and Millsburg, N. E. by E., distant about twenty-four miles from Monrovia.

In this serious state of things, part of the forces of the colony were marched to Brumley's town. It was found that the natives had left that place, and had assembled at a fortified town about ten miles further inland. Towards this place the colonists marched, armed with muskets and a field piece. On their arrival they had a battle, which resulted in the capture of the town. One colonist was killed, James Thompson, and three wounded, one severely and two slightly. It is said fifteen of the natives were killed, and a number wounded. After their flight, they sent messengers to sue for peace. On receiving assurance that they would be treated with on equitable terms, the Kings came down, and have entered into a treaty highly advantageous to the colonists. Thus peace and tranquillity have been entirely restored: trade is again resuming its usual course. Another deputation has arrived since we have been here, proposing a junction, in addition to the kingdoms of the Numba and Quah, countries already in connection with the colony; and Boatswain, the most powerful and intelligent of the kings of this section of Western Africa, still remains, as he ever has been, their firm and efficient friend, having declared that if the Dey Kings ever trespassed again, he himself would attend to the task of putting them in order. A trading caravan from his country is now here, besides the Quah deputation. There are six vessels laying in the harbor, and arrangements are making to establish another settlement at Cape Mount, so that everything looks encouraging. Between that cape and this place, all along the sea shore, many inoffensive old men, women, and weakly persons, belonging to the different inland kingdoms, are living in thick settlements, and are engaged in making salt, which is carried inland about one hundred and twenty miles by them, and exchanged for ivory and other produce, which brings them, at the colony, at the rate of one dollar for every gallon of salt. I mention this in order to point out an error which has been fallen into by some, in supposing that salt is a good article of commerce here: this is not the case, as foreign salt has been offered and rejected at forty cents per bushel. The Liverpool traders sometimes take it in as ballast, and carry it down to leeward, to the river Cameroons, but no other than native salt is encouraged by the interior natives hereabouts, as they are jealous of encroachments upon this means of livelihood for their old and weakly. This subject is somewhat connected with the commerce of this country, concerning the condition and prospects of which you have directed me to report particularly. It is not as extensive as that of the coast at large, as all vessels passing by do not anchor, but still it is in a flourishing state. I have conversed with the most intelligent, and have taken some time to look round for myself. When I say that it is in a thriving, I do not wish to be understood to mean that it is now, or can ever be, in such a state, independent of an industrious and persevering yeomanry. There appears to be several kinds of soil in the vicinity; to the southwest of the town, close by, there is a large tract of excellent coffee land, the wild produce of which has been esteemed for its flavor as highly as that of the Java coffee: cultivation will somewhat improve it, and a single individual is now setting out a plan-

tation of twenty thousand coffee trees, which is expected to be completed by May. Another quality of soil is that of Bushrod Island, which, I understand, is very similar in its location and formation to those lands on the coast of Georgia where Sea Island cotton is raised; and another, to the northward and eastward of the island, is a large and rich tract of soil suitable for raising sugar cane, rice, indigo, Indian corn, and tobacco. These locations are close around the settlement, and this, I am informed, is the general quality of the soil of all this section of the western coast, a little removed from the sea.

When it is taken into consideration that such valuable articles of trade as have been enumerated can be cultivated at an expense of about five bars, or one dollar and fifty cents, (five cents per day,) and sufficient rice for the daily subsistence of each native employed; that these natives do not work like slaves, but are a strong, laborious people, who might be brought out of their habit of giving up labor after the farming season is over, and employing their time in singing and dancing; and that these articles are in demand in our country and in Europe, there can be but one inference drawn, and that is, that, in proportion as an industrious farming interest is established, who are disposed for agriculture and its peaceful pursuits, the commerce of the colony will flourish, and keep pace with their exertions. There are several enterprising merchants here, but, at present, they can do all, and even more than the business of the colony, as they attend to some commission business for houses both in Europe and the United States. It is not, however, a favorable spot for small storekeepers and wandering peddlers, who, I am told, generally become stripped of what little they may have got; and, in wandering about in the interior for small traffic, disgust the natives by their immoralities, and thus create difficulties and disturbances, which sometimes have resulted in their imprisonment, and a demand of ransom money. It is now pretty well understood here that, in general, such persons only live and thrive as are willing to settle down on a farm, there to enjoy the fruit of their labors, and to dispose of the surplus to those very few traders which are necessary for the present state of things; and that all those who, deceived by the utopian notions which have been put abroad by some, expect success by any other means than those of industry, perseverance, and sobriety, certainly sink, and, unless assisted by charity until they can get into the performance of their proper work, would finally starve. As a little specimen of what might be done by the farmer, it might be quoted that a colonist, at the upper settlement, Caldwell, at the junction of the St. Paul's and Stockton rivers, of the name of Jonathan James, from the eastern shore of Maryland, has raised, spun, and wove cotton enough to clothe a considerable family.

With regard to imports, &c., I suppose the following to be pretty nearly correct:

From and to America, France and England.

Amount of exports the last year.....	\$120,000
Amount of imports the last year, from April, 1831, to April, 1832.....	80,000

The number of colonists is now about twenty-seven hundred, amongst whom there are four or five merchants of note.

That you may see how much one house has done of the business above stated, I enclose a statement which I have procured from the house whose name it bears.

I have inquired as to the state of health of the colony: the report has been favorable, and I am credibly informed that Doctor Todson, the resident physician at Caldwell, loses hardly in the proportion of four out of every hundred of those who are taken with the country fever, through which ordeal all have, sooner or later, to pass.

I have visited both the day and sabbath schools, and was pleased with the appearance of things; several of the children did themselves much credit. With all the advantages that have been enumerated, it would be natural to expect to hear of the general contentment of the inhabitants, and, so far as my personal observation has gone, I have indeed found this to be the case. There have been some exceptions, but they are found amongst characters who would be dissatisfied in any situation. Here, as elsewhere, the contentment of the inhabitants may be measured by their morality, industry, and sobriety.

As there does not appear to be any necessity for our remaining longer at the cape, and as we have taken a look off Cape Mount, we shall, as soon as we have filled up our water, pass down the coast, probably as far as Cape Palmas, and then stretch over to the westward, with the southeast trade, towards the north coast of Brazil, according to your orders. It is therefore my intention, in pursuing the further execution of your orders, to proceed down the coast towards Cape Palmas, by which course I hope to be able to effect the double purpose of making my passage as short as possible, and, also, for the time, of defending our traders on this track from any piratical vessels that may possibly be hovering about.

Statement of C. M. Warring and T. Taylor.

Amount of sales.....	\$80,000 00
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Shipments.

3,000 tons camwood.....	\$18,000 00
11,000 gallons palm oil, at 25 cents per gallon.....	2,750 00
1,700 gallons palm oil.....	1,850 00
Cash and gold dust.....	4,000 00
Bills.....	14,000 00
Ivory.....	32,200 00
	<hr/>
	71,800 00

These exports, with the exception of bills and cash, sold at an advance in the United States of about twenty per cent.

On hand, 1st January.

300 tons camwood.....	\$1,800 00
1,000 gallons palm oil.....	500 00
600 lbs. of ivory.....	1,700 00
	4,600 00
Good debts.....	3,800 00
Bad debts.....	3,000 00
Merchandise, the produce of foreign countries, on hand 1st January.....	{ 11,400 00
	{ 4,000 00

List of articles suitable to bring to this market.

Virginia leaf tobacco, flour, beef, pork, lard, butter, hams, tea, sugar, sperm. candles; salt fish, viz: mackerel, shad, and herring; soap (common brown), rum, West India molasses, a little sugar-house molasses; pound beads, viz: blue, white, and black, small sized; cheap black hats; common decanters, viz: quart, pint, and half pint; hollow-ware, crockery; hardware, such as cast iron pots, copper or brass rods about as thick as the finger, for ornaments, brass kettles, muskets, common single powder flints, padlocks, knives and forks, steel-yards, nails (different sizes), iron bars, paints, paint oil, blue serampores, strong shoes, assorted cordage for merchant ships, oars, and some (a very few pretty large sized) spruce spars, large-bowl Ohio pipes, fine calicoes for the colony, and domestic blue and white for the natives, (both should be yard wide,) some fine scarlet cloth for the Maningo men; American lumber, viz: weather boarding, flooring, joist, rafters, and frame pieces, cypress shingles. The lumber will bring from thirty to thirty-five dollars per thousand feet, and shingles six dollars per thousand. Each vessel might bring out as ballast a few tons of sea-coal, and a few barrels of slaked lime. Snuff is a good article at Cape Mount, and to windward generally, but not here; and pipe coral beads are a good article to leeward.

K.

Commissioners upon rules, &c.

AT THE NAVY COMMISSIONERS' OFFICE, *November 24, 1832.*

SIR: To enable the commissioners appointed under the act of 19th May, 1832, to execute the duties assigned to them, an appropriation will be necessary.

The sum that may be required cannot be ascertained with any precision; but the Commissioners suppose it may be \$15,000, and would respectfully submit that sum as their estimate upon the subject.

I have the honor to be, with great respect, sir, your very obedient servant,

CHAS. STEWART.

Hon. L. WOODBURY, *Secretary of the Navy.*

L, No. 1.

List of deaths in the navy of the United States, as ascertained since the 1st of December, 1831.

Name and rank.	Date.	Cause.	Place.
CAPTAINS.			
George W. Rodgers.....	May 21, 1832..	Inflamma'n of bowels.	Buenos Ayres.
Charles C. B. Thompson.....	September 2, 1832..	.....	Hot Springs, Va.
James T. Leonard.....	November 9, 1832..	.....	New York.
LIEUTENANTS.			
Alexander Eskridge.....	March 17, 1832..	Dropsy.....	Norfolk.
Elias C. Taylor.....	April 20, 1832..	.....	At sea, off Perna.
Russell Baldwin.....	April 25, 1832..	Rupture blood vessel.	Hall county, Georgia.
John H. Lee.....	June 30, 1832..	.....	Norfolk.
James G. Boughan.....	November 6, 1832..	.....	Fredericksburgh, Va.
* H. E. V. Robinson.....	August 16, 1831..	.....	.....
SURGEON.			
James Page.....	March 15, 1832..	.....	Baltimore.
ASSISTANT SURGEON.			
William Tyler.....	January 14, 1832..	.....	Mediterranean.
PURSERS.			
Nathaniel H. Perry.....	May 8, 1832..	.....	New York.
Alexander H. Coleman.....	March, 1832..	.....	Kentucky.
PASSED MIDSHIPMAN.			
* William C. Selden.....	August 16, 1831..	.....	.....
MIDSHIPMEN.			
William G. Elliott.....	Summer of 1831..	.....	Little Rock, A. T.
Dudley G. Woolbridge.....	January 21, 1832..	.....	New York.
Peter L. Gansevoort.....	March 7, 1832..	Drowned.....	Near New York.
Daniel Carter.....	March 25, 1832..	Disease of heart.....	Baltimore.
George T. Crump.....	April 12, 1832..	.....	At sea.
George M. Fowler.....	May 2, 1832..	Drowned.....	Pensacola Bay.
* John A. Coyle.....	August 16, 1831..	.....	.....
* Lloyd P. Somers.....	August 16, 1831..	.....	.....
Daniel Hunt.....	.....	.....	Ohio.

* Lost in schooner Sylph, off the Balize, coast of Louisiana.

List of deaths in the navy—Continued.

Name and rank.	Date.	Cause.	Place.
BOATSWAINS.			
Eli Dill.....	December 19, 1831..	.....	New York.
Richard A. Munroe.....	March 27, 1832..	.....	New York.
James Evans.....	July 9, 1832..	Dropsy.....	Mediterranean.
GUNNERS.			
George Jackson.....	November, 1831..	.....	Pensacola.
Samuel Heberd.....	July 9, 1832..	.....	Norfolk.
MARINE OFFICER.			
Marshall Love.....	July 28, 1832..	.....

L, No. 2.

List of dismissals from the navy of the United States, since the 1st December, 1831.

LIEUTENANTS.		Date of dismissal.
Name.		
E. D. Whitlock.....		May 23, 1832.
T. McKean Buchanan.....		October 20, 1832.
ASSISTANT SURGEON.		
Gideon White, jr.....		January 12, 1832.
PASSED MIDSHIPMAN.		
Edward Boyd.....		December 5, 1831.
MIDSHIPMEN.		
Erastus Huntington.....		February 3, 1832.
Cincinnatus Pryor.....		May 16, 1832.
Richard W. Meade.....		May 16, 1832.
S. A. Washington.....		May 17, 1832.
Lewis Ogden.....		June 1, 1832.
George W. Gay.....		November 28, 1832.
BOATSWAIN.		
John Heywood (acting).....		April 18, 1832.
MARINE OFFICERS.		
Captain Joseph L. Kuhn.....		April 7, 1832.
Second Lieutenant James W. Shaumburgh.....		October 20, 1832.

L, No. 3.

List of resignations in the navy of the United States, since the 1st of December, 1831.

PURSERS.		Date of resignation.
Name.		
Thomas I. Chew.....		March 12, 1832.
William M. Sands.....		March 24, 1832.
PASSED MIDSHIPMEN.		
Charles S. Renshaw.....		February 11, 1832.
Henry Tooley.....		September 24, 1832.
William C. Homes.....		October 18, 1832.
MIDSHIPMEN.		
George W. Taylor.....		December 19, 1831.
William Stearns, jr.....		February 11, 1832.
William M. A. Moore.....		March 8, 1832.
Gabriel A. O'Brien.....		March 8, 1832.
Charles Henderson.....		March 12, 1832.
William A. Howard.....		April 12, 1832.
Edward H. Hubbard.....		May 8, 1832.
Mark Hale.....		May 29, 1832.
Richard S. Coxé.....		June 13, 1832.
Osman Claiborne.....		June 21, 1832.
Stephen D. McCutcheon.....		June 25, 1832.
John A. Underwood.....		July 2, 1832.
Edgar Irving.....		August 31, 1832.
Stephen D. Elliott.....		September 12, 1832.
James H. Popelston.....		September 19, 1832.
N. B. Waters.....		July 31, 1832.
John Buchanan.....		October 19, 1832.
John S. Stoddard.....		November 24, 1832.

SAILMAKERS.	
Name.	Date of resignation.
William D. Hills.....	July 27, 1832.
Charles C. Cowpland.....	August 22, 1832.
MARINE OFFICER.	
Second Lieutenant Theodore Bainbridge.....	January 18, 1832.

M.

Statement showing the number, names, state, and condition of the vessels-of-war now in ordinary at the Navy Yards, Boston, New York, Philadelphia, Norfolk and Portsmouth.

BOSTON.

There are four vessels in ordinary at this yard, viz: Columbus and Independence, ships of the line; Constitution, frigate; and Erie, sloop-of-war. The three first have light covering over them.

Columbus.—This ship is sound, and in good order in her hull; will require to have part of two strakes of wales put on, rudder to finish, and masts to wedge, and will require some new spars; anchors and stocks to be made; to be thoroughly caulked and new coppered.

Independence.—The frame and bottom plank of this ship are supposed to be sound; the plank outboard, from lower wale to rail, the ceiling, all the decks, magazine, platforms, plank on the stern, cut-water and head, are defective, and will require to be new. She will require to be thoroughly caulked and new coppered.

Constitution.—The frame, bottom plank, ceiling between decks, spar deck, knees and beams, are sound; the outboard plank from light water mark to rail, ceiling in the hold, orlop and berth decks, magazine platforms, plank on spar deck, bulwark, plank on stern galleries, channels, and capstan, are defective, and will require to be new, and the ship new coppered.

Erie.—The frame of this ship, bottom plank, and part of the ceiling, are sound; the outboard plank from lower wale to rail, the gun and berth deck platforms, and thick strakes in the hold, are defective, and will require to be new. She will require new fore and mainmasts, and some spars, and to be caulked throughout.

NEW YORK.

The vessels in ordinary at this yard are four, viz.: Ohio, Washington, and Franklin, 74's, and Hudson, frigate of the first class.

Ohio, ship of the line.—This ship was launched in May, 1820, but has never been masted or fitted for sea; her outside plank, from the rail to the water line, is believed to be decayed, and will require to be replaced, as will also a part of the ceiling, clamps, and waist, on the upper and lower gun decks; beams and knees are sound and in good condition; spar deck plank will require to be replaced; all bulkheads have been removed to admit free circulation; she is now protected from the weather by a tight covering. No materials have been procured for the repairs and equipment of this ship, except tanks, guns, sails and shot.

Washington, ship of the line.—This ship was built and launched in 1814, and has made but one cruise. That part of her frame which is live oak is sound; her beams, knees, deck frames, and two-thirds of her gun decks, are sound and good, as well as her bottom plank, below water; her upper works are in a decayed state; a tight covering over her is now in progress, to prevent the action of the weather on her. She requires extensive repairs, for which no materials are provided.

Franklin.—This ship was built and launched in 1815, and has made two cruises, and is in about the same condition as the Washington, and would require the same repairs; she is at present used as a receiving ship; is well ventilated and taken care of. No materials are provided for her repairs.

Hudson, frigate.—This ship is built of common oak, and is known to be partially decayed in her upper works. It cannot, however, be known, until she is opened, to what extent she is decayed, to warrant saying how far she requires repairing. The spar deck has been caulked the past season, to keep the frame as dry as practicable. No materials have been provided for her repairs.

PHILADELPHIA.

Cyane.—This is the only ship in ordinary at this yard; contracts are about being made for the live oak frame, of which she is about to be rebuilt.

NORFOLK.

The ships in ordinary at this yard are, the North Carolina and Delaware, line of battle ships; Java, Guerriere, frigates of the first class, and Congress, frigate of the second class; and Natchez, Fairfield and Ontario, sloops-of-war.

North Carolina.—This ship will require repairs in her upper works, and must be docked; she leaks badly; her copper is no doubt off, and the worms have eaten through. She will require to be new caulked and coppered, at a cost of \$35,211, exclusive of docking.

Java.—This ship is decayed generally, her frame being of white oak and mahogany, or baywood. She is to be rebuilt, and contracts are now making for a new frame of live oak. She is at present, however, used as a receiving ship, which purpose she answers well.

Guerriere.—This ship is decayed in her upper works, and third and fourth futtocks; her frame is of the same materials as the Java, and she is about being covered in.

Congress.—This ship is decayed in her hull generally; her frame is of live oak; about one-third of her timbers are decayed; the rest, from repeated repairs, much cut with auger holes. She is very much hagged, otherwise much defective, and requires to be rebuilt or extensively repaired.

Delaware.—This ship has been repaired the present year, having been ordered to be fitted out, and now only requires to have the state of her copper ascertained.

Natchez, has undergone a thorough repair.

Fairfield and Ontario, are sound and good, and only require their bottoms to be examined.

PORTSMOUTH, N. H.

There is but one vessel at this yard, the *Vincennes*, sloop-of-war, of the first class; is generally in good order, but requires slight repairs in her quarter galleries, and some new plank in her gun deck. She requires caulking, and it is now in progress.

N.

Statement showing the number of vessels now on the stocks, their state of preservation, the yards where building, and the time and expense necessary to prepare them for launching.

PORTSMOUTH.

There are two ships on the stocks at this yard, the *Alabama* and *Santee*, both in a good state of preservation.

Alabama, ship of the line, is under cover in ship house No. 1; she can be prepared for launching in ninety days, at the cost of \$33,320.60.

Santee, frigate of the first class; she is under cover in house No. 2; can be prepared for launching in seventy days, at the cost of \$29,341.

BOSTON.

There are three ships at this yard on the stocks, in a perfect state of preservation, under houses.

Vermont and *Virginia*, ships of the line, can be prepared for launching in ninety days; the first at an expense of \$70,360.60; the second at an expense of \$79,726.46.

Cumberland, frigate of the first class, can be prepared for launching in ninety days, at an expense of \$74,790.56.

NEW YORK.

In the ship house No. 1 is the frigate *Sabine*, in a fine state of preservation, and could be launched in sixty working days, at the expense of \$46,357.

In the ship house No. 2 is the frigate *Savannah*, generally in a good state of preservation, but, from having been exposed to the weather previous to the house being built, and from having been caulked, some parts are injured, to wit: the wales were decayed and were taken off, the strings and part of the waist and ceiling are also decayed. She is now protected from further decay by a tight covering. She could be launched in one hundred and twenty working days, at a cost of \$46,435.

PHILADELPHIA.

There are two vessels on the stocks at this yard; the *Pennsylvania*, line of battle ship, and the *Raritan*, frigate of the first class.

Pennsylvania.—The timber, plank, beams, knees, &c., &c., of this ship, as far as can be judged of from examination, are as healthy as when the work was put together, except the ceiling in the hold, which, though apparently sound, does not appear to possess the strength of the white oak in other parts of this ship. It will require six months, at an expense of \$33,754.

Raritan, is in a similar good state of preservation with the *Pennsylvania*, and can be prepared for launching in three months, at an expense of \$15,500.

WASHINGTON.

There is but one ship on the stocks at this yard, the *Columbia*, frigate of the first class; she is in a good state of preservation, and can be got ready for launching in two months, at an expense of \$42,576.49.

NORFOLK.

There are two ships on the stocks at this yard: the *New York*, line of battle ship, and the *St. Lawrence*, frigate of the first class.

New York.—This ship rests upon a wooden foundation, which will require to be replaced with stone, if she should stand any time; she is under cover of a wooden house, that rests on a stone foundation, and is in good repair; it will require ninety days to finish her for launching, at an expense of \$37,775.

St. Lawrence.—This ship rests upon a good substantial stone foundation, which has been put under her the present year. She is under cover of a wooden house, on a brick foundation. She can be made ready for launching in ninety days, at an expense of \$32,590.

22D CONGRESS.]

No. 487.

[2D SESSION.]

STATEMENT OF THE CONDITION OF THE NAVY PENSION, NAVY HOSPITAL, AND PRIVATEER PENSION FUNDS IN 1832.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 6, 1832.

NAVY DEPARTMENT, December 4, 1832.

SIR: Agreeably to the act of Congress passed on the 10th July, 1832, I have the honor to transmit an abstract showing the condition of the navy pension, navy hospital, and privateer pension funds.

This abstract includes a period of time from the 16th of November, 1831, to the 16th of November, 1832. The accounts of the navy pension fund are exhibited in the papers marked from A to D, inclusively, viz:

A. A statement from the Register of the Treasury, of the receipts and disbursements on account of the fund during the above period.

B. Statement, in detail, from the Fourth Auditor of the Treasury in relation to this fund.

C. An exhibit of all the stocks belonging to the fund, with the cost, as nearly as can be ascertained, and the nominal value thereof; and the amount invested in the stock of the Bank of the United States; and, also, the amount of interest which will accrue to the fund during and for the year 1832.

D. A statement of the number of pensioners on the navy pension roll, prior to the act of 28th June last; and of the number which has been placed upon the roll since the passage of that act, from each State respectively.

The receipts and expenditures on account of the navy hospital fund are shown in paper E, No. 1, being a statement from the Fourth Auditor of the Treasury; to which is attached a report from the Commissioners of the Navy, marked E, No. 2, in regard to the progress made in completing the several navy hospitals, according to the appropriations made at the last session of Congress for that object.

F. Paper F, herewith transmitted, shows the state of the privateer pension fund, and the number of pensioners who are receiving the benefits of the fund.

The income of the navy pension fund for the year 1832, is estimated at about \$38,000; and the amount already paid, and which will be required to be paid, for the same year, will, it is believed, not fall short of \$36,000.

The income of the privateer pension fund, derived from stock in the Maryland five per cents., and in that of the Bank of the United States for the year 1832, is believed to be \$2,298.82; and the amount necessary to be paid on account of pensioners, now on the roll, is estimated at \$2,800.

Conformably to the act of 10th July, 1832, the accounts of the late commissioners of the several funds have been adjusted. All the stocks standing in their name previous to that period, the amount of which is stated in this report, have been transferred to the "Treasurer of the United States, for the use of the Secretary of the Navy, as trustee of the funds;" and the receipt of the Treasurer of the United States, for the certificates of the stocks so transferred, is now on file in this Department.

In regard to the opening of books for the accounts of the funds, the act of 10th July, 1832, has been strictly carried into effect.

In consequence of an omission to specify out of what money in the Treasury the payment of the salary of the clerk, authorized by the act above recited, should be taken, he has not yet been enabled to draw his salary from the general funds in the Treasury. To reimburse the amount so due, of \$736.22 accruing from the 16th July to 31st December, 1832, that sum has been asked for in the general estimates for the service for the year 1833, as well as a provision for the future payment of his salary, out of any money not otherwise appropriated, and in conformity to the probable intention of Congress at the last session.

I am, with great respect, sir, your most obedient servant,

LEVI WOODBURY.

The Hon. the SPEAKER of the House of Representatives.

A.

Statement in relation to the navy pension fund.

Balance in the Treasury on the 18th day of November, 1831, to the credit of the navy pension fund	\$9,981 36
Payments made into the Treasury for its benefit, during the year ending on the 17th November, 1832	877,960 75
	<hr/>
	\$887,942 41
Amount of payments made by the Treasurer of the United States, on account of said fund during the same period	867,299 48
	<hr/>
Balance to the credit of account, 18th November, 1832.....	\$20,642 63
	<hr/>

T. L. SMITH, *Register.*

TREASURER'S DEPARTMENT, *Register's Office, November 29, 1832.*

B.

Statements showing the balance standing to the credit of the navy pension fund, on the 16th of November, 1831; the amount of receipts and disbursements on account of said fund from that date to the 16th November, 1832, inclusively; and the amount of advances to agents during the same period, viz:

1. Balance in the Treasury to the credit of the fund on the 16th November, 1831, per last report.....

\$9,981 36

2. Amount received into the Treasury since that time, from whom, and on what account, viz:

1832.

June.	From the commissioners of the navy pension fund for amount United States $4\frac{1}{2}$ per cent stock reimbursed.....	\$162,708 04
	From the commissioners of the navy pension fund for amount United States 5 per cent stock reimbursed.....	19,444 44

1832.			
June.	From the commissioners of the navy pension fund for amount United States 4½ per cent. stock reimbursed.....	\$487,642 56	
October.	From Secretary of the Navy for 3 per cent. stock reimbursed ..	117,110 80	\$786,905 84
May.	From Buller Cocke, late prize agent	\$200 00	
	From Buller Cocke, late prize agent	1,083 41	\$1,283 41
June.	From commissioners navy pension fund for interest on United States stocks.....	\$9,860 13	
October.	From Secretary of the Navy for interest on United States stocks, 3 per cents., 3d quarter.....	1,317 49	
	From Secretary of the Navy for interest on United States stocks, 5 per cents.	1,743 53	
	From Secretary of the Navy for interest on United States stocks, 4½ per cents.....	336 90	
	From Secretary of the Navy for interest on United States stocks, 1st and 2d quarters	11,675 27	24,933 32
June.	From commissioners navy pension fund for interest on Washington corporation stock to 1st January, 1832.....	\$743 41	
	From commissioners navy pension fund for interest on Maryland 5 per cent. stock.....	75 00	
	From commissioners navy pension fund for interest on Maryland 5 per cent. stock	208 92	
August.	From Secretary of the Navy for interest on Pennsylvania 5 per cents.	4,304 99	
October.	From Secretary of the Navy for interest on Maryland 5 per cents.	1,131 25	
	From Secretary of the Navy for interest on Washington corporation stock,* two quarters, to 1st July, 1832	1,486 82	
November.	From Secretary of the Navy for interest on stock of the corporation of Cincinnati.....	2,500 00	10,450 28
March.	From the commissioners of the navy pension fund for dividend on Union Bank stock, due 1st October, 1831.....	\$375 00	
June.	†From the commissioners navy pension fund for dividend on Washington Bank stock to 1st November, 1831.	420 00	
August.	From Secretary of the Navy for dividend on stock of Union Bank to 1st April, 1832	300 00	
November	From Secretary of the Navy for dividend on stock of Union Bank to 1st October, 1832	300 00	
	From Secretary of the Navy for dividend on stock of Bank of Washington to 1st November 1832.....	420 00	\$1,815 00
			<u>\$815,387 85</u>

3. Disbursements made from the fund from the 16th November, 1831, to the 16th November, 1832, inclusive, viz:

1831.			
December 16.	Paid Thos. Ap C. Jones for pension, from 14th February, 1828, to 14th November, 1831.....	\$450 00	
December 23.	Paid Richard Smith, cashier, for \$25,000 Maryland 5 per cent. stock.....	26,368 75	
December 27.	Paid Cotton Murray, pension from 13th December, 1828, to 1st August, 1831.....	284 40	
1832.			
January	5. Paid Everard Hall, secretary, for salary and postage.....	125 75	
	Paid Nathan Eaton for extra services as messenger.....	6 25	
January	7. Paid Richard Smith, cashier, for \$10,958.71 United States 5 per cent. stock	11,451 88	
April	2. Paid N. Eaton, extra services as messenger.....	6 25	
April	7. Paid Everard Hall, salary as secretary, to 22d March, 1832, and postage.....	62 90	
	Paid Richard Smith, cashier, for Maryland 5 per cent. stock ..	100,676 09	
June	11. Paid John H. Cannon for pension in full.....	18 13	
June	19. Paid Richard Smith, cashier, for sundry stocks purchased for the fund, including brokerage.....	470,895 83	
June	20. Paid president Trenton Banking Co., pension paid W. Robinson	216 00	
June	30. Paid Everard Hall, secretary, for salary.....	62 50	
July	5. Paid N. Eaton, messenger, for services.....	6 25	
July	14. Paid president Farmers' Bank of Delaware, pensions to 1st January, 1832.....	48 00	

* The interest on the Washington corporation, to the 1st October, 1832, is not yet paid.

† The dividend declared on Washington Bank, 1st May last, does not appear on the books of this office.

1832.			
July	20.	Paid C. H. Barron, for printing.....	\$6 00
	17.	Paid Everard Hall, secretary, in full for salary.....	13 31
August	1.	Paid Joseph S. Cannon, for pension, in full	155 00
		Paid Francis P. Blair, for printing	6 00
	4.	Paid Eliza Cooper 5 years' pension, to 13th July, 1832.....	240 00
		Paid R. Smith, cashier, for \$1,200 Maryland 5 per cent. stock, brokerage and premium	1,275 18
	10.	Paid Secretary of the Treasury, for 508 shares United States Bank stock.....	50,800 00
October	5.	Paid J. & J. Williams, for cabinet furniture for clerk's office..	29 45
November	14.	Paid Secretary of the Treasury, for 1,171 shares of United States Bank stock.....	117,100 00
		Total amount disbursements.....	<u>\$780,804 92</u>

4. Advances to agents to pay pensions, &c.:

1831.			
December	15.	To the president of the Branch Bank United States at New Orleans	\$336 00
		To the president of the Branch Bank United States at Portland, Maine	970 00
		To the president of the Branch Bank United States at Boston, Mass.	2,390 00
		To the president of the Branch Bank United States at Hartford, Conn.....	198 00
		To the president of the Branch Bank United States at Ports- mouth, N. H.....	378 00
		To the president of the Branch Bank United States at Provi- dence, R. I.	368 00
		To the president of the Branch Bank United States at New York	3,800 00
		To the president of the Branch Bank United States at Pittsburgh	36 00
		To the president of the Branch Bank United States at Charles- ton, S. C.	273 00
		To the president of the Branch Bank United States at Savan- nah, Ga.....	240 00
		To the president of the Branch Bank United States at Lexing- ton, Ky.....	336 00
		To the president of the Branch Bank United States at Cincin- nati, O.....	60 00
		To the president of the Farmers' Bank of Delaware.....	120 00
		To the president of the Bank United States, Philadelphia.....	2,178 00
		To the president of the Branch Bank United States at Baltimore	1,862 00
		To the president of the Branch Bank United States at Norfolk, Va.	1,000 00
1832.			
June	30.	To the president of the Branch Bank United States at Wash- ington, D. C.	828 00
		To the president of the Branch Bank United States at Baltimore	1,270 00
		To the president of the Branch Bank United States at Norfolk, Va.	999 00
		To the president of the Branch Bank United States at Portland, Maine	456 00
		To the president of the Branch Bank United States at Boston.	2,624 00
		To the president of the Branch Bank United States at Provi- dence, R. I.	360 00
		To the president of the Branch Bank United States at Hartford	270 00
		To the president of the Branch Bank United States at Ports- mouth, N. H.....	282 00
		To the president of the Branch Bank United States at New York	4,656 00
		To the president of the Branch Bank United States at Charles- ton, S. C.....	228 00
		To the president of the Bank United States, Philadelphia.....	1,661 00
		To the president of the Branch Bank United States, Savannah	240 00
		To the president of the Branch Bank United States, Lexington, Ky.	336 00
		To the president of the Branch Bank United States, Cincinnati, O.	90 00
		To the president of the Branch Bank United States, New Orleans	411 00
		To the president of the Branch Bank United States, Pittsburgh	18 00
		To the president of the Branch Bank United States, St. Louis.	31 00
July	11.	To the president of the Branch Bank United States, Pittsburgh	36 00
August	22.	To the president of the Branch Bank United States, Norfolk..	700 00
		To the president of the Branch Bank United States, Lexington	600 00
		To the president of the Farmers' Bank of Delaware.....	84 00
		To the president of the Branch Bank United States, Washing- ton, D. C.....	293 80
		To the president of the Branch Bank United States, New York	1,500 00
		To the president of the Bank United States, Philadelphia.....	150 00
		To the president of the Branch Bank United States, Boston...	450 00
		To the president of the Branch Bank United States, Norfolk..	300 00

August	22.	To the president of the Branch Bank United States, Portland, Me.	\$300 00	
August	2.	To Joseph P. McCorkle, clerk to the fund, in part for salary ..	23 20	
August	31.	To Joseph P. McCorkle, clerk to the fund, in part for salary ..	66 67	
October	1.	To Joseph P. McCorkle, clerk to the fund, in part for salary ..	66 66	
October	31.	To Joseph P. McCorkle, clerk to the fund, in part for salary ..	66 67	
				\$223 20
October.		To Elias Kane, navy agent at Washington, for stationery, &c.....		27 66
		Total amount of advances.....		\$33,969 66

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 23, 1832.*

C.

Exhibit showing the amount of stocks belonging to the navy pension fund, with the cost and nominal value thereof, on the 16th November, 1832.

	Cost.	Nominal value.
United States stocks.....	\$231,621 41	\$227,984 92
United States bank stocks.....	167,900 00	167,900 00
Pennsylvania five per cents.....	243,485 92	212,469 16
Maryland five per cents.....	152,884 43	140,220 72
City of Cincinnati.....	110,275 00	100,000 00
City of Washington.....	56,498 75	59,472 40
Bank of Washington.....	14,260 00	14,000 00
Union Bank of Georgetown.....	15,340 50	15,000 00
	\$992,266 01	\$937,047 20
Columbia Bank stock.....	99,502 60	92,600 00

[This last named stock was purchased, part in 1809, and part in 1819. The bank became insolvent in 1823-'24, and the stock, it is believed, became an entire loss to the fund.]

The interest accruing to the fund during the year 1832 will be—

From United States stocks.....	17,592 78
On all other stocks.....	19,872 69
	\$37,465 47

The amount of stock redeemed and paid by the United States, to the date of this report, is \$786,905 84

Which amount has been invested in the stocks above enumerated, and \$167,900 in the stock of the Bank of the United States, per act of 10th July, 1832.

D.

Exhibit showing the number of pensioners on the navy pension roll from each State, respectively, prior to the act of 28th June, 1832, and also the number of pensioners from each State, respectively, placed on the roll in accordance to the provisions of that act.

Prior to 28th June, 1832:

Maine.....	6
Massachusetts.....	56
Rhode Island.....	8
Connecticut.....	7
New Hampshire.....	10
New York.....	77
South Carolina.....	2
Louisiana.....	5
Georgia.....	2
New Jersey.....	1
Pennsylvania.....	31
Maryland.....	28
District of Columbia.....	14
Delaware.....	3
Virginia.....	23
Ohio.....	2
Kentucky.....	1
Missouri.....	1
Total number.....	<u>276</u>

Since 28th June, 1832:

Maine	2
Massachusetts.....	2
Connecticut.....	1
New York	7
Pennsylvania.....	1
Maryland	1
Virginia	4
Tennessee	1
District of Columbia.....	1
Total	20
Whole number of pensioners on the roll	296

E, No. 1.

Navy hospital fund.

Dr.

1832.			
January	3.	To requisition on the Treasury, No. —, in favor of R. H. Bradford, for salary	\$62 50
January	7.	To requisition on the Treasury, No. —, in favor of N. Eaton, for extra services.....	6 25
January	13.	To requisition on the Treasury, No. —, in favor of W. Jones, for postage.....	6 25
			<hr/>
			\$75 00
April	2.	To requisition on the Treasury, No. —, in favor of N. Eaton, for extra services.....	\$6 25
April	4.	To requisition on the Treasury, No. —, in favor of R. H. Bradford, for salary	62 50
		To requisition on the Treasury, No. 6,958, in favor of commissioners of navy hospital fund, viz:	
		Pay and subsistence of the navy.....	\$4,980 04
		Pay and subsistence of the marine corps.....	417 93
			<hr/>
			5,694 97
April	5.	To requisition on the Treasury, No. 6,974, in favor of commissioners of navy hospital fund, viz:	
		Pay and subsistence of the navy.....	\$921 73
		Pay and subsistence of marine corps.....	344 42
			<hr/>
			1,266 15
June	30.	To requisition on the Treasury, No. 7,177, in favor of R. H. Bradford, for salary.....	62 50
			<hr/>
			7,092 37
July	5.	To requisition on the Treasury, No. —, in favor of commissioners of navy hospital fund, viz:	
		Pay and subsistence of the navy.....	\$4,332 68
		Pay and subsistence of the marine corps.....	399 85
			<hr/>
			\$4,732 53
		To requisition on the Treasury, No. —, in favor of N. Eaton, for extra services	6 25
August	4.	To requisition on the Treasury, No. —, in favor of B. H. Bradford, for salary.....	10 19
			<hr/>
			4,748 97
October	5.	To requisition on the Treasury, in favor of John and James Williams, for cabinet furniture.....	2 84
			<hr/>
			\$11,919 18
		To balance due to the navy hospital fund, October 31, 1832.....	9,216 64
			<hr/>
			\$21,135 82

Cr.

1831.			
December	31.	By balance due the fund, per last statement	\$953 83
1832.			
March	31.	Amount carried to the credit of the fund for the first quarter of 1832, viz:	
		For pay and subsistence of the navy	\$4,980 04
		For pay and subsistence of the marine corps	714 93
			<hr/>
			5,694 97
June	30.	Amount to the credit of the fund for the second quarter of 1832, viz:	
		For pay and subsistence of the navy.....	\$4,332 68
		For pay and subsistence of the marine corps.....	399 85
			<hr/>
			4,732 53

September 30.	Amount to the credit of the fund for the third quarter of 1832, viz:		
	For pay and subsistence of the navy.....	\$2,045 49	
	For pay and subsistence of the marine corps.....	131 00	
			\$2,176 49
October 30.	Amount to the credit of the fund, for October, 1832, viz:		
	For pay and subsistence of the navy.....	\$6,970 16	
	For pay and subsistence of the marine corps.....	607 84	
			7,578 00
			\$21,135 82
			<u>\$9,216 64</u>

By balance due to the navy hospital fund, October 31, 1832.....

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 23, 1832.*

E, No. 2.

NAVY COMMISSIONERS' OFFICE, *November 21, 1832.*

SIR: In reply to your call of the 20th instant, the Commissioners of the Navy respectfully report:

As to the Navy hospital at Norfolk, the last return received shows that all the wards of the north wing have been finished in every particular, painted, and turned over to the occupancy of the medical department; that the entire front, including the portico, has been painted with four good coats of paint, and the painters were progressing with all the galleries and external wood work; that the carpenters were engaged in counterceiling, flooring and finishing the rooms of the front building, and that satisfactory progress was making in the execution of all the residue of the work.

As to the Naval asylum at Philadelphia, orders have been given, and preparations are making, so as to insure its completion as early in the course of the ensuing spring as the weather may permit.

With respect to the hospital to be erected near the Navy yard at Charlestown, Massachusetts, directions have been given for the procurement of the stone, bricks, lumber, and other materials, so as to allow the building to be commenced as early in the spring as may be practicable.

With regard to the hospital to be erected near New York, the commissioners have not yet received all the information, with respect to the grounds, which has been called for, and which is necessary to enable them to submit the location of the building, with the plans, to you, nor have they yet received the necessary information from the commandant of the yard at Pensacola.

I have the honor to be, with great respect, sir, your very obedient servant,

JNO. RODGERS.

Hon. L. WOODBURY, *Secretary of the Navy.*

F.

On the 13th day of October, 1831, the date of the last statement to Congress in relation to the privateer pension fund, the funds belonging to it consisted of—

Stock in the Maryland five per cents.....	\$46,000 00
Stock in the corporation of Washington.....	1,961 81

Making the sum of.....	\$47,961 81
------------------------	-------------

Yielding an interest of five per cent. per annum.

On the 9th December, 1831, it was necessary, to meet the claims of pensioners, to dispose of stock of the corporation of Washington, amounting to.....	1,961 81
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Which left the sum of.....	\$46,000 00
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And on the 7th June, 1832, the amount of.....	1,563 48
in the Maryland five per cents. was disposed of, to meet the payments due on the 1st July next ensuing.	

Leaving a balance of.....	<u>\$44,436 52</u>
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In the Maryland five per cents.

After paying the amount due to pensioners up to the 1st July, 1832, the salary of the secretary, and incidental expenses chargeable to the fund, there remained the sum of \$1,100, which was invested in stock of the Bank of the United States at its par value, according to the act of 10th July, 1832.

The amount, then, belonging to the privateer pension fund on this 16th day of November, 1832, is—

In the Maryland five per cents.....	\$44,436 52
In the stock of the United States Bank.....	1,100 00

\$45,536 52

The number of pensioners on the roll is, from the State of—

Maine.....	4
Rhode Island.....	1
Massachusetts.....	15

New York.....	9
Pennsylvania	1
Maryland.....	5
Total	<u>35</u>
The income of the fund per annum, is considered at	\$2,298 82
And the annual claims upon it are estimated at.....	2,800 00
Leaving a deficit of.....	<u>\$501 18</u>

22D CONGRESS.]

No. 488.

[2D SESSION.

HISTORICAL STATEMENT OF THE USE OF LIVE OAK TIMBER FOR THE CONSTRUCTION OF VESSELS OF THE NAVY, AND VESSELS BUILT WITH IT;—THE QUANTITY ON LANDS RESERVED FROM SALE BY THE UNITED STATES AND ON PRIVATE LANDS, AND THE NECESSITY FOR ITS PRESERVATION FOR FUTURE USE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 15, 1832.

NAVY DEPARTMENT, *December 14, 1832.*

SIR: I have the honor to submit this communication, in compliance with the last clause of a resolution of the House of Representatives, passed February 25th, A. D. 1832, on the subject of live oak.

That clause requested the Secretary of the Navy to report to the House, "at an early period of the next session of Congress, such further information on this subject as he may be furnished with by the agents or others who may be employed in the service, with his views of the best means of preserving the naval timber growing on the public lands; or, if he deem it necessary, that he lay before the House a plan or system which he may think best calculated to secure to the nation an adequate supply of this material, either by cultivation or the purchase of lands now containing such supply."

As the preceding clauses in this resolution related to no other timber than live oak, and as the examinations of the agents have been directed chiefly to that material, I presumed that such timber only was in this case intended to be embraced under the expression of "navy timber," and have accordingly confined my remarks to the subject of live oak.

First. In respect to the "further information," which has been furnished by the agents, concerning that kind of timber since the passage of the resolution, and which information is first called for, I would observe that frequent and extensive additions have been made to what was before procured; but, from the circumstances under which the agents necessarily obtain new information, it has been forwarded in very detached portions. Merely laying copies of their several communications before Congress would exhibit a mass of undigested matter which would not readily afford any definite conclusions.

It has, therefore, been deemed proper to extract the material facts contained in all the correspondence of the agents under the present system, and to arrange them in as clear a manner as the general, and, in some degree, uncertain nature of the examinations and estimates would permit. The result of the whole is submitted in the tabular statement annexed (A.)

This statement shows, nearly as practicable, the present number of trees growing on what are supposed to be public lands in each of the seven districts between the St. Mary's and the Sabine rivers, so far as each has been explored by these agents.

It also gives the estimated number of cubic feet in those trees suitable for the frames of ships of the line, frigates, sloops, and schooners. It indicates the parts of each district in which the trees grow, their distance from navigable water, and whether the land on which they grow have yet been surveyed or reserved, or recommended to be reserved, when hereafter surveyed.

Another statement has been prepared, in a similar manner, relative to the live oak trees incidentally noticed and reported by these agents as growing within their districts on private lands. But as the examinations of such trees were not officially required of them, except where very numerous and valuable, this statement is doubtless more imperfect, and more below the whole quantity of trees growing on private lands within their districts, than is the first-mentioned statement of trees growing on public lands. This second document is annexed (B.)

To meet the views of the select committee on the subject of live oak, appointed at the last session of Congress, the localities of most of the trees described in both these statements have been marked, by the draftsman of the Department, upon the map annexed (C.) On the accuracy of the statements A and B, it may be proper to remark, what must be fully apparent to all acquainted with the difficulties of this subject, that the Department can only vouch for their correctness as careful compilations from the reports of the agents.

These agents, however intelligent and faithful, could not attain perfect certainty in their examinations, but are believed to have generally evinced capacity and accuracy in the discharge of the duties confided to them.

A few circumstances, which have occurred to me as likely to possess some bearing on the whole result of their proceedings, and therefore entitled to consideration in forming an opinion on them, I deem it my duty to suggest for the attention of Congress.

A portion of these trees, when cut, may be found decayed by age or injured by wind-shakes beyond the allowance made on these accounts in the reports of some of the agents. In this kind of timber, as decay generally commences at the heart, it is hardly possible to decide with correctness on the extent of such defects until the tree is felled. Another portion of these trees, in the future settlement of titles to

the lands in some of the districts, may be found to grow on soil not owned by the public, though the trees are reported, in the first tabular statement, as being on public lands. Those titles, especially in some parts of Florida, continue in much doubt, but less so, it is believed, on the sea coast, where the live oak is more abundant and valuable than in the interior. Only about one-seventeenth of the land included in the seven districts is computed to belong, at this time, to private persons (D.)

Some of these trees may be found so situated, as to navigable water, that the value of their timber will not be sufficient to pay for its transportation. The specific gravity of live oak is from one-fifth to one-sixth greater than that of water; and the trees generally grow where the roads are so bad, and the soil so moist, that the transportation by land, for any considerable distance, of so heavy an article, and in such large pieces as are required for naval purposes, would be either impracticable or exceedingly expensive.

Part of these trees are so sparsely scattered, and in such detached situations, that the agents have not considered their worth sufficient to justify recommendations to reserve the lands on which they grow; others are on lands which have not yet been reserved, because not surveyed.

In fine, a portion of these trees, while standing, and before wanted for immediate use or deposit, must be considered as exposed to certain loss by depredations, gales, fires, and natural decay.

On the other hand, before wanted, much young growth, not now included in the reports of the agents, will have increased in size so as to become valuable; and, without doubt, some other trees will be discovered in the explored districts, which have now escaped research; and many more trees will be found in those portions of two of the districts which have not yet been even partially explored.

It is to be recollected also, that the scattered trees, not in sufficient quantities on the public lands to justify their reservation, and those trees on lands now supposed to be public, but which may hereafter prove to belong to individuals, although they must all hereafter be deducted from the first tabular statement, will still constitute additions to the second statement; and, with most of the trees in it, will probably contribute as useful resources, either in private hands, to supply, by contract, the more early wants of the navy, or, in a few instances, to be purchased and reserved by the government, with the soil on which they grow, wherever and whenever their great number to the acre, and the urgent necessities of the public service, may be thought to render such a course judicious.

Without any additions or deductions on account of these circumstances, the amount of which additions and deductions it would not be possible to fix with great certainty, but which every person can estimate for himself, it will be seen that the whole number of live oak trees suitable for ship building, which the agents under the present system have yet examined and reported as now growing on the public lands, is about 144,655.

These, at twenty cubic feet per tree on an average, which is the estimate adopted by some persons, would furnish 2,893,100 cubic feet of timber. Others, of much experience, calculate that such trees "of the ordinary size," would each, on an average, yield at least eighty cubic feet. (Rep. 102, House of Rep., 21st Cong., 2d ses. page 78.)

This would increase the whole quantity to 11,572,400 cubic feet. About fifty feet, the mean between the two estimates above mentioned, will probably be found the most accurate; as the quantity to each oak timber tree, on an average, in England, is computed at forty-five feet, and the live oak, though it may not be generally of so great height as the British oak, yet, from its longer horizontal limbs, it often yields more ship timber. At this rate of computation, there would be 7,232,750 cubic feet.

The proportion of this timber, as found growing and suitable for ship building, which is large enough to construct ships of the line, is sometimes considered about one-half; and to construct frigates, about one-third; and to construct sloops and schooners, one-sixth.

But, reducing this proportion to one-fourth for ships of the line, one-fourth for frigates, and one-half for sloops and schooners, which must be within the truth,* and computing thirty-four thousand cubic feet as sufficient for the frame of a ship of the line, twenty-three thousand for that of a frigate of the first class, eighteen thousand for one of the second class, eight thousand for that of a sloop, and one thousand eight hundred for that of a schooner, which are near the average quantities; and the whole first-named number of feet on public lands would suffice for the frames of 173 vessels: one-fourth of these would be ships of the line, one-fourth frigates, and one-half sloops and schooners—the two last in equal proportions.

The whole second named number of feet on public lands would suffice for 693, and the medium number of feet for 433 similar vessels.

It will further be seen, by the second tabular statement, that, pursuing the same course of calculation, the number of trees as yet reported by these agents as now growing on private lands, being in all 8,975, their contents in ship timber would be, on the three different estimates before mentioned, 179,500, or 718,000, or 448,750 cubic feet. This, if all of it should hereafter be obtained for the navy, would prove sufficient for 10 or 43, or 27 vessels, as one or the other of the above estimates should be adopted. Without any increase for other trees known to exist in Georgia and South Carolina on private lands, and, in portions of some of these districts, on both private and public lands not yet fully examined by these agents, the above results, I am aware, are much larger than what have been published as the opinions of some intelligent persons on the whole supposed quantities of live oak timber growing in this country. But it is to be recollected that those opinions were founded on observations and explorations much more limited and imperfect, and made in part at such remote periods, as to leave it greatly conjectural how little of the timber, once seen, still remained uncut and undestroyed. The present results, also, large as they are, might be expected to exceed the computations of any individual heretofore; as they embody all the detached and more careful examinations of many individuals. Giving the quantity now remaining, from actual inspection, and on the public lands, not from rumor or estimates made at a distance, except in a single case, which is particularized, they likewise have some superior claims to correctness.

Secondly. The second point embraced in the resolution is a statement of my "views of the best means of preserving the navy timber growing on public lands."

On this subject, the legal remedies which now exist for depredations committed are deemed sufficient, so far as respects punishment. But, for the detection and prevention of trespasses, I think it should be further provided, by law, that the masters of all vessels which sail from Florida, Alabama, Mississippi, or Louisiana, laden with live oak, should furnish to the collector, before allowed a clearance, satisfactory

* See American State Papers, on Naval Affairs, vol. 3, No. 476.

evidence that the timber was cut on private land; or, if on public lands, was cut with the permission of the proper officers. As an additional security against depredations, and particularly against injuries by fires, I would recommend that it be made the duty of all public officers in the above named States and Territory, connected with the customs and the land offices, to keep a vigilant eye on the security of our live oak, and to prosecute persons known to be guilty of gross neglect, or wanton wrong, to the damage of this species of public property. These provisions, added to the present laws, and coupled with the prompt reservation of the lands on which valuable growths of timber exist, as fast as the country is surveyed where they are found, will constitute, in my opinion, "the best means of preserving the navy timber growing on the public lands."

Thirdly. The last section of the resolution requests the Secretary of the Navy, "if he deem it necessary, that he lay before the House a plan or system which he may think best calculated to secure to the nation an adequate supply of this material, either by cultivation or the purchase of lands now containing such supply."

The select committee on live oak, appointed the last session, made a similar request, and extended it to some other particulars bearing on this subject, and which request, so far as not then answered, I will endeavor to comply with in the course of my remarks under this branch of the present inquiry.

The diversity of views and the conflicting interests known to be connected with any course which the government might be advised to pursue hereafter on this portion of the resolution, will undoubtedly expose all opinions recommending any particular course to some severity of criticism, and might, in the present unfinished state of the examinations by our agents, have furnished me with a sufficient apology for not expressing, at this time, any decided sentiments on so controverted a topic. But believing that some of the difficulties hitherto existing arose from defective information, which the recent examinations by the agents, far as completed, and the collection of certain material facts accessible to the Department, would tend to remove; and that it might be considered as avoiding responsibility and labor not to comply with the apparent wishes of the House of Representatives, fully as practicable; I have not hesitated to present, under this head, so far as my exertions could extend, every fact and estimate that appeared pertinent to the inquiry, and likely to be useful in the future deliberations and legislation of Congress on this important portion of the resolution.

In only a few of the computations which may be offered do I profess to have attained perfect accuracy; but, in all of them, there has been attempted the nearest approximation to it which the defective materials before me and the uncertain nature of the subject permitted. I entertain no doubt that those who are acquainted with the inherent difficulties attending this inquiry, and the contradictory opinions generally prevalent on this part of the subject, will exercise the liberality duly to appreciate my motives, and to make suitable allowances for any unintentional errors.

In order to decide judiciously on a proper "plan or system," in future, either for purchasing more lands, now covered with a valuable growth of live oak, or for cultivating artificially this kind of tree on any lands, and in any particular method, it will be necessary, first, to ascertain our probable demands, in future, for that species of timber, and, afterwards, our means of obtaining a sufficient supply of it to meet those demands, either from materials now on hand, or by contracts from private lands, or from the public domain in its present condition.

The frames of our public vessels are the only parts of them usually constructed of live oak timber, and the computations will therefore be confined to a supply for the frames.

Upon the hypothesis that our force in commission will, for some years, be continued at about its present size, and on the propriety of which hypothesis some remarks may hereafter be offered, it will be indispensable to provide annually a small quantity of live oak timber for ordinary repairs, and another quantity, somewhat larger, to take the places of such vessels as may be lost by accident, wars, and great natural decay. I have turned my attention, first, to the quantities deemed indispensable, and have considered those for the objects just named as the only ones strictly indispensable: because the further quantity needed for the vessels which sound policy may require to keep in ordinary, and on the stocks, or the quantity of live oak timber which the same policy may require us to place in depot, to aid in enabling us to increase, at any time, our force in commission, so as to meet any future emergencies of the country, is rather a matter of public expediency than of indispensable necessity. It will depend on arguments as to the proper size of our naval establishment, and the proper extent of our collection of naval materials to meet future contingencies, and about which opinions may somewhat differ, and which will soon be examined, rather than on an immediate, obvious, and indispensable want, about which little diversity of sentiment can prevail.

The first indispensable quantity, which is that for small annual repairs of the live oak frames of our vessels kept in commission, will probably not much exceed 1700 feet per year, or about one per cent. on the whole quantity of these frames.

Though this amount may appear small, it will undoubtedly be found ample for the object when we advert to the kind of repairs here specified, to the durability of the timber used in the frames to be repaired, to the unexposed parts of the vessel in which it is used, and to the favorable result of our experience on this subject, which will hereafter be detailed.

The next indispensable quantity, which is that wanted to take the place of what live oak in frames may be lost while in commission by great decay, by fire, shipwreck, and war, will probably not exceed 8,500 cubic feet per year. This last computation is founded upon the estimate that, in the ordinary course of events, it will become necessary, from great decays, and from disasters, either virtually, by large repairs, or actually, by either rebuilding or by the substitution of other vessels already built, to replace all our force of live oak now in commission during the lapse of the next fifth of a century.

This force consists of four frigates, nine sloops, and seven schooners; all the frames of which, except of one schooner, are in part or altogether composed of live oak. At the rate of computation before suggested as correct, those of live oak contain about 165,480 cubic feet; and one-twentieth of that is 8,274 feet, or about five per cent. on the whole quantity at present in commission. (H, 2.) This augmented to 8,500 feet, and the 1,700 estimated for small repairs, will together amount to over six per cent. on the frames actually in service, as the quantity here computed necessary to maintain them entire. Without at this time offering anything more on the basis of these calculations, (but the general correctness of which will be illustrated in the course of this report,) it may be seen that these two estimates will require to be provided for small repairs, and for replacing losses from all causes in our live oak vessels

in commission, about 10,200 cubic feet annually; or at the average rate per year of a quantity more than sufficient for one new sloop, or each two years about enough for a frigate of the first class, or each three years almost enough for a ship of the line.

In regard to the procurement of these indispensable supplies, the first quantity for annual repairs, considering the use for which it is wanted, must be obtained in detached pieces; and, as we now have on hand 75,000 feet of live oak purchased for repairs, (E,) and of which over 50,000 is intended for ordinary ones, it could for twenty or thirty years be furnished from that source, and afterwards, if necessary, from timber in depot.

The second quantity could mostly, and to great advantage, be obtained for many years by substituting our vessels now in ordinary, whenever they are of the size wanted. The frames of such of them as were built of live oak contain about 322,633 cubic feet, being an amount, nominally, sufficient to replace more than twice the loss of our whole force in commission. The frames of the Macedonian, Hudson, and Cyane, and two-thirds of that of the *Guerriere*, are excluded from this computation, as not being of live oak; and other large deductions should undoubtedly be made from the extent of this source of supply, in consequence of the advanced age of a number of live oak vessels in ordinary, and the future decay to which they are all liable while remaining in ordinary.

Besides this source of supply to replace those in commission, we have vessels on the stocks which contain in their frames about 354,000 cubic feet, and constitute a sure and more durable resort, when necessary, than those in ordinary.

These vessels, now on the stocks, are sheltered from injury by the weather, and are not decayed by either wet or dry rot; are little exposed to future damage, except by fire; and, until launched, bid fair to continue sound, at least in their frames, for some generations.

Again: beyond both of those resources to replace lost and decayed vessels now in commission, are the live oak frames in deposit at the different yards, and to which, in case of necessity, a resort might be had. These contain over 431,845 cubic feet of timber, or nearly thrice the quantity now in commission; and they will probably remain not essentially injured for centuries, if receiving proper attention, and if, in the meantime, they are not wanted for public purposes.

These general remarks and estimates are presented merely with a view to furnish some aid in forming a just opinion on the true extent and character of our resources on hand in live oak timber, and on their sufficiency, if required, to meet, for a time, our indispensable wants of that kind of timber.

But it is by no means recommended to place entire reliance, even for our indispensable wants, or any large portion of them, upon the resources just enumerated.

On the contrary, some further remarks and estimates will now be presented, with a design to throw additional light on the extent of our resources in live oak timber, whether growing or cut, and in various shapes now on hand, and whether growing on public or private lands, but yet suitable and available to meet all such demands for that kind of timber as may be required in this country, no less by a future sound policy on naval subjects than by our indispensable wants.

In this inquiry, it is desirable first to ascertain, near as may be, what has been the extent of all our former demands in the navy for live oak timber; and then to estimate, from that extent and other considerations, what those demands will probably be hereafter. It will next become proper to ascertain whence and how the supply for those former demands has been obtained; and then, from that result and other information bearing on the subject, to estimate whence and how the supply for our future demands is to be obtained.

All our purchases and use of live oak timber heretofore for annual repairs, all our purchases and use of the same kind of timber for the immediate building of vessels, and all our purchases and deposits still remaining for the future gradual improvement of our navy, cannot be ascertained with accuracy; but, probably, can be computed so nearly to the truth as to furnish material aid in forming an opinion on the whole extent of all our demands, both hitherto and hereafter, for live oak timber.

It is gathered from our records and other sources that our former purchases of live oak timber, for all kinds of repairs of all vessels afloat, have probably been about 168,000 cubic feet.

The basis of this and most of my other material calculations will be given, in order that any errors may be detected, and, in the final result, all due corrections and allowances be made, not only on account of arithmetical mistakes, but diversities of opinion on any of the important data entering into the elements of those calculations.

Our purchases of live oak timber for all kinds of repairs, during the last ten years, have been 75,000 feet: previous to that, our records on this subject are defective, and the amount is to be estimated. As the above 75,000 feet included 10,000 feet for the rebuilding of one live oak vessel, and 57,000 for the repair and rebuilding of other vessels not before constructed of live oak, and as similar occurrences are not known to have happened before, I have computed the purchase, during the previous ten years at only two-thirds as much, or 50,000 feet, and during the fifteen years still previous, when our vessels were fewer and newer, at the rate of only one-half as much as in the succeeding ten years, or 37,500 feet, making in all, with an addition of about four per cent. for errors, the above amount of 168,000 cubic feet. The portion of this whole quantity which has been actually used for small ordinary repairs of our live oak vessels is not readily to be ascertained, but it is a very important inquiry, with a view to estimating, accurately as possible, what may be the extent of our annual demands hereafter for that species of repairs.

The amount we have actually used for that purpose has, according to my estimate, been only about 33,000 feet. The basis of this estimate is, that for all kinds of repairs during the last ten years, to the frames of our vessels, it cannot be ascertained that we have used over 54,000 feet of live oak timber. (F.) Our record shows that 42,000 of that have been used in other repairs than small and ordinary ones, to the live oak frames of vessels, and, consequently, leave only 12,000 feet, or an average 1,200 per year, as the probable amount consumed in this last description of repairs. Computing these last, during the ten previous years, to have been equally large, as that time included a period of war, and during the first fifteen years of our more limited establishment, to have been at the rate of only half as large, and the result would be, as above stated, but 83,000 feet actually used hitherto for the small repairs of the live oak frames of all our vessels.

The correctness of this result is strengthened by the circumstance that, of the whole amount of 168,000 feet purchased for repairs, we are able to ascertain that about 57,000 have been used, and are now using, to repair and rebuild frames, before constructed of other than live oak timber; and about 20,000 have been used to repair largely, and to rebuild vessels before constructed of live oak. We have

now on hand, for the purpose of ordinary repairs, about 50,000, and these three items, with the 33,000 feet before estimated as usual for small repairs, would absorb the whole purchases, except 8,000 feet. It is known that some of this 8,000 feet has been used in the ordnance service during the late war, and that some has been occasionally diverted to still other public purposes, and all of which, with the casualties of over a fourth of a century, would probably equal the whole balance.

Though this estimate makes the actual use of timber for the small repairs of our live oak vessels during the last thirty-five years, to have been, on an average, less than 1,000 feet annually, and during the last ten years only 1,200 feet annually, yet our future demand for that purpose must be computed much higher. A number of the live oak vessels afloat are very old; most of them have been launched over ten years. The whole repairs in them must become larger, and a plain line between "small" and "middling" repairs, in such vessels, cannot always be drawn with much accuracy.

Under these circumstances, coupled with a due allowance for errors in our result as to the past, I think that 3,400 feet annually will be a proper and liberal estimate for our future demands of live oak for the purpose of small ordinary repairs. This is an aggregate of about one per cent. on our force in commission, and of about one-half of one per cent. on that in ordinary; or, on an average, nearly three-fourths of one per cent. on the whole force afloat. Our Navy Board consider two per cent., on what is afloat, as a fair estimate of this species of timber annually wanted for all kinds of repairs. (F.)

Deeming this to be correct, the portion of it I have computed to be chargeable to small ordinary repairs, hereafter, is much greater than my estimate before made is of our actual past use for this kind of repairs out of the whole.

As further evidence that I have thus computed enough for this kind of repairs, it will be observed that the proportion for small repairs, out of the whole, would in fact be somewhat greater for the past than the future, as the large repairs in the frames of our live oak vessels heretofore have, in only one case, been known to exceed fifty per cent. on their original cost, while, as our vessels grow older, the larger repairs must be more frequent, and constitute a larger proportion of the whole.

Much light cannot be thrown on this subject by the yearly appropriations for all our repairs, as compared with the computed original cost of our vessels. Those appropriations have been for some years over eight per cent. on that cost. (G.) But this has included not only repairs of the vessels, but of their equipments, and of other parts, of less durable timber, as well as of the frames, and large as well as small repairs, and the labor in making all these repairs. In fact, it presents not far from the amount in money deemed necessary not merely to repair the frames, but to maintain entire the materials of every kind in our whole force afloat. It happens also that very little pertinent information on this point can be derived from foreign services. The French estimate that their vessels will require to be slightly repaired in four years, thoroughly in eight, and virtually, if not nominally, rebuilt in eleven years.

The British estimate that "small" repairs will be necessary in five or six years, and "very small" sooner. Though they divide repairs into various grades and titles, from "very small," at one-eighth of the original cost, and "small," at one-fifth, up to "large," at nine-tenths, and "very large," at first cost, yet I have not found the average time for each kind estimated, except as the whole average duration of their vessels is now computed at about thirteen years. Sometimes all their repairs are estimated at one-seventy-second per year of the quantity of timber afloat, or equal to one-fourth of what is deemed necessary to keep up annually their establishment entire.

But, as might be expected, considering the inferior durability of fir, and of all oak to live oak, and the less proportion of repairs required on frames than other parts of a vessel, all these expenditures are in a ratio nearly one-half larger than our estimate for future small repairs on only our live oak frames, and, making a due allowance for every circumstance, rather confirm than impair the results which I have before stated.

Assuming, then, for the present, what will hereafter be further examined, that our force now afloat will not, for some years, be essentially diminished or enlarged, the quantity of 3,400 feet of live oak annually will, it is probable, prove sufficient for the small ordinary repairs of all our live oak frames afloat, and will, therefore, constitute the first item in our permanent yearly demands for this kind of timber, to be in some way, and from some quarter, hereafter supplied.

Our annual purchases, and actual use of live oak timber for building, independent of common wear and tear, form the next subject of inquiry. It is well known that these purchases have heretofore been very irregular. But all this timber which has been used in the frames of public vessels constructed since A. D. 1797, whether originally purchased for that or other purposes, has been about 974,363 cubic feet. (H, 2.) This is, on an average, about 27,838 feet per year. What may be the extent of our annual demands on this account, in future, will depend in some measure on fluctuations in policy as to the whole size of our naval establishment, on the amount of force deemed proper to be kept in commission, on misfortunes in war and by shipwreck, on the decay of our vessels already built, and much on the circumstance whether the quantity of live oak required in consequence of these causes shall, for many years, be supplied entire or partially by rebuilding anew, and by purchases for that object, or entirely by substituting other vessels now in ordinary and on the stocks, and by taking frames already in depot.

But should this quantity be supplied hereafter in such manner as not to diminish the sum total of our present force of live oak in commission, in ordinary, and on the stocks—though we might advantageously, as new vessels are wanted in commission, supply our necessities from those in ordinary, when of the size wanted, and proportionably increase the number of those on the stocks, since vessels in the latter state are preserved with less injury than in the former—and should it be made in such manner as not to diminish our frames in depot, but allow their annual increase in the mode lately practiced, and now, as well as heretofore, earnestly recommended, we shall then pursue that manner in furnishing the quantity needed which seems to me least exceptionable and most consonant to the only correct general policy on the subject of our navy. In that event, there would probably be required about one-twentieth of the present quantity of live oak in commission, or 8,274 feet, and one-thirtieth of that in ordinary, or 10,754 feet, to supply the average annual losses by large and entire decay in the frames of vessels of those two descriptions. To this may be added, in order to meet every probable and almost possible contingency, about one-half of one per cent. for losses by shipwreck on those in commission, amounting to about 827 feet, and about one-third of one per cent. more for losses by accidental fire on all in commission, in ordinary, on the stocks and on all timber in depot under sheds. This last one-third of one per cent. will be about 4,246 feet. These estimates for shipwreck and fire exceed anything which our experience, as hereafter detailed, would justify, but are adopted to meet any plausible though large computation for the

future. These all would constitute, under this head, about 24,101 feet per year, as a second item in our annual permanent demands to be supplied. This quantity, it will be seen, is about one-twentieth, or five per cent. of the whole frames afloat. If the amount for small repairs be added to it, making together 27,101 feet, it would be almost $5\frac{3}{4}$ per cent., or over one-eighteenth of the whole afloat. This is deemed requisite to keep up, in all respects, the live oak frames of the entire establishment in commission and ordinary. In England, it is estimated by some that one-eighteenth is necessary for that purpose, including all parts, instead of only the frames of the vessels, and all those consisting of inferior kinds of timber. The Commissioners of our Navy Board estimate it at 6 per cent. on the live oak frames, or about one-seventeenth of the whole afloat. (F.)

This would make a difference of only about 1,785 feet; and, to avoid mistakes, and to cover all deficiencies, I shall assume that per cent. as correct in my future calculations, and thus increase the sum per year for large repairs and rebuilding to about 25,886 feet. To illustrate the basis of these computations a little more by details, it will be seen that the estimates under this head are founded on the supposed continuance, during some years, of our force afloat at its present size, as not being too large for all our legitimate wants.

So far from its present size being deemed too large for those wants, or at all adapted to the expensive scale of one, two, and three hundred vessels in commission, or to one, three, and five hundred vessels built and building, as practiced by some of the great maritime powers of Europe, and so far from its looking to any extravagant project for either ostentation or future naval conquests, or the gratification of mere national pride, it differs but little from what was estimated as judicious in December, 1798, the very first year this Department went into operation.

The Secretary of the Navy at that time suggested that a proper permanent force at command should not be less than "12 ships of 74 guns, as many frigates, and 20 or 30 smaller vessels." In January, A. D. 1801, a similar estimate was presented, and, in December, 1811, a like opinion was expressed by the Department, except a recommendation to augment the number of frigates to 20, and leave the smaller vessels to be regulated by future convenience and exigencies. The instructive lessons taught on this subject during the late war, and our experience during the last seventeen years, confirm the sound political wisdom of now maintaining an establishment at least equal to our present one. The more extensive range of our commerce, its new exposures in barbarous countries, the great increase of our seaboard by the purchase of Louisiana and Florida, and the convulsions that now agitate many parts of the civilized world, would seem to dictate a considerable increase rather than reduction, since the original estimates, of the only species of force which can yield to our commercial interests abroad efficient protection, maintain there "the rights and independence" of the Union, "secure the personal liberty of our citizens," and be in readiness, on any emergency at home, to aid powerfully in the defence of our great coasting trade and our very extended maritime frontier.

Presuming, then, that the expediency of continuing, for some years at least, the present strength of our disposable force has been satisfactorily shown, it is believed that the allowance before proposed for annual losses by accident and decay will, on a little inquiry and reflection, be deemed amply sufficient. Many of the vessels afloat, which have been launched within the last fifteen years, will probably endure more than one-fourth of a century longer, while some of them, built earlier, may perish sooner. Four of our present frigates, the Constitution, the United States, the Congress, and the Constellation, were all afloat before A. D. 1800, and three of them in 1797. Though they have since undergone frequent repairs, yet their original frames, except where destroyed by too large and frequent boring for treenails, or where constructed of timber not well seasoned, mostly remain sound. As the improved practice of bolting with copper and iron, and, consequently, of making smaller and fewer holes, shall prevail extensively, the first-named source of injury to our ships-of-war will diminish; and though from ten to fifteen years is the average estimated duration of an English oak vessel in commission, and only from six to ten years the duration of the vessels of many European powers, when made of other oak or of fir, yet our experience, and the changes above mentioned, justify a belief, that from forty to fifty years, will in future be nearer the truth, in respect to the serviceable duration of the frames of vessels built of well seasoned live oak, and used from time to time, as ours have been, alternately in commission and in ordinary, and, when in ordinary, protected, as ours now are, with great skill and attention. Should our present excellent system of ventilating, covering, and inspecting vessels, while in ordinary, continue, their frames, when of live oak will probably last many years without being much impaired, and the allowance proper on account of their future decay will be somewhat less than that for vessels while in commission. Accordingly, we have estimated the average duration of those now in commission at about 20 years; and, as many of the vessels now in ordinary are comparatively new, as the frames of some others have not been injured by frequent boring and repairs, and all of them are so well protected from the weather, it might be safely calculated that the whole in ordinary, if put into use as needed, in the place of those in commission, would not, on an average, perish under thirty years.

The manner of building, as to care and closeness of finish, the dryness and good ventilation of the inside of the vessel after launched, as well as the thorough previous seasoning of the timber, all have a material influence on its durability, and have of late years received particular attention in our service. To these remarks, bearing on the correctness of the above allowances, it may be added that, during the last thirty-five years, since our present navy commenced, only a single live oak vessel in our service is known to have been chiefly lost by natural decay, and only two small ones by shipwreck. This has scarcely anything like a parallel, unless in what is reported in the finely built vessels of teak, at Bombay. Some decays and injuries in most of the live oak frames of our vessels have, of course, occurred from common wear and tear, and some from the other special causes previously enumerated.

But most of the repairs in our vessels hitherto having been in other portions of them than such as are made of live oak, little is justly chargeable to great decay in the live oak frames. Another series of facts resting on careful computations will lead us to a similar conclusion. Of the whole quantity of live oak put into the frames of public vessels in building them since 1797, being about 974,363 cubic feet, there now remain about 165,480 feet in commission, 322,633 feet in ordinary, and 354,000 feet on the stocks, leaving only 132,250 feet not now on hand. (H, 1.) Of this last quantity, 8,000 feet were sold by order of Congress, in A. D. 1801; 68,375 feet were captured and supposed to be destroyed by our enemies in four different wars; 44,500 feet were burned by ourselves in 1814; 3,375 feet have perished by shipwreck; and only about 8,000 feet by great natural decay, requiring rebuilding. (H, 2.) This makes a loss of live oak vessels in 35 years, by the last cause, of nominally almost nothing; as the only

vessel considered to have been thus lost is the original John Adams, which, having been imperfectly built, by contract in a private yard, and with timber not known to be thoroughly seasoned, experienced a premature failure. But, in reality, the loss by decay has been only the above amount of 8,000 feet; and what has been supplied, as before suggested, in small quantities, in the ordinary annual repairs, and some more extensive injuries before referred to in the older vessels, arising from peculiar circumstances, and which injuries, for reasons before named, will not probably so often occur hereafter. Though the extent of all the repairs, which, technically, ought to be charged to rebuilding, cannot be exactly ascertained, I think that a liberal estimate has been presented for them, and for entire rebuilding from all kinds of losses in future, by computing it at 25,886 feet annually, or a little more than enough for one frigate of the first class every year. I have made no specific estimate for losses, in future wars, to be hereafter supplied, because it is hoped those losses will prove few and far between, and because, if greater than what we may acquire by captures, they could readily be replaced from frames in depot, the great safeguard and reliance in this respect in any national emergency.

Our whole purchases of live oak, made to promote the increase and improvement of the navy, and placed in depot, form another topic of inquiry. They have been mostly paid for, except some early specific appropriations, from a ratable part of the general appropriations gradually to promote that increase and improvement, and have amounted, in all, to about 909,911 feet. Of this whole amount, much has been already employed in the construction of some of our present vessels afloat and on the stocks; but the quantity which has not heretofore been burned while in depot, nor used for either repairing or building vessels, nor for any other purposes, and now remains on hand designed for building, and not for repairs, is about 431,845 cubic feet. (I.) Of this quantity, the annual purchases the last ten years have constituted a large portion of the whole, and have been, on an average, about 33,000 feet per year; or about enough annually for the frame of one ship of the line, or of one frigate and one sloop-of-war.

Should the policy that has prevailed on this subject during those ten years continue for some time longer, and the present appropriations for gradual improvement be renewed by Congress, the above quantity of 33,000 cubic feet will constitute a third and last item, in our permanent annual demands of live oak timber to be in some way hereafter supplied.

For reasons assigned in the report from this Department, made December 3, 1832, the long continuance of the policy before mentioned as to this kind of timber, as well as other useful materials for ship building, and munitions for naval warfare, seems to me highly judicious. Some additional reasons for it, as regards this kind of timber, can on this occasion be more properly presented.

It is to be recollected that if, as now estimated, we should, in a spirit of liberal foresight, continue to follow this policy of gradually placing a reasonable supply of live oak timber in depot, before it may be wanted for immediate use, still our provision for all kinds of timber necessary for naval purposes will not be extravagant; but, on the contrary, will probably require much further attention than has hitherto been bestowed on it.

I have before remarked that the frames of vessels constitute only about one-fourth part of the whole timber used in their construction; and collecting and preserving that one-fourth seasonably, fully, and carefully, as we may, there is, in addition, to be provided, either beforehand, or from time to time as needed, the large quantity of treble as much other timber, consisting generally of white oak, pine, larch, cedar, locust, and elm, but which, being more perishable and more widely diffused over the country than live oak, and not usually costing more than one-third as much per foot, does not attract so much public consideration.

Our proceedings in respect to the timber other than live oak, under the act for the gradual improvement of the navy, whether in reserving public lands on which it grows or in purchasing it for deposit, and all our actual means, and our true policy as to obtaining hereafter the other kinds of naval timber, do not come within the scope of this communication, and, consequently, are not now detailed. But as their quantity must be so large as three-fourths of the whole consumed, this circumstance renders the subject worthy of much attention, and enforces, very strongly, the expediency of securing now in live oak, while the opportunity continues in our power, at least one-quarter of our whole future wants.

This is peculiarly incumbent on us, when we are able to secure it in such an invaluable kind of timber as, being placed in a due state of preservation, will probably remain sound for ages.

The difference between the duration of vessels built of timber recently cut, and of those of timber in this way well seasoned, is generally computed at about one-third in favor of the latter, and, in respect to live oak, is greater than one-third; and alone furnishes another strong argument for a continuance, as well as an enlargement, of the present policy of procuring, long in advance, and of thoroughly seasoning by immersion in water, and then by sheltering under sheds, the whole of our live oak timber designed for naval architecture. From all these data, it appears that all our annual wants, while our present force and present policy remain not essentially changed, will amount to about 62,286 cubic feet of live oak timber. This is 3,400 feet for small ordinary repairs; 25,886 for rebuilding, to supply accidental losses and great natural decay; and 33,000 for deposit for gradual improvement.

In order to ascertain how this quantity is hereafter to be obtained, it may be useful first to advert a moment to the whole aggregate amount of our supplies of live oak timber heretofore procured, and the manner and places in which they have been procured. As before stated, we have heretofore purchased, in all, about 168,000 feet of live oak, for repairs; about 974,363 cubic feet, that has been made up into vessels; and about 431,845 feet now in depot for gradual improvement, exclusive of repairs.

The only deficiency in this amount arises from some small quantity of live oak timber, in depot during the late war, having been used in the ordnance service for gun carriages and platforms, and about 15,000 feet having been destroyed in the conflagration in this city in 1814. (I.) Both of these quantities did not probably exceed 20,000 feet. The whole amount of our supplies, then, heretofore obtained in any way and from any quarter, having been about 1,594,208 cubic feet, these would, on an average, be about 45,549 feet per year, and about one-fourth less than the whole quantity per year estimated as proper and necessary to be hereafter obtained.

These supplies have been procured nearly in the following manner and places: From 1797 to 1800, the demand for live oak for public use was new and considerable, and was chiefly satisfied from the islands and coasts of Georgia and South Carolina. From 1801 to 1816, but little of this kind of timber was obtained in any place for the navy; but all which was obtained, down to the last-named year, was cut principally from private lands, except what came from Grover's and Blackbeard's Islands, which,

having been purchased by the government, were afterwards allowed to be stripped of their timber, under contracts with individuals. Even down to 1822, most of this kind of timber procured for the navy, though soon after the late war, to a very large amount was purchased, by the contractors, from private lands. The chief exceptions were, as to what grew on the above islands, and some small quantities cut on the public lands in Louisiana.

In 1817, the government began to adopt means for preserving their live oak in Louisiana; and, between that date and 1822, explored and reserved about 19,000 acres of public land, the growth on which was supposed to remain uncut as late as 1827.*

Since the purchase of Florida, in 1822, the quantities obtained on public as well as private lands have been great; but, since 1826, as attention to the preservation of timber on the former has increased, most of the live oak used has been cut from the latter. A little reflection on these facts will enable us to calculate, with greater confidence, in respect to the probable and best manner and places of obtaining our future supplies.

Notwithstanding the purchase by this Department of so large a quantity of live oak since 1797, and especially since 1816, besides all of this kind of timber which has been used in the merchant service during that period, either in this country or shipped abroad, yet one striking, and in some degree controlling circumstance, appears, which may serve to test the accuracy of all opinions on the extent of our present resources in live oak. The prices given by the government continue about the same as in former years, or, if essentially changed, have become somewhat lower, and would seem clearly to evince the little difficulty which, as yet, has existed, or is likely immediately to exist, in so wide a range as from South Carolina to the Sabine, in finding, chiefly though not entirely, on private soil an adequate supply for our usual wants.

The prices for live oak timber delivered at our yards in A. D. 1799, and of a size suitable for ships of the line, were \$1.33 per cubic foot. But some of the contractors at that price failed to fulfill their engagements, and it is reported, though the defective state of our early records does not enable us to ascertain the truth, that those who did fulfill their engagements obtained additional allowances.

In A. D. 1801, the Secretary of the Navy estimated that this timber, when so delivered, would cost \$2 per cubic foot, if suitable for ships of the line. Nothing further on this subject can be found till A. D. 1816, when we paid for live oak timber delivered \$1.55 for frames of seventy-fours, \$1.42½ for those of frigates, \$1.15 for those of sloops, and \$1 for promiscuous timber. In A. D. 1826, we paid for the second description of frames \$1.20 and \$1.25 per foot, and the former price for the last kind of timber. In A. D. 1827, we paid for the first kind \$1.37 and \$1.50, for the second \$1.25 and \$1.45, for the third \$1.15 and \$1.25, and for the last 80 cents and \$1.00. In 1829, for the second \$1.30, and for the last 87½ cents, and offers have been made the present year, and accepted, for the second at \$1.09 and \$1.50, and for the last at 87½ cents and \$1.00. (E.)

Originally the prices may have been somewhat enhanced, from the circumstances that the freight of the timber was somewhat higher than it has been of late years; that the supply of live oak was then, and probably would continue to be, more limited than subsequent explorations and acquisitions of territory have shown it to be, and that the government then owned no public lands yielding live oak, and enabling it to prevent individuals from exercising an undue control over the market. But it is to be remembered that some of the contractors at the first prices did not feel able, at that rate, to fulfill their engagements, and that, between A. D. 1799 and A. D. 1816, all kinds of ship timber on our seaboard have generally been supposed, from the increased settlement of the country and the augmentation of our commercial tonnage, to have risen about ten per cent. We may have been in this respect somewhat influenced by the foreign demand, and may on this point derive some instruction from a moment's attention to the fluctuation of the prices of naval timber in England during about the same period. There, in A. D. 1792, a careful examination of her domestic resources resulted in a conviction that a scarcity, especially of large timber, had begun to prevail; and from that year to A. D. 1811 the prices rose over one hundred per cent. This probably happened, not only from the above scarcity in her home production, but from increasing difficulties, in her long wars, in obtaining supplies from other countries, and from a larger demand to construct and sustain an enlarged navy. But, in A. D. 1811 and 1812, the prices which, from about £3 sterling in 1792, had risen to £11 and £12 sterling per load, or about \$128 per cubic foot, began to fall, and in A. D. 1814 it was testified, before a committee of parliament, that the extensions of canals into the interior to new forests of oak, the improved attention to thinning out the oak, which had ceased to be thrifty in the old forests, hedge rows and parks, and the new plantations, which had been made in consequence of such high prices, would probably, without much necessary importation of foreign oak timber, furnish an ample supply of it in future. Accordingly, we find that prices fell nearly one-half between 1811 and 1819, as relates to domestic timber, and about one-third as respects foreign timber.

In this country, it is well known that, during the last eight or ten years, the prices of most articles have nominally fallen; but the particular causes which have effected it need not here be examined, as they are not believed to have had a very material operation on the cost of live oak timber.

To pursue the general inquiry concerning the probable sources and extent of our future supply, I see no indications of the length of time that we should be able to obtain it from private lands, except what may be derived from the low prices at which it is now secured; the quantity reported by the agents to be still remaining on private lands between the St. Mary's and the Sabine rivers, and on which some further remarks will hereafter be offered; and the general information as to the whole private supply derived from other quarters.

Having noticed these prices, and the quantity reported by the agents within the above limits, it only remains to be stated, under this head, that the general information I have been able to collect about the private supply is, that no great quantities of live oak timber, suitable for ship building, now remain on private lands in Georgia and South Carolina.

Some trees, too small for cutting thirty years ago, have since reached maturity, and a few are now standing in some of their forests, and especially on some of their islands. In certain places, the natural growth on land, cut over from 1795 to 1801, has been permitted to spring up and remain, but generally the live oak lands in those States, being valuable for cotton and other crops, have been brought into cultivation.

* See American State Papers, on Naval Affairs, vol. 3, No. 338.

The quantities on private lands in Florida, Alabama, Mississippi, and Louisiana are, without doubt, much greater than in Georgia and South Carolina, and even greater than the results presented in the second tabular statement, B; because all the districts have not yet been fully explored by our agents, and because their instructions, except in peculiar cases, did not require them to report, so far as they have explored, all the live oak trees suitable for ship timber growing on private lands.

Extending southwestward of Louisiana, some recent explorations in Texas favor the opinion that this kind of timber exists there in considerable quantities; but I am not aware that our contractors have yet obtained any from that province or any other foreign source.

Should the prices of this kind of timber rise much hereafter, some of it might perhaps be purchased there to advantage, though a dependence on any foreign supply, for reasons hereafter given, would be very injudicious. In the event of a great increase of price, individuals within our own boundaries would be tempted to the more careful preservation, if not to the artificial cultivation of it in the most appropriate situations.

But, under existing circumstances, it would be unsafe to rely on individuals either to preserve long what now exists on private lands or to create a larger supply, because it could not be an object of profit to them, either to save or to cultivate artificially the live oak tree merely for sale, unless the prices of this kind of timber should become much higher, or the common cultivated products of the soil on which this tree is indigenous should become much less valuable.

In England, the lands on which oak, to advantage, can be planted or reserved, for profit alone, are generally considered such as would not yield in cultivation for grain over fourteen shillings, or about \$3.36 rent per acre; and the timber must sell standing at the rate of 3½s., or 76 cents per foot.

The bark is valuable here as well as there; but the loppings and trimmings, which are of much importance there, are here entirely worthless. Besides this, most of our live oak lands cost much less than oak lands there, are less burthened with taxes, and, when cleared, have formerly yielded large and profitable crops, though not perhaps equaling the English gross income per acre under the operation of her corn laws. Furthermore, the live oak timber on our lands has often sold standing at only 25 cents per foot; and, from the eagerness to clear and cultivate rich lands in a new country, has sometimes been sold at ten cents per foot. Indeed purchasers, when wanted, are sometimes not found at any price, and the tree is then either girdled, and thus destroyed, or cut and consumed in a laudable eagerness to obtain room for cultivated crops. But, should the prices of cultivated crops at the south continue to fall, as during a few years past, and should the prices of this kind of timber rise, then it will be seen that a point may be reached where the timber crop would be more profitable than the cotton or sugar crop, and not till then will the live oak tree become either well preserved or well reared on private lands.

As circumstances now are, it is highly probable that most of the live oak at this time growing on private lands, and on such of the public lands as may hereafter be sold and become private, (the timber on them not being so valuable as to justify their reservation,) will, as fast as the country shall become generally settled, be offered in the market to supply the demands of the navy and of the merchant service.

Though live oak trees are generally either in detached hammocks, or very sparsely scattered at remote distances over the regions suitable to their growth, yet the whole quantity of timber that will in the above manner be offered for sale, from private lands, must probably be considerable for some years.

Without taking the islands and coasts of South Carolina, Georgia, and Texas into the following computation, there is a tract, from the St. Mary's to the Sabine, of over 1,300 miles in length and about 20 in width, on which, in many places, the live oak is known to grow spontaneously. Of more than 17,000,000 of acres within that tract, individuals are now supposed to own nearly 1,000,000. (D.) In ten or fifteen years, as the disputed titles become settled, and the public lands not reserved are put into the market, individuals will probably own six or eight millions of acres. Whatever of these trees may be found on many of the forest parts of these six or eight millions of acres, though generally much scattered, and often so remote from water transportation as to be of little value, and what few may be obtained from other places before enumerated, must furnish all the estimated supply from private lands. Most of this timber within our own limits may be deemed secure for the public service if we choose to purchase it; as its high price in the first instance, compared with that of other timber being about treble in amount, and the prejudices or supposed interests existing against its use among the mechanics engaged in ship building, have generally prevented its very extensive employment in the construction of other than public vessels. But some of this timber growing on private lands will doubtless continue to be worked up in the merchant service; and, as the owners of vessels look to their remote interests, its use in this way will increase. In general, however, it will not be of the most valuable and scarce dimensions; because, whatever may become the extent of its use here in private vessels, the more abundant the small and cheaper pieces, not suitable for the larger rates of public vessels, the more they will usually, though not invariably, be employed for private ones.

It would give me much satisfaction to form an estimate, on which perfect reliance could be placed, as to the precise number of years this supply, which we may obtain from private lands, would probably meet our naval wants, but I have not sufficient data for that purpose. A similar, though not so great, difficulty exists in ascertaining how long the timber growing on public lands will, without artificial cultivation, suffice to supply our annual demands, when it shall become necessary or expedient to resort to that source.

But such further information as I have been able to procure, bearing on both these points, it is deemed proper to present, in order that Congress may have embodied in one document all the data which the Department possesses, and which appears entitled to some consideration before forming anything like a decisive opinion on those interesting points.

A table was prepared, in A. D. 1830, of all the live oak timber which, before A. D. 1819, in a small part of Louisiana, and before A. D. 1827 in South Carolina, Georgia, and part of East Florida, had been examined and reported by former agents as growing on either public or private lands. This table is annexed (K.)

The quantity in that small part of Louisiana was computed at 350,000 feet.

The quantity in the other places above named was computed at 734,200 feet, making an aggregate of 1,084,200 cubic feet. But in December, 1830, the Navy Board supposed some of the former, and large portions of the latter, had been removed. Much of the latter was also supposed to be old and decayed. It will be seen, likewise, that most of the latter was growing on private lands. (Doc. 178 of House of

Reps., in March, 1832, pages 25th and 26th.)* In February, A. D. 1831, a further table was prepared, from the reports of agents from actual examinations in West Florida, giving a result, so far as then examined and reported, of 1,130,655 cubic feet more. This table is annexed (L.)

The Secretary of the Navy at that time supposed there existed, on both public and private lands which had been examined, about 2,214,855 cubic feet. (Rep. com. H. R., No. 102, page 68.†) But the imperfection of all the examinations which had been made in East Florida, and the absence of any examinations in the greater part of West Florida, Alabama, Mississippi, and most of Louisiana, and the ignorance of what portions grew on public and what on private lands, and what had been cut and removed from either since former examinations in 1819 and 1827, led to a new system of districts and agents, whose chief duties were to make a further and full examination and report of the whole live oak timber which might be found still to remain on lands belonging to the public, and of the most valuable lots of this kind of timber noticed on private lands. The result of those examinations and reports, so far as completed, has before been detailed. (A. and B.) These examinations have been completed in the 3d and the 4th districts, and principally in the 5th and 6th districts. In the others, extensive tracts remain yet to be explored, and especially in the first district, between Cape Sable and Cape Florida, and in the western part of the 7th district. It is represented that large quantities of valuable live oak timber exist on the public, and some on private lands, in those regions which have not yet been accurately examined by the present agents, and hence are not included in the tabular statements marked A and B. (See annexed letter M, and note to A.)

In the 7th district there are known to be, on islands examined in 1819, many trees remaining, but not yet reported by the present agent for that district; and, on other lands similarly situated, a further number seen, and estimated at about 85,000, in A. D. 1831, by one of our navy officers. (See note to A.)

By recurring to the limits of the several districts, as described in the communication from this Department at the last session, (Doc. H. R., 178, F, No. 2,‡) and as laid down on the map, (C) it can be seen what parts remain to be examined by the present agents. It is probably about one-third of the whole.

Taking, then, only the medium estimated quantity of 448,750 feet of timber, examined and reported by the agents as remaining on *private* lands, without including Georgia or South Carolina, or any allowance for the one-third not yet explored, and it would, if all procured for the navy, supply all our demands, estimated at 62,286 feet annually, during seven or eight years. Making every reasonable addition to, or deduction from, the above estimated quantity, and every due allowance for such portions of that quantity as may be sold to the merchant service, and for any other considerations, it is still manifest, from all the facts before us, that our probable annual wants can, for some years to come, be chiefly supplied by purchases of live oak timber growing on private lands. But whenever the prices of this kind of timber shall rise, so as to indicate a great scarcity on private lands, and an unwillingness or inability, even at those prices, in individuals either to preserve or cultivate its growth for sale fast enough to meet our annual demands, I think it will then become our true policy to permit the older and larger trees to be removed for the public use from the public lands. Even before that event, those trees on the public lands which have begun to decay, or, from any cause, have ceased to grow, might be sold advantageously to the contractors, in aid of the other supplies obtained from time to time from private sources.

Should a removal in this way be enough to satisfy the balance of all our annual demands, our resources would thus continue inexhaustible for many years, or until the private sources so fail that this mode of cutting from the public lands will not furnish a sufficiency for the balance. But, if a further indiscriminate removal should become necessary to supply the full amount of our annual demands, and if we take as correct the medium estimated quantity of 7,232,750 feet of timber, examined and reported by these agents as now remaining on the *public* lands, without including any allowance for what may be found on the above-mentioned one-third of these lands not yet explored by them, in some of the districts that quantity would supply the whole extent of all our annual demands, as at present computed, during about 116 years after the private resources entirely fail.

But it would hardly be found necessary or judicious to retain the whole or any large portion of the sixteen millions of acres of public land in the live oak region, in order to secure the whole of this timber, and then to resort to indiscriminate cutting for a supply of our wants, on the hypothesis that the tree would be spontaneously reproduced on so large a tract as soon as it again would be wanted for use. On the contrary, it has been found more economical and useful to reserve only such tracts as are nearest navigable waters, and yield the most and largest trees to an acre; because it is only on such tracts that the value of the timber, when standing, will exceed the usual price of the land, and because nearly if not quite a sufficiency of such tracts, to furnish all our demands may require, can probably be found within the live oak region, and will not include more than a hundredth part of it as necessary to be reserved, according to some further data which will soon be presented.

But, however this may be, a different course from that of an indiscriminate removal of this timber from the public lands reserved would seem to me proper, when private resources shall principally fail. Then, our annual demands may have become increased by a larger force in commission, or reduced by some diminution in our wants of timber for frames in depot; yet, whether larger or smaller, should the removal from the public lands of only the older and larger trees, and of those which from any cause have ceased to grow, not be succeeded, as fast as our demands require, by a sufficient supply, through the careful preservation and the enlargement of the younger and spontaneous growth on the public lands, and through the means and enterprise of private cultivators of the live oak, it will then, in my opinion, become judicious not to cut over our own reserved lands indiscriminately, unless we find our reservations prove large enough to reproduce, in due season, all the timber our wants may then and probably in future require. In any other event we should, to avoid exhausting our supplies, adopt the plan and incur the expense of artificial planting, thinning, and pruning, so far as may be computed necessary to make up a full and seasonable provision for all our necessities. This should, of course, be done in situations on the reserved public lands adjoining navigable waters, and in all respects most favorable to success. If we ever become obliged to cultivate this tree extensively, I think this "plan or system," pursued in the manner hereafter detailed, will, in the language of the resolution now under consideration, be "best

*See American State Papers, on Naval Affairs, vol. 3, No. 476.

† Idem, vol. 3, No. 450.

‡ Idem, vol. 3, No. 476.

calculated to secure to the nation an adequate supply of this material." In appropriate soil, the sprouts from the roots and stump of the live oak are found to be very numerous and thrifty; and the preservation and trimming of the best of these, bid fair, from experiments already made both here and abroad, to succeed better than the transplanting of saplings, or the planting of the acorn, in the place where the tree is intended to grow. Should the sprouts not vegetate spontaneously in situations where wanted, then, of course, the planting of the acorn, or transplanting of saplings, would in these situations become necessary. From these sprouts, in a good soil, it is computed that in fifty years—about the duration of the live oak timber in a vessel—trees will grow, of an ample size for ship-building; though in poorer soil, and from the acorn, seventy, eighty, or one hundred years might be necessary. The trees, as wanted for use, should be cut and removed only as they reach their full size, or are found too thick for a luxuriant growth, or from any cause have ceased to be thrifty. Experience abroad has shown also that, after an oak tree has ceased growing, though it may remain standing for many, and tradition says, of some abroad, hundreds of years, without material injury, yet it is more economical, and the tree is better for naval use, if soon after it has ceased growing it be cut, and the timber placed, first in dock, and afterwards under cover. Such trees, not increasing in size or value, might, as before remarked, be sold to advantage to contractors, before a general resort is had to other trees on the public lands, and their places could be profitably occupied by new trees springing up, and annually increasing in size and value.

But, in reply to an inquiry made by the committee on live oak, of the last session, on the subject of cutting and depositing timber in sheds on the soil where it grows, I have no doubt, from the cost of building sheds on the ground where the trees are cut,* and the inconvenience, in an exigency, of not having our deposits of timber at the places where it may be wanted for use, that the best policy will be to remove our timber to the latter soon after being cut, rather than to put it in depot on the lands at a distance from the ship yards where it will be wanted for use.

From twenty to thirty trees to an acre are as many as should be left to grow to maturity. They are seldom found, in their natural state, of full size, with half that number on an acre, because many young trees get destroyed by various means; the whole soil, in any one acre, seldom produces the live oak spontaneously, and trees of different species are often found intermingled with it.

Another mode of computation may serve to illustrate our sources of supply before being compelled to resort much to any artificial system of cultivation.

It will be recollected that our whole annual demands have been estimated at about 62,286 feet; and this, at the medium rate before mentioned, of 50 feet per tree, would require yearly 1,245 trees; and, at only 20 trees per acre, or half the proportion allowed of English oak in artificial plantations, would include the growth of 62 acres annually; and calculating 75, the average between 50 and 100 years, as necessary to reproduce the live oak after once cut down, it would take only 4,640 acres to meet our whole annual demand of live oak in all future time, at the present size of our force afloat, and on our present policy in providing for its gradual improvement. But this estimate is not, in my opinion, sufficiently large as regards the number of acres which may probably be required in their natural condition to supply all our wants of live oak timber.

From the peculiar character of the growth of the live oak in detached hammocks or trees, and from our system of surveys into only sections, halves, and quarters, the lands hitherto reserved on account of their live oak timber do not generally contain over two trees to an acre, on an average; and in very few cases are there over five full grown and sound live oak trees on an acre, taking the whole of any one reservation. (No. 102, p. 80, Feb., 1831, rep. in House of Reps.†) Considering, then, that two such trees to an acre, in the manner of its natural growth and of one reservation, is a more correct estimate than 20, and that, in such case, 50 feet to a tree, the medium computation, may not be too high, but rather below than above the truth as to the size of this monarch of the forest, and allowing the largest time of 100 years for a tree to reach maturity, it would only require us to reserve, in all, 62,286 acres to enable us hereafter, without the purchase of more trees or more lands, to have an inexhaustible source of supply of this important material for a navy not larger than our present establishment. Computing only 20 feet to a tree, the smallest estimate, and the number of acres should be increased to 155,710. Computing 80 feet to a tree, the largest estimate, and the number of acres would be reduced to 38,900.

In order to meet the contingencies and injuries from fires, depredations, and other causes, and especially from the probable failure hereafter of our title to some of the lands reserved, it may be judicious to reserve, in all, at least 160,000 acres of live oak timber land, which will be nearly three per cent. more than the largest number of acres I have before estimated, and 60 per cent. above the quantity deemed probably sufficient or necessary for our present demands and present policy as to gradual improvement. Pursuing this course, should we hereafter find that we have a large surplus of timber, some of the reservations ascertained to be least valuable for their live oak can be sold to advantage for cultivation; and if both lands and timber should rise much in value, still further and profitable sales could be made of the lands as the timber is removed from them. In this event, or in case of our demands for live oak becoming likely to be much enlarged at any future time, artificial cultivation could be resorted to on the best reserved lands left, so as easily to increase, in due season, double and quadruple their natural produce of live oak trees to the acre.

We have already reserved, within a few years, 67,417 acres of live oak lands (N); and on the most liberal estimate as to a sufficiency, in their natural state, should reserve less than 100,000 acres more, to supply forever all that may be required by the demands and policy before mentioned.

More than this further quantity has already been recommended by the agents for reservation, on account of the valuable growth on it of live oak, and most of which had not yet been reserved, in consequence of its not having yet been surveyed. The 19,000 acres reserved as long ago as 1819, in Louisiana, and not yet re-examined, may be found still so covered with timber as to justify a reliance upon that as a part of the further quantity needed. (Doc. 178, in March, 1832, pages 25 and 26;‡ Rep. No. 102, page 71, February, 1831.)§

In England, it has been computed that only 102,600 acres, in artificial cultivation, would be neces-

* American State Papers, on Naval Affairs, vol. 2, No. 289.

† See American Papers, on Naval Affairs, vol. 3, No. 450.

‡ Idem, vol. 3, No. 476.

§ Idem, vol. 3, No. 450.

sary to supply the whole wants in oak timber of their vast naval establishment. But, to draw any just comparison, it must be noticed that oak is understood to be about three-fourths, instead of one-fourth, of the whole timber used by them in the construction of public vessels; that their computation of 102,600 acres rests on the estimate of 40 instead of two trees to an acre, and allows only 90 instead of 100 years for the full growth of a tree; while, on the other hand, it calculates the size of the tree but 45 feet on an average, and the duration of a vessel in commission at only 12½, instead of 20, or 40, and perhaps 50 years, and estimates that one-quarter of their annual wants will be supplied by prize ships. Should we be able to reserve or purchase, and then cultivate artificially other lands, with the like number of other kinds of timber trees per acre, and of the like size and durability with those in the estimates in England, we should need only about 15,000 acres of other than live oak lands for all our present naval wants in other kinds of timber. Or, if all parts of our vessels were built of like materials with theirs, we should need, in artificial cultivation, only about 20,000 acres, to furnish a constant and durable supply of all kinds of timber for our navy afloat, while we continue to pursue the policy before mentioned as to its size and improvement. This is a ratio of about one-eighth of what is computed to be wanted in England, of all kinds of naval timber, from all sources. These considerations strengthen my conviction that the above estimate, in respect to our proper amount of reservations of live oak timber land, is ample for our wants, as at present existing or soon contemplated. But the extent of our reservations already made, and able to be made hereafter, as our surveys are extended, will probably enable us easily to enlarge the quantity to any amount which other persons may, from these or any different data, deem essential.

At the same time I am fully convinced that whenever we reach a condition rendering artificial cultivation necessary for a full supply of our reasonable wants in live oak timber, whether sooner or later than seems probable from any data furnished in this report, the expense of that kind of cultivation, to the full extent requisite to furnish that supply, ought not to be permitted to deter us from undertaking it, because I consider live oak timber as invaluable for frames in naval architecture; and a supply of that, or any good substitute, from abroad, would not only render us dependent in so essential an article for national safety, but become very precarious when most needed in war, and be much more costly than the artificial cultivation of the live oak tree on our own soil, where it is indigenous and luxuriant. Besides the independence which would thus be secured for one strong support of one great arm of our country's defence, we would not appear to depart, as facts now are, from a maxim in political economy, generally sound, to obtain all our supplies "of the best quality, and at the lowest prices," whether at home or abroad. The live oak is a supply "of the best quality," because it is superior in strength, resistance, and hardness, to the celebrated British oak which forms "the wooden walls" of England. It is, when used for frames, much more durable than that, or even cedar, which the ancients called "the everlasting wood," and in some qualities surpasses the teak of India, which is confessedly the best timber for the greatest number or variety of naval purposes that the research of man has yet discovered. It is a supply "at the lowest prices," also, because British oak, if we could obtain that, would probably cost now at the port of exportation, exclusive of freight here, about four shillings, or ninety-six cents per foot, when the live oak costs, delivered here, only about 120 cents per foot, on an average, and will last twice, if not thrice, as long, and require only about one-third as much for annual repairs. Our own white oak, at 40 cents a foot, could probably be had in considerable quantities for frames of vessels; but it is somewhat less durable than the British oak, and is, obviously, for that reason, coupled with the increased expense for labor as well as materials in frequent repairs and rebuilding, much less economical than the live oak. The teak, procurable sometimes in Africa, but chiefly in India, and there at over half the price of our live oak, would not, with profit, bear the long transportation to this country, as it will not from India to England, except when made up into vessels, and earning freight.

These comparisons are made on existing prices; but should the present rates vary much hereafter at home, the change may or may not extend in a like ratio to prices abroad, when it shall hereafter become necessary to cultivate the live oak, or to seek a substitute; and of course the influence of this consideration, as respects the lowest prices, cannot now be calculated accurately for any period except the present one.

Besides the reasons above suggested against any dependence on foreigners for a supply of so important an article, or any known substitute for it, and even against an entire dependence for either of them on the foresight and enterprise of individuals at home, it should be remembered that deficiencies during one or a few years in other naval materials, such as iron, copper, cordage, canvas, &c., however happening, can, in general, be soon remedied by a larger production or manufacture; but deficiencies in this kind of timber cannot be remedied by producing more in a shorter period than one-half or three-fourths of a century; and hence it becomes an object of great public moment to make or insure a suitable and independent provision, long beforehand, of an article so necessary and so entirely within our own resources.

Of the success of the above mode of artificial cultivation, or of the mode from the acorn, or by transplanting, I entertain no doubt, should it ever become necessary to resort to either of them. Some experiments in this country with the live oak in the first and last modes have terminated favorably; and in France and Spain, as well as in England, many trials, chiefly of a species of white oak, and for naval purposes, have, on a large scale, and in all of these modes, proved in various degrees successful. When between 1794 and 1812 timber rose gradually in England from £3 and £4, from which it had not essentially varied during a century, to £8 and £10 per load, the attention of government as well as of individuals became more directed to its artificial cultivation. The government, which, in 1792, had refused to set apart and plant in all, for future public use, 100,000 acres, then recommended by the commissioners of woods and forests, had, within a few years previous to 1812, planted 16,000 acres more than they before cultivated for timber. After the increase of their navy, towards the close of the 16th century, and after the great destruction of timber about the middle of the 17th century, partly arising from increased wants, and partly from a diminution in that reverence, which had been almost druidical, for the oak in forests, parks, and ornamental borders, they found a great scarcity commencing, and large plantations were made, chiefly under the advice of Evelyn, given on application of "the principal officers and commissioners of the navy."

The trees on these plantations having reached maturity, had been chiefly cut down before A. D. 1811. It is said that when the new plantations were made, about 1811, all the old public forests and plantations had not yielded for many years 50,000 feet annually. In A. D. 1829, they added to their plantations 2,700 more acres, and had in all, for the growth of navy timber, in February, 1831, about 52,852 acres of public land. (Parliamentary Accounts, vol. 13, page 820.)

But the resources to be derived from these new efforts by the government, commencing about 1809, could not be available to any great extent under half a century more, and, in the meantime, supplies were to be drawn chiefly from private lands at home and from foreign importations. Importations, from 1760 to 1788, had constituted about one-tenth of the whole consumption in their navy, and in 1802 they had become about one-fourth. From 1812 to 1819, the average consumption of foreign timber, for all purposes, increased so as to be one-third larger than it had been from 1799 to 1811, (Report on Foreign Trade, 1829, appendix, 153,) and from 1820 to 1830 it nearly doubled in amount. (Parliamentary Debates in 1831, pages 456, 566, 882.)

These great supplies from abroad, sometimes from Brazil, and sometimes from Africa and the Adriatic, though oftener from the Baltic and America, have not only evinced the extent, the excellence, and variety of English resources abroad, and part of them in her own dependencies, but have contributed, with the high price of land in England, the great incidental expenses of managing their forests and plantations, the long time for the oak to reach maturity, and the reduced prices of timber from such large importations, to check somewhat the favorable opinions generally entertained there towards the continuance of a system of artificial cultivation by the government. Indeed, some persons have lately proposed an entire abandonment of it, and a sale of the lands for clearing and ordinary cultivation, as better comporting with economy, and the probable facilities of obtaining sufficient and cheap supplies in future from other sources. (Mathews, 82 page, on Naval Timber.) But our situation, as to live oak and live oak lands, as well as other sources of supply, are, and hereafter may be, very different from that of England.

The growth of live oak is, in a great measure, though not entirely, confined to our own country, and none of our supplies have ever yet been obtained abroad. The superior quality of this timber prevents our procuring abroad, at any reasonable expense, a useful substitute; and a state of war, from reasons very obvious to most persons, would affect and impair any foreign supply we might seek, much more than it would that of England; while the condition of our live oak soil, owned by individuals, prevents the hope of their making any effort, at anything like the present prices, to preserve or rear, as is often done abroad, a domestic supply beyond the timber now growing. The low price and great abundance of our public lands, on which the live oak tree spontaneously thrives, will probably enable the government long to obtain from them a sufficiency to meet all our demands for it, without much attention to its artificial increase, and in any event to cultivate it so far as at any future period may be found necessary, at an expense comparatively small.

But on the facts and estimates herewith submitted, imperfect and inaccurate in many respects, yet as little so as practicable, I can see, in order to secure for our navy, while of its present size, an adequate supply of live oak timber, no occasion at this time either to make further purchases on private lands on which this tree grows, or to carry the artificial cultivation of it, on any of the public lands, beyond what has already been attempted.

With much respect,

LEVI WOODBURY.

To the *Speaker of the House of Representatives.*

Schedule of documents accompanying the report of the Secretary of the Navy, on the subject of live oak.

- A. Tabular statement of trees of live oak on a portion of the public lands.
- B. Tabular statement of such trees on certain private lands.
- C. Map of live oak lands in part.
- D. Quantity of land supposed to be owned by individuals in a part of the live oak region, and by the public.
- E. Quantity of live oak timber on hand for repairs, and prices of live oak timber.
- F. Use of live oak for repairs, the last ten years, and per cent. necessary for repairs and rebuilding.
- G. Expenditures for all kinds of repairs of vessels and equipments per year, on their computed cost.
- H. Use of live oak in building public vessels since 1797, and disposition of them since.
- I. Quantity of live oak in depot, and of that burned in depot in 1814.
- K. Table of live oak trees prepared in 1830.
- L. Table prepared of live oak trees in February, 1831.
- M. Letters as to live oak not explored in the 1st district.
- N. Table of live oak lands already reserved.

A.

Table showing the number of live oak trees in each district on public lands in 1831 and 1832, where situated, how near water transportation, how much reserved, and whether surveyed or not.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.
No. 1, Extends from the mouth of the river St. Mary to Cape Sable, on the southern extremity of E. Florida.	250	Northwest hammock	Three miles from flat navigation, and sixteen miles from schooner navigation.	Not surveyed.
	330	Called "Mill grants," Halifax river; relinquished claim.	Two miles from flat navigation, and five miles from schooner navigation.	Not surveyed.
	220	Opposite St. Lucia, Indian river.	Three miles from flat navigation, and eight miles from schooner navigation.	Not surveyed.
	380	Southwest side New river.	Four miles from flat navigation, and seven miles from schooner navigation.	Not surveyed.
Total No. of trees.	<u>1,180</u>			
	These trees average 2½ feet, 25 or 30 feet to the first limbs.			
No. 2, Extends from Cape Sable to the Suwannee.	20,000	On the Santa Fe, from its junction with the Suwannee: From the Vacasser creek and bay to a small river called by the Indians Walker Saca; for sixty miles explored by the agent on the Suwannee.	The Walker Saca is navigable for boats four or five miles; fifteen miles east of the Walker Saca empties the Amixura or Withlock-o-chea; the water deepens so as to afford a channel for vessels of small draft; whether this channel extends out to sea, so as to admit sufficient draft across the bar or not, is not ascertained.	Not surveyed.
	340	In township No. 16, range 7, within the distance of one mile, the agent reports 340 full grown trees, measuring 35,000 cubic feet.	.....	Not surveyed.
	1,500 1,000	On Clonotosaca lake. On Home Saca. About twenty-five miles to the southward empties the Anclote river; 1,000 trees on six miles of that river.	Six miles from navigation Navigable about six miles. The Anclote Keys, four miles from the mouth of the river, good anchorage for vessels of twelve feet water; inside of them, not more than six feet can be had over the bar of the river.	Not surveyed. Recommended to be surveyed. Not surveyed.
Total of No. 2	<u>22,340</u>			
No. 3, Extends from the Suwannee river to range line between 5th and 6th ranges east from Tallahassee.	14,566	The agent advised the register of the land office at Tallahassee to reserve the following tracts of land lying upon the Suwannee river, viz: sections 21, 28, 29, and 32, township 8, range 10, and the west half of township 9, range 10. The live oak from eighteen inches to five feet in diameter, and from twenty to forty feet length of body, of sufficient quality and quantity to merit attention.	Transportation to Stinhatchoe, not more than 1½ miles, and most of it under half a mile. This river is of sufficient width to navigate boats; strong current, but shoaly, and at low water hardly admitting the passage of a boat without a load. The most remote part from the gulf is about twelve miles.	Reserved; surveyed.
		NOTE.— Estimated here at lowest rate of one tree to an acre, on the general description, though probably more. Exact number not given by the agent.		
Total of No. 3 ...	<u>14,566</u>			
No. 4, Extends from range line between 5th and 6th ranges east of Tallahassee, to the range line between 25th and 26th ranges west of Tallahassee.	200	On the north prong of the Wakallah.	Can be carried to St. Marks in boats to be put on board of vessels; no anchorage nearer.	Not surveyed.
	709	On the west side of the Wakallah.		
	250	On the east side of the Wakallah.		
	300	On Spring creek, same neighborhood.		
	125	Crooked river.	Sixteen miles from schooner navigation.	
	80	Near and on the Ocilla, three square miles, 6th section, recommended to be preserved.	Nine and a half miles from schooner navigation.	
	75	Head of East river, eight miles from schooner navigation; four acres recommended to be reserved.	Eight miles from schooner navigation.	
Total of No. 4	<u>1,739</u>			

A.—Table—Continued.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.					
<p>No. 5, Embraces the country between the Apalachicola Bay on the east, and the range line dividing the 29th and 30th ranges west of Tallahassee. This line passes near Deer point, four miles east of Pensacola.</p> <p>All of these fourteen hammocks are on the east side of Choctawhatchee Bay, and are worthy of reservation.</p>	HAM'K.	On Choctawhatchee Bay:							
	1st. 130	Immediately on the east side of the bay, two miles above its mouth.	The largest vessels may lie off near the mouth of the bay; vessels drawing five feet water may approach within three hundred yards of this hammock.	Surveyed.					
	2d. 90	About one mile above the last hammock.	.....	Surveyed.				
	3d. 180	On the bluff of the bay .....	.....	Surveyed.				
	4th. 255	On the east side of the bay, about 1½ miles from the last.	.....	Surveyed.				
	5th. 1,000	About 600 yards above the 4th hammock.	.....	Surveyed.				
	6th. 155	Just above the upper point of the 4th bayou.	.....	Surveyed.				
	7th. 300	On the 1st and 2d large coves on the east side of the bay.	.....	Surveyed.				
	8th. 1,600	Between the 5th and 6th bayous on the east side of the bay.	Water shoal in the cove, and land difficult of access.	Surveyed.					
	9th. 90	About one mile from the upper point of land formed by the 2d cove on the bay.	.....	Surveyed.				
	10th. } 11th. } 12th. }	270	Hammocks Nos. 10, 11, and 12, in a line with each other, a due east course, and of the same character as No. 9.	.....	Surveyed.			
	13th. } 14th. }					1,035	Hammocks 13 and 14, of the same description as the above.	Surveyed.
		<u>5,105</u>							
			On the west side of Choctawhatchee Bay:						
		15th. 160	The 1st bayou on the west side of Choctawhatchee Bay stretches down from its head to the east entrance of St. Rosa Sound.	Four feet may be carried into the bayou. Lafayette's bayou makes into the bayou on the west side.	Surveyed.				
		16th. 50	On the west side of the bay, or lower side of Lafayette's bayou.	.....	Surveyed.			
		17th. 125	The 17th hammock lies on the lower side of Lafayette's bayou; the lower part of it rests on the bay.	.....	Surveyed.			
		18th. 45	About three-quarters of a mile below the 17th hammock.	Four feet water may be carried into Alaqua Bay.	Surveyed.				
		19th. 250	On the east side of Alaqua bayou....	.....	Surveyed.			
		20th. 100	On the west side of Alaqua bayou, and opposite Moore's old field; a small creek or bayou near the upper end of this hammock makes into Alaqua bayou.	About one mile from the bay....	Surveyed.				
		21st. 200	This hammock lies on a basin of water connected to the bay by a narrow channel, three miles west and below the mouth of Alaqua bayou, situated on the east side of the basin, commencing where it joins the bay, and extends up towards the head of the basin.	.....	Surveyed.			
		22d. 200	This hammock lies on the east side of the basin, about one mile above the 21st.	Not more than two feet of water can be carried into the basin.	Surveyed.				
		23d. 1,950	This hammock is situated at the head of the basin, and is separated from the 22d by a small bayou that makes into the basin.	.....	Surveyed.			
	24th. 180	This hammock lies on the west side of the basin, near the lower or south part. The basin is in the first cove formed by the bay below Alaqua bayou.	.....	Surveyed.				

A.—Table—Continued.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.
No. 5. (Continued.)	HAM'K. 25th. 1,225	Seven or eight miles below the mouth of the basin, on the west of it, immediately on the bluff of the bay, in the second cove of the bay, below Alaqua bayou.	.....	Surveyed.
All the hammocks from the 15th are on the west side of Choctawhatchee Bay.	26th. 120	On the third cove below Alaqua bayou.	.....	Surveyed.
	27th. 550	This hammock is in the fourth cove, below Alaqua bayou; Rocky Creek bayou is just below the fourth below Alaqua bayou.	Five feet water may be carried over the bar, and ten thence up to the head.	Surveyed.
	580	Three other small hammocks, not particularly described.	.....	Surveyed.
	<u>5,735</u>			
		St. Rosa Sound:	St. Rosa Sound is from one-half to a mile wide, and lies between the main land and the Island of St. Rosa, which separates it from the Gulf of Mexico.	
On Saint Rosa Sound.	1st. 25	This hammock is on the sound, at Davis' old place, six miles west of the lands claimed by Garner.	.....	Surveyed.
On Saint Rosa Sound.	3d. 30	This hammock lies on the sound, and is called Williams' hammock, at the mouth of a creek that empties into the sound.	.....	Surveyed.
On Saint Rosa Sound.	4th. 30	This hammock is about one mile west of Williams' hammock, and is known as Ellis' hammock, lying on the sound, and west of his clearing.	.....	Surveyed.
On Saint Rosa Sound.	5th. 550	On the sound, about seven miles west of Ellis' hammock, immediately on the bluff.	.....	Surveyed.
On Saint Rosa Sound.	6th. 95	This is known as Twitchell's hammock, about two miles west of Ellis'.	.....	Surveyed.
On Saint Rosa Sound.	7th. 20	One mile west of Twitchell's is a hammock known as Ryan's, 7 or 8 miles east of Judge Breckenridge's place, near Deer Point, and is near the west entrance of St. Rosa Sound.	Five feet of water may be carried through the sound.	Surveyed.
	<u>750</u>			
		Bay of St. Mary de Galvez:		
	1st. 50	About 7 miles east of the plantation on Deer Point, on the south side of the Bay of St. Mary de Galvez, and on a small bay extending east and west, connected to the head of that bay, called East Bay, two or three hammocks.	.....	Surveyed.
	2d. 800	This hammock is at the head of St. Mary's Bay, on the south side, called McComb's hammock.	Three miles to St. Rosa Sound.	Surveyed.
	3d. 400	This hammock is back of McComb's, about one mile west, on the bluff, on the same side of the bay.	.....	Surveyed.
	4th. 800	This hammock is of the same description as the second, generally.	.....	Surveyed.
	<u>2,050</u>			
		East Bay:		
	1st. 200	At the head of this bay, on the north side, about half a mile up a small creek, is a hammock extending up the creek.	.....	Surveyed.
	2d. 300	On the same side of the bay, about one mile west..	.....	Surveyed.
	3d. 100	On the north side of the bay.....	.....	Surveyed.
	4th. 1,000	On the same side of the bay.....	.....	Surveyed.
	5th. 1,000	On the same side of the bay.....	.....	Surveyed.
	6th. 1,000	On the same side of the bay.....	.....	Surveyed.
	7th. 40	On the same side of the bay.....	.....	Surveyed.
	<u>3,640</u>			
		St. Andrew's Bay:		
	1st. 78	The first hammock is situated on a tongue of land fronting the basin, 200 yards east of the mouth on the bayou.	About five miles up the sound, on the west, next to the basin of the bay.	Reserved; surveyed.

A.—Table—Continued.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.
No. 5. (Continued.)	HAM'K.			
	2d. 260	The next, about 300 yards east of the first.....	.....	Reserved; surveyed.
	3d. 150	The next, on a point 300 yards east of the last, and known as Courtney's Point; it is between the basin and the north arm of the bay.	.....	Reserved; surveyed.
		488		
	1st. 150	On the west side of the north arm of the bay, 300 yards north of the last, immediately on the bluff.	.....	Reserved; surveyed.
	2d. 45	On the same side of the bay, up about half a mile above the last.	.....	Reserved; surveyed.
	3d. 100	Three hundred yards above the last hammock.....	.....	Reserved; surveyed.
	4th. 275	About 400 yards above the last, and 200 yards above this hammock.	.....	Reserved; surveyed.
	5th. 50	This hammock is about 100 yards from the last.....	.....	Reserved; surveyed.
	6th. 60	About 200 yards above the last.....	.....	Reserved; surveyed.
	7th. 40	About 100 yards higher up.....	.....	Reserved; surveyed.
	8th. 40	About one mile higher up this hammock a bayou makes into the bay; the west arm of the bay puts off to the west, nearly parallel with the coast, to the extent of ten or twelve miles.	Eight feet of water may be carried to near the head of the bay; a deep creek puts in here, which may be traced to near the Choctawhatchee Bay, so that a canal of five or six miles in extent would afford an inland water communication from this bay to Pensacola.	Reserved; surveyed.
		760		
	1st. 22	This hammock lies at the west side of the north arm of the bay, above the west arm, about three-quarters of a mile above the mouth of the west arm, immediately on the bluff of the bay.	.....	Reserved; surveyed.
	2d. 31	This hammock lies three-quarters of a mile above the last.	.....	Reserved; surveyed.
	3d. 60	This lies above the last, on the west and near the mouth of a large bayou connected to the bay.	.....	Reserved; surveyed.
	4th. 30	About half a mile from the last, on the west side of the west prong of the bayou, and near the head of the prong.	.....	Reserved; surveyed.
	5th. 130	This hammock is at the head of the middle prong of the bayou, on the east side of the prong, and about half a mile from the last hammock.	.....	Reserved; surveyed.
	6th. 280	On the same side of the middle prong, 200 yards east of the last hammock.	.....	Reserved; surveyed.
	7th. 250	This hammock is 300 yards above the mouth of the bayou, immediately on the bluff.	.....	Reserved; surveyed.
8th. 28	This hammock is about 300 yards above the last, and about 200 yards back from the bay.	.....	Reserved; surveyed.	
9th. 45	About half a mile above the last, immediately on the bay.	.....	Reserved; surveyed.	
10th. 40	This hammock is 200 yards above the last.....	.....	Reserved; surveyed.	
11th. 35	About 600 yards from the last, situated on the west side of a bayou near the mouth.	.....	Reserved; surveyed.	
12th. 27	This hammock is about 300 yards from the above, on the same side of the bayou.	.....	Reserved; surveyed.	
13th. 80	This hammock is at the source of a branch that makes into the south side of the bayou.	.....	Reserved; surveyed.	
14th. 50	This hammock is on another branch that makes into the bayou.	.....	Reserved; surveyed.	
15th. 20	This hammock is at the extreme end of the bayou, 200 yards from the last.	.....	Reserved; surveyed.	
16th. 30	On the north or upper side of the bayou, 400 yards back from the bay.	.....	Reserved; surveyed.	
17th. 40	On the upper point of land between the bayou and the bay.	.....	Reserved; surveyed.	
18th. 20	One hundred yards above the last hammock on the bay.	.....	Reserved; surveyed.	
19th. 68	About one mile from above the last hammock, immediately on the bay.	.....	Reserved; surveyed.	

A.—Table—Continued.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.	
No. 5. (Continued.)	HAM'K.				
	20th.	35	Two and a half miles above the last, situated on the bay, quarter of a mile below the mouth of Cedar creek.	.....	Reserved; surveyed.
	21st.	15	This hammock is situate at the mouth of Cedar creek, on the west side.	.....	Reserved; surveyed.
		100	For three miles on the west margin of Cedar creek.	.....	Reserved; surveyed.
		30	On the Econfina creek, three miles from its mouth.	.....	Reserved; surveyed.
		15	This hammock is one mile above Bear creek, on the east side.	.....	Reserved; surveyed.
		165	On the border of a hammock at the head of the bay.	.....	Reserved; surveyed.
		100	In the hammock at the head of the bay	.....	Reserved; surveyed.
		15	A large stream, East river, enters the bay on the east side; on the north side of the river 15 small trees.	.....	Reserved; surveyed.
	1st.		The first hammock is Loftin's claim.		
	2d.	241	Second hammock on the east side of the north arm of the bay, about three-quarters of a mile below Loftin's field.	.....	Reserved; surveyed.
		20	About a quarter of a mile below the last named there is a cluster of trees on the bluff of the bay.	.....	Reserved; surveyed.
	3d.	50	About a quarter of a mile below the last, on the east side of the bayou below the head of the bay.	.....	Reserved; surveyed.
	4th.	60	This hammock is just below a long point that juts into the bay, half a mile below the first bayou on the east side of the bay.	.....	Reserved; surveyed.
	5th.	20	Three hundred yards below the last.	.....	Reserved; surveyed.
	6th.	36	Three hundred yards below the last, on the upper side of the second large bayou below the head of the bay, and at the mouth of the bayou.	.....	Reserved; surveyed.
	7th.	110	About 200 yards above the last, on the same side of the second large bayou below the head of the bay.	.....	Reserved; surveyed.
	8th.	225	This hammock is on the lower side, and at the head of the second large bayou below the head of the bay.	.....	Reserved; surveyed.
	9th.	30	On the lower side, and at the mouth of the second large bayou below the head of the bay.	.....	Reserved; surveyed.
	10th.	30	About 300 yards below the last, on the bluff of the bay.	.....	Reserved; surveyed.
	11th.	36	On the upper side of, and near the head of, the third large bayou below the head of the bay. This bayou makes into the bay through two mouths.	.....	Reserved; surveyed.
	12th.	140	At the mouth and on the south side of the third bayou; it extends about 200 yards up the bayou, and 300 yards on the bluff of the bay.	.....	Reserved; surveyed.
	13th.	150	This hammock is about 200 yards below the last, and extends on the bay about half a mile, and on the fourth large bayou below the head of the bay.	.....	Reserved; surveyed.
	14th.	110	On the lower side of the fourth large bayou opposite the last.	.....	Reserved; surveyed.
	15th.	135	About 400 yards below the last, on the bay. This hammock is 300 yards above what is called "Pine Point."	.....	Reserved; surveyed.
	16th.	50	This hammock is at the head of the fifth large bayou, half a mile below "Pine Point."	Quarter of a mile back from bay.	Reserved; surveyed.
	17th.	40	Situate on the bay, quarter of a mile above a point in the bay known as "Little Oyster bar."	.....	Reserved; surveyed.
		20	On the north side of the north prong of the sixth bayou, below the head of the bay, is a cluster of 20 small trees.	.....	Reserved; surveyed.
		30	On the upper side of the seventh bayou is a cluster of about 30 small trees.	.....	Reserved; surveyed.
	18th.	31	This is on the lower side of the seventh bayou	.....	Reserved; surveyed.
19th.	20	On the upper side of the eighth bayou below the head of the bay.	.....	Reserved; surveyed.	
20th.	16.	On the lower side of eighth bayou, near the mouth.	.....	Reserved; surveyed.	
21st.	100	On the upper side of the ninth bayou, below the head of the bay, 300 yards above the mouth. The bayou upon which this hammock is situate is called Deep bayou, and is one mile below the eighth, and opposite the mouth of West Bay.	.....	Reserved; surveyed.	

A.—Table—Continued.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.	
No. 5. (Continued.)	HAM'K. 22d. 100	On the upper side of tenth bayou, near the mouth. The tenth bayou is about three-quarters of a mile below the ninth, and one mile above "Big Oyster bar."	.....	Reserved; surveyed.
	23d. 70.	This hammock is about a quarter of a mile below the mouth of the tenth bayou, situate on a narrow strip of land bordering on the bay.	.....	Reserved; surveyed.
	24th. 90	This is at the "Big Oyster bar," on the bluff up and down the bay.	.....	Reserved; surveyed.
	25th. 80	This is on "Bright's Point," half a mile below "Big Oyster bar."	.....	Reserved; surveyed.
	26th. 60	This is about half a mile below Bright's point, and separated from the hammock on that point by a marshy pond on the bluff of the bay.	.....	Reserved; surveyed.
	27th. 300	This hammock is about 300 yards below the last, situate on the bluff of the bay. This hammock extends down to the eleventh bayou below the head of the bay.	.....	Reserved; surveyed.
	28th. 85	This is situate between the eleventh and twelfth bayous, below the head of the bay. The twelfth bayou is half a mile below the eleventh.	.....	Reserved; surveyed.
	40	On the first bayou below Gautier's place is a small hammock, on which are 40 trees.	.....	Reserved; surveyed.
	60	One-quarter of a mile below Loftin's residence, a small bayou puts into the bay; on the west side of the bayou are 60 small trees.	.....	Reserved; surveyed.
	30	On the east side of the last bayou.....	.....	Reserved; surveyed.
			East Bay:		
			The east arm of the bay joins the basin about 300 yards east of the last bayou.		
	1st. 170	This hammock is on the north side of the east arm of the bay; it is on the west side of the first bayou that empties into that arm of the bay on that side.	.....	Reserved; surveyed.
	*2d. 3,320	This hammock is on the north side of the east arm of the bay, about two miles.	.....	Reserved; surveyed.
	3d. 2,025	On the east bay, on the east side of the last bayou, and extends up the bay about one mile. This is noted as an excellent hammock.	.....	Reserved; surveyed.
	4th. 100	This hammock is divided from the last by a small bayou.	.....	Reserved; surveyed.
	5th. 500	This is on the large and deep bayou last named ....	.....	Reserved; surveyed.
	6th. 40	This is at the mouth of the bayou on the east side.	.....	Reserved; surveyed.
	7th. 150	This is about 300 yards from the last on the bluff of the bay; there is a small bayou at the east end of this hammock.	.....	Reserved; surveyed.
	8th. 160	This hammock lies between the last bayou and the next one above, which is distant about 300 yards.	.....	Reserved; surveyed.
	9th. 300	This hammock is situated above the last bayou, and immediately on the bay, between the last and another bayou, distant about three-quarters of a mile.	.....	Reserved; surveyed.
	10th. 410	This hammock commences on the east side of the last bayou, and extends on the bay about one mile, to a point that juts into the bay.	.....	Reserved; surveyed.
11th. 25	This is about 200 yards from the last bayou, situate on the bay.	.....	Reserved; surveyed.	
12th. 35	This is about 100 yards from the last.....	.....	Reserved; surveyed.	
13th. 110	This is situate on a bayou about three miles above the last.	.....	Reserved; surveyed.	
14th. 20	This is on the north side of the east arm of the bay, one-quarter of a mile above the last bayou, situate on the bay.	.....	Reserved; surveyed.	
15th. 240	This is situate 200 yards from the mouth of a creek on the east side.	.....	Reserved; surveyed.	

*Joseph Howell claims a right of pre-emption to one quarter section of land in this hammock, the number of trees embraced by his claim not noted.

A.—Table—Continued.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.
No. 5. (Continued.)	HAM'K.	Wetappa creek:		
	1st.	25 The first bayou on the south side of East Bay is three miles below the head of the bay. The second bayou is two miles below the first. This hammock is on the south side of the bay, about one quarter of a mile below the second bayou, immediately on the bay.	The Wetappa creek puts into the head of the bay on the south side; a deep sluggish stream, 5 and 6 feet water, up to a point about 12 miles from the Chiapola river, which empties into Apalachicola Bay.	Reserved; surveyed.
	2d.	45 This is about one mile below the last, situate 300 or 400 yards back from the bay.	.....	Reserved; surveyed.
	3d.	65 This is about 300 yards below the third large bayou, situated on the bay.	.....	Reserved; surveyed.
	4th.	80 This hammock is about 300 yards below the one last mentioned.	.....	Reserved; surveyed.
	5th.	25 This is about 300 yards below the above.....	.....	Reserved; surveyed.
	6th.	90 This is about 300 yards below the last.....	.....	Reserved; surveyed.
	7th.	100 This hammock is 50 yards below the mouth of the fourth bayou; one-half a mile below the last hammock.	.....	Reserved; surveyed.
	8th.	20 This is about 200 yards below the last.....	.....	Reserved; surveyed.
	9th.	50 This is about 300 yards below the sixth bayou; an uninterrupted marsh extends about two miles below this hammock.	.....	Reserved; surveyed.
	10th.	200 This is just below this marsh, situated about 150 yards back from the bay.	.....	Reserved; surveyed.
	11th.	150 This is about one-quarter of a mile below, on the lower side of a small bayou.	.....	Reserved; surveyed.
	12th.	120 The seventh bayou is about one mile and a half below the eleventh hammock. The twelfth hammock is at the upper side of the seventh bayou.	.....	Reserved; surveyed.
	13th.	33 This is at the head of the seventh bayou on the lower side.	.....	Reserved; surveyed.
	14th.	560 This is about 150 yards below the seventh bayou; it is situate on the bay.	.....	Reserved; surveyed.
	15th.	240 The eighth bayou is at the lower end of the last hammock. This hammock is at the lower side of the eighth bayou, and situated on the bay.	.....	Reserved; surveyed.
	16th.	50 This is a small hammock, about 200 yards below the last.	.....	Reserved; surveyed.
	17th.	115 This hammock is about one-quarter of a mile below the last.	.....	Reserved; surveyed.
	18th.	500 This hammock is on the ninth bayou, one-quarter of a mile below the last; it is on the lower side, and situate on the bay.	.....	Reserved; surveyed.
	19th.	300 This is about 200 yards below the last.....	.....	Reserved; surveyed.
	20th.	600 This hammock is below the tenth large bayou, which joins the nineteenth.	.....	Reserved; surveyed.
	21st.	85 About 300 yards below the last.....	.....	Reserved; surveyed.
	22d.	1,500 This hammock is one-quarter of a mile below the last, situated immediately on the bay.	.....	Reserved; surveyed.
	23d.	50 Just below the last hammock.....	.....	Reserved; surveyed.
	24th.	95 This hammock is about 300 yards below the last, situate on the bluff of the bay.	.....	Reserved; surveyed.
	25th.	1,400 This hammock is about one-quarter of a mile below the last.	.....	Reserved; surveyed.
	26th.	150 The twelfth large bayou is just below the above hammock. The twenty-sixth hammock commences on the lower side of the bayou, and extends down the bay about 300 yards.	.....	Reserved; surveyed.
	27th.	150 This is about 200 yards below the last.....	.....	Reserved; surveyed.
28th.	1,500 The thirteenth bayou is just below the hammock last named. The twenty-eighth hammock is on the lower side of the thirteenth bayou, and extends down the bay about one-half a mile.	.....	Reserved; surveyed.	

A.—Table—Continued.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.	
No. 5. (Continued.)	HAM'K. 29th.	475		Reserved; surveyed.	
		1st.	450	On the tongue of land between the sound and the east arm of the bay, south of "Red Fish Point," about one-quarter of a mile from the last hammock on the bluff fronting the bay.	Reserved; surveyed.
		2d.	235	On the tongue of land south of "Red Fish Point," 150 yards from the last hammock.	Reserved; surveyed.
		3d.	40	A small cluster 400 yards from the last.....	Reserved; surveyed.
		4th.	500	One hundred yards from the last.....	Reserved; surveyed.
		*1st.	590	The first hammock on the east side of the sound; claimed by Loftin; he will float his claim.	Reserved; surveyed.
		2d.	145	This hammock is about 400 yards from the last; there is a clearing on it by John Davis; since cultivated by Wm. M. Loftin.	Reserved; surveyed.
		3d.	220	This hammock is on the east side of the sound; it is divided from the last by a small stream that runs out of the Bay Gall.	Reserved; surveyed.
		4th.	90	About 200 yards below the last.....	Reserved; surveyed.
		5th.	130	About 200 yards below the above.....	Reserved; surveyed.
		6th.	150	This is about 100 yards below the last.....	Reserved; surveyed.
		7th.	50	This hammock is about 300 yards below the last....	Reserved; surveyed.
		8th.	350	About 200 yards below the last hammock.....	Reserved; surveyed.
			400	Two or three hammocks on the coast of St. Andrew's Bay, opposite Sand Island, contain 400 trees. No particular description given.	Not surveyed.
			12,065	St. Vincent's Island; recommended by the agent to be reserved; contains 12,065 live oak trees.	Can be approached by vessels drawing seven feet of water.
		2,000	On the east side of the bayou that puts into St. Vincent's Sound, there are seven small hammocks, containing 2,000 live oak trees.	Not surveyed.	
Total of No. 5.	<u>56,697</u>				
No. 6; Extends from the range line dividing the 29th and 30th ranges west of Tallahassee, passing near Deer Point, four miles east of Pensacola, to the mouth of the Mississippi river.	A.	152	East of Pearl river, Mi., and in the State of Alabama. This is on the southwest eighth of section 28, and southeast eighth of section 29, and northeast eighth of section 32, all in township 7, range 3, west land district; situate in the fork of a bayou, about one and a half miles from the mouth, which empties into the gulf.	The bayou has a bar at the mouth of not more than eighteen inches of water at low tides; but from that up to the hammock, there are from eight to ten feet of water.	Reserved; surveyed.
	B.	467	This is on Round Island, Mississippi; it is three miles from the main land, south-southwest from Pascagoula Bay.	Shoal water for several hundred yards entirely round the island.	Reserved; surveyed.
	C.	122	In section 32, in township 6, range 6, west land district, and east of Pearl river, Mississippi, about twelve miles by water, up the Pascagoula river, the principal part of the live oak is on an island formed by a lake that makes out of the river.	Any vessel that can pass the bar at the mouth of the river, can come up and lay alongside of the island.	Reserved; surveyed.
Sound trees (Unsound and hollow, 111.)					
Sound trees (Unsound and hollow, 14.)					

* The extent and validity of his claim not reported by the agent; and, as he is willing to float his claim, it is here entered as public land.

A.—Table—Continued.

Number and extent of district.	Number of trees.	Where situated.	Distance from navigation.	Remarks.
No. 6. (Continued.) Sound trees (Unsound and hollow, 20.)	HAM'K. D. 158	On the bayou Creole, in township 7, range 6, west land district, and east of Pearl river, Mississippi, on the southwest margin of a bayou, about eight miles by water above the Bay of Pascagoula; the bayou makes out of the east branch of Pascagoula river.	The distance thro' the bayou is but little known; no difficulty was found in getting through with a boat, and there is sufficient water in the bayou for any vessel that can pass over the bar at the mouth of the river.	Reserved; surveyed.
Sound trees (Unsound and hollow, 252.)	E. 2,210	This lies on fractional section No. 19, and the northwest quarter of section No. 30, in township 7, range 9; also, the south half of fractional section No. 24, in township 7, range 10, east of Pearl river; all situated on the south side of the Bay of Biloxi, from five to six miles above the mouth, in the State of Mississippi.	These three all adjoin each other immediately on the margin of the Bay of Biloxi.	Reserved; surveyed.
Sound trees (Unsound and hollow, 202.)	1,288	On the northwest quarter of section No. 30 .....	.....	Reserved; surveyed.
Sound trees (Unsound and hollow, 137.)	668	On the south of fractional section No. 24, township 7, range 10.	.....	Reserved; surveyed.
Sound trees (Unsound and hollow, 567.)	F. 2,565	On section No. 24, in township 9, range 15 miles west and east of Pearl river, in the State of Mississippi, situate about five miles upon a fork of Point Clear bayou, which empties into the Bay of St. Louis.	There are not more than three feet of water at the mouth of the bayou at ordinary tides; from that up to this section of land there are from eight to ten feet of water.	Reserved; surveyed.
Sound trees (Unsound and hollow, 1,594.)	G. 7,511	On the fractional section No. 29, the east half and southwest quarter of section 30, and the northwest quarter of fractional section No. 31, in township 9, range 14; also the south half of section No. 25, and north half of section No. 36, in township 9, range 15, between the Bay of St. Louis and the mouth of East Pearl river, in the State of Mississippi.	Below the Bay of St. Louis and east of Pearl river.	Reserved; surveyed.
Sound trees (Unsound 1,912.)	H. 10,472	Between Lake Pontchartrain and Chef Menteur, near Fort Wood.	Half a mile from Lake Pontchartrain	Recovered to be reserved; not surveyed.
Total of No. 6.	<u>25,613</u>			
No. 7, Extends from the mouth of the Mississippi to the mouth of the Sabine river.	4,312	Louisiana. In township 16, range 16 east, southeastern land district; the whole of the 26 sections from No. 16 to 42, inclusive, lie on both sides of bayou Chickahoula.	Convenient to boat navigation.	Reserved; surveyed.
	8,678	In township 17, range 16 east, 66 sections, from 1 to 66, lying on both sides of bayou Black.	Convenient to boat navigation.	Reserved; surveyed.
	1,111	In township 13, range 12 east, sections 4, 9, 15, 16, 22, 26, 27, and 35, on the east side of Grand river.	.....	Reserved; surveyed.
	1,422	In township 13, range 12 east, sections 1, 2, 3, 11, 12, 13, 24, and 25, on the margin of the northern part of Lake Verret.	.....	Reserved; surveyed.
	132	In township 14, range 12 east, sections 2 and 13, on the east side of Grand river.	.....	Reserved; surveyed.
	390	In township 14, range 12 east, sections 1 and 12, on the east side of Grand river.	.....	Reserved; surveyed.
	2,734	In township 14, range 13 east, on the east side of Grand river, and on both sides of bayous Long and Platt, and around Lake Verret.	.....	Reserved; surveyed.
	3,251	Township 15, range 13 east, on Lake Polourde, and Grass Lake, and the small bayous that make into and out of them.	.....	Reserved; surveyed.
Total of No. 7.	<u>22,030</u>			

RECAPITULATION.

Number of live oak trees examined in the 1st district.....	1,180
Number of live oak trees examined in the 2d district	22,840
Number of live oak trees examined in the 3d district	14,556
Number of live oak trees examined in the 4th district.....	1,739
Number of live oak trees examined in the 5th district.....	56,697
Number of live oak trees examined in the 6th district.....	15,613
Number of live oak trees examined in the 7th district.....	22,030
Total.....	<u>144,655</u>

This number of trees, at 20 feet each, make	2,893,100 cubic feet.
This number of trees, at 50 feet each, make	7,332,750 cubic feet.
This number of trees, at 80 feet each, make	11,572,400 cubic feet.

NOTE.—In the 7th district, not yet explored by the present agent, are Navy Commissioners' Island and Cypress Island, which were in 1819 examined by James L. Cathcart and J. Hutton, and afterwards reserved. They then had on them, according to their report, 19,000 live oak trees. In the same district, Lieutenant Gedney, in 1830 and 1831, examined west of the Mississippi, between that river and Atchafalaya, on the sea coast and islands, and reported 95,108 trees, mostly on public lands, and embracing the reservation above mentioned.

(See American State Papers, on Naval Affairs, vol. 3, No. 476.)

B.

Table of private lands reported by the live oak agents as valuable, and well known for that kind of timber, in the years 1831 and 1832.

District.	Number of trees.	Where situated.	Distance from navigation.
No. 1...	800	The agent in his report, 9th March, 1832, recommends the purchase of 300 or 500 acres of the west half of the Anderson tract of land, along the Hillsborough and Halifax rivers, at \$10 per acre. The number of trees not stated, but estimated at two trees to the acre.	
No. 2...	.....	None reported.	
No. 3...	1,000	In township 10, range 13, lying along the west side of Suwannee river, and about half a mile out. The proprietors are very willing to sell the timber. The land cannot be obtained without a large advance upon the original cost.	
No. 4...	.....	None reported.	
No. 5...	800	On St. Rosa Sound, on the main land, and situate on the point of land formed by the sound and a large bayou called Garner's hammock, and claimed by him under a pre-emption right to $\frac{1}{4}$ section on the sound.	Five feet water may be carried through the sound.
	2,000	On the eastern shore near the mouth of Escambia Bay: This hammock is covered by a Spanish grant, owned by a Spaniard named Bonafie who resides in or near Pensacola.	Vessels drawing 10 feet water may approach within 300 yards of it.
	400	About two miles above Bonifie's hammock, lying on the bay. This is covered by a Spanish grant and owned by a Spaniard named Philebar.	Vessels drawing ten feet water may approach to within 400 yards of this hammock.
	90	St. Andrew's Bay, $3\frac{1}{2}$ miles up Bear creek, on the west side, claimed by John Garo and Ann Daniel, under the pre-emption law of 1830; both claim the east $\frac{1}{2}$ of N. E. $\frac{1}{4}$ of sec. 8, T. 2, R. 13, S. and W. They are willing to float to other unoccupied lands.	
	40	This is claimed by Elizabeth Allen and Charles A. Sewall, under the pre-emption law of 1830. It is situate on fractional section No. 19, township 2, range 13, S. and W.	
	95	On the east side of the north arm of the bay, between East river and the bay, claimed by W. M. Loftin, under the pre-emption law of 1826.	
	580	On the bluff of the bay, on the lower side of the 12th bayou at its mouth, and extends round Webb's Point, claimed by Walter Davis and R. H. Long, under the pre-emption law of 1830. Their claims are on S. E. $\frac{1}{2}$ of sec. 1, T. 3, R. 15, S. and W.	
		On the north side of the east arm of the bay, Joseph H. Howell claims a right of pre-emption to one quarter section of land. He is the assignee of Harrison, who claimed under the law of 1826. It commences on the east side of the bayou, and runs eastwardly on the bay. There is a fractional section No. 16 in this hammock. The number of trees embraced by his claim not noted.	
	590	At the extreme southern point of the tongue of land between the sound and the east arm of the bay known as Loftin's Point. Capt. Loftin claims this hammock under the pre-emption law of 1830, but is willing to float his claim.	
	<u>4,595</u>		

B.—Table—Continued.

District.	Number of trees.	Where situated.	Distance from navigation.
No. 6...	1,000	On the west side of Pascagoula river, about 5 miles from its mouth, (by water,) is a tract of land of about 500 acres, owned by Capt. Lewis Alexis, formerly of the U. S. navy. Should government purchase this tract, the agent recommends a reservation of the adjoining lands. The quantity not given or described.	
No. 7...	1,280	On Tiger Island, in Atchafalaya river, there is much valuable live oak, covered by private claims. Bryant's claim covers 1 mile square, 640 acres. Two trees estimated to the acre.	
	300	Rice Island, in Atchafalaya river—much valuable live oak, covered by private claims.	
	<u>1,580</u>		

RECAPITULATION.

Number of trees in district No. 1	800
Number of trees in district No. 2, none reported.	
Number of trees in district No. 3	1,000
Number of trees in district No. 4, none reported.	
Number of trees in district No. 5	4,595
Number of trees in district No. 6	1,000
Number of trees in district No. 7	1,580
Total	<u>8,975</u>
This number of trees, at 20 feet each, make	179,500 feet.
This number of trees, at 50 feet each, make	448,750 feet.
This number of trees, at 80 feet each, make	718,000 feet.

NOTE.—The above statement is based upon examinations made in 1831 and 1832, and does not include the survey by Lieut. Gedney, or of any other person, except the agents in the seven districts.

* D, 1.

Amount of public lands, between St. Mary's and Sabine rivers, within twenty miles of the sea coast.

GENERAL LAND OFFICE, October 16, 1832.

SIR: Agreeably to the request expressed in your letter of the 11th instant, I herewith transmit an estimate of the quantity of land owned by the United States, contained between the river St. Mary's, in Georgia, and the Sabine, embracing an extent from the sea coast of twenty statute miles.

I am, very respectfully, your obedient servant,

ELIJAH HAYWARD.

HON. LEVI WOODBURY, *Secretary of the Navy.*

Estimate of the quantity of land owned by the United States, expressed in acres, contained between the river St. Mary's, in Georgia, and the Sabine, embracing an extent from the sea coast of twenty statute miles.

	Acres.
In Florida.....	11,840,640—of this 2,812,160 are Indian lands.
In Alabama	478,720
In Mississippi.....	499,200
In Louisiana	3,641,600
Total acres.....	<u>16,460,160</u>

D, 2.

TOPOGRAPHICAL BUREAU, September 12, 1832.

SIR: Pursuing the course of the coast of the United States upon Tanner's map, from the St. Mary's river, Georgia, to the Sabine, in Louisiana, and extending the measurement inland twenty miles throughout the whole extent, it is found to embrace an area of 17,280,000 square acres.

The following are the details of the measurement:

Mean length of coast, 1,350 miles; width, 20 miles; area in square miles, 27,000; area in square acres, 17,280,000. The foregoing is respectfully submitted, in answer to your inquiry of this morning.

Your obedient servant,

J. J. ALBERT, *Lt. Col. T. E.*

HON. LEVI WOODBURY, *Secretary of the Navy.*

* C, is a map.

E.

Repairs and prices.

NAVY COMMISSIONERS' OFFICE, *November 12, 1832.*

SIR: In reply to the several subjects of inquiry, in your letter of the 12th October last, the Navy Commissioners respectfully state, that this office, not having been established till the year 1816, the records furnish no information as to the prices paid for live oak timber prior to 1800. It is, however, ascertained from Mr. Humphreys, who was the timber inspector for the government, that in the year 1799 a contract was made by the Navy Department (under the act of 25th February, 1799) with Phineas Miller, of Georgia, to furnish, at suitable landing places, live oak frames for six 74-gun ships, cut to moulds, and subject to inspection by an agent of the United States, for seventy-five cents per cubic foot. Pursuant to this contract, there was delivered, at different landings, 120,076 cubic feet, which was transported to the different navy yards at the expense of the United States, as follows, viz:

Cost of timber per cubic feet, at landings	\$0 75
Freight	0 50
Inspection	0 08
	\$1 33

But, if the difference between the prices of freight at that time and those which have since been paid be considered, it would reduce the price of Miller's timber, delivered at the yards, to one dollar per cubic foot.

Col. Shubrick, of South Carolina, about the same time, made a contract with the Department, at the same prices and stipulations as Miller's contract. He employed workmen one season on Bull's Island, and hauled to landing places what timber had been cut, but no part of that timber was received by the Department.

The prices paid since 1816, for different kinds of live oak timber, per cubic foot, have been as follows, viz:

	Beams.	Seventy-four frame.	Forty-four frame.	Sloop frame.	Steam vessels.	Promiscuous live oak.
1816.....		\$1 55	\$1 42½	\$1 18	\$1 45	\$1 00
1817.....					1 45	87½
1820.....						
1821.....						
1826.....	\$1 45		1 20 a 1 25			1 00
1827.....		1 37 a 1 50	1 25 a 1 45	1 15 a 1 25		80c. a 1 00
1828.....				1 20		87½
1829.....			1 30			87½
1832, offers received.....			1 09 a 1 50			87½c. a 1 00

There is no official information in the Navy Commissioners' office of any timber having been cut during the last ten years, upon the public lands, by consent of the Department. Some timber was cut upon the public lands through mistake, by contractors, and twenty-five cents per cubic foot was deducted from their bills, for the quantity thus cut.

In reply to that part of your letter which requires a statement of the quantity of live oak timber purchased during the last ten years, it appears from the records of this office that no contracts were made for live oak, during the years 1822, 1823 and 1824; that, in the year 1825, contracts were made, under the appropriation for building sloops-of-war, for the live oak for eight sloops-of-war, containing about 80,000 cubic feet, (two of the ten sloops-of-war were built from timber already procured)	80,000
In 1826, contracts were made for the frames of <i>three frigates</i> , which were paid for, partly from the appropriation for gradual improvement, and partly from the appropriation for gradual increase of the navy, viz:	
For gradual improvement, about.....	60,000
For gradual increase, about	17,000
In 1827, contracts were made, under the law for the gradual improvement of the navy, for the frames of five ships of the line, five frigates, and five sloops-of-war; but the contractor for one ship of the line, one frigate, and one sloop, failed to comply with his contract, so that there was delivered, under the contracts, about.....	248,000
And there was purchased for gradual increase	3,500
In 1828, a contract was made under the appropriation for "repairs," for the frame of one sloop-of-war, (to rebuild the John Adams,) containing about.....	10,000
In 1829, a contract was made, under the appropriation for "repairs," for the frame of a frigate, (to rebuild the Madedonian,) under which there was delivered about.....	15,000
And there has been procured, during the last ten years, for repairs, about.....	40,000
Cubic feet	474,000

In 1832, no contracts have been made, but offers have been accepted for the frame of a frigate (the Java) and of a sloop-of-war (the Cyane,) which will contain about 34,000 cubic feet, and of about 20,000 cubic feet of live oak timber for repairs.

From the foregoing, it appears that there have been procured, since 1820, for *building new vessels*,

about 409,000 cubic feet; that of this quantity about 80,000 cubic feet have been consumed in vessels now afloat, and that about 329,000 feet are in deposit at the different yards.

It also appears that about 25,000 cubic feet were procured, under the appropriation for "repairs," for rebuilding the Macedonian and the John Adams; that the Macedonian (15,000) is in dispute, and 10,000 feet are afloat in the John Adams; and that 40,000 cubic feet have been purchased for "repairs."

Some live oak knees have been purchased at different times, but as they were not always purchased by their cubical contents, the number of feet cannot be stated.

I have the honor to be, with great respect, sir, your most obedient servant,

CHARLES STEWART.

Hon. LEVY WOODBURY, *Secretary of the Navy.*

F.

NAVY COMMISSIONERS' OFFICE, *November 17, 1832.*

SIR: In reply to your letter of the 13th instant, requiring a statement of the quantity of live oak timber which has been actually used for "repairs of vessels" since 1797, the Navy Commissioners would respectfully state that the records of their office afford no means of furnishing the information required. They would, however, state, that, since the year 1821, there has been expended, of live oak timber, under the appropriation for "repairs of vessels," about 54,000 cubic feet upon the following vessels, viz:

The frigates Constitution and United States, which have been twice repaired.

The frigates Congress, Constellation, and Guerriere, once repaired.

The sloops Peacock, John Adams, Erie, and Ontario, once repaired.

The schooners Shark and Grampus, twice repaired.

And of these, the Constitution, Guerriere, Congress, and Peacock are now reported as requiring further repairs.

In relation to this subject, the Commissioners offer as an opinion, in compliance with your request, that there would probably be required to keep in repair a given force afloat, until it should become necessary to rebuild the vessels, about 2 per cent. per annum of the live oak which was necessary for their frames originally; and, to keep up perpetually such given force afloat, about six per cent. per annum.

I have the honor to be, with great respect, sir, your most obedient servant,

CHARLES STEWART.

Hon. L. WOODBURY, *Secretary of the Navy.*

G.

Estimated cost of vessels in commission and in ordinary, during the years 1829, 1830, 1831 and 1832, with cost of repairs during same years.

In commission during 1829:	
One seventy-four, cost.....	\$366,000 00
Four forty-fours.....	1,100,000 00
Four schooners.....	100,000 00
Total.....	<u>\$1,566,300 00</u>
In ordinary during 1829:	
Six seventy-fours.....	\$2,197,800 00
Three forty-fours.....	825,000 00
Three thirty-sixes.....	675,000 00
Three sloops.....	225,000 00
Total.....	<u>\$3,922,800 00</u>
In commission during 1830:	
One seventy-four.....	\$366,300 00
Four forty-fours.....	1,100,000 00
One thirty-six.....	225,000 00
Twelve sloops.....	900,000 00
Four schooners.....	100,000 00
Total.....	<u>\$2,691,300 00</u>
In ordinary during 1830:	
Six seventy-fours.....	\$2,197,800 00
Three forty-fours.....	825,000 00
Two thirty-sixes.....	450,000 00
Three sloops.....	225,000 00
Two schooners.....	50,000 00
Total.....	<u>\$3,747,800 00</u>

In commission during 1831:	
Five forty-fours.....	\$1,375,000 00
One thirty-six.....	225,000 00
Twelve sloops.....	900,000 00
Four schooners.....	100,000 00
Total.....	<u>\$2,600,000 00</u>
In ordinary during 1831:	
Seven seventy-fours.....	\$2,564,100 00
Two forty-fours.....	550,000 00
Two thirty-sixes.....	450,000 00
Three sloops.....	225,000 00
Two schooners.....	50,000 00
Total.....	<u>\$3,839,100 00</u>
In commission during 1832:	
Two forty-fours.....	\$550,000 00
Eleven sloops.....	825,000 00
Six schooners.....	150,000 00
Total.....	<u>\$1,525,000 00</u>
In ordinary during 1832:	
Seven seventy-fours.....	\$2,564,100 00
Five forty-fours.....	1,375,000 00
Three thirty-sixes.....	675,000 00
Four sloops.....	300,000 00
Two schooners.....	50,000 00
Total.....	<u>\$4,964,100 00</u>
Seventy-four, estimated at.....	\$366,300 00
Forty-four.....	27,500 00
Thirty-six.....	22,500 00
Sloops.....	75,000 00
Schooners.....	25,000 00
Appropriated for repairs in 1829.....	\$475,000 00
Appropriated for repairs in 1830.....	618,000 00
Appropriated for repairs in 1831.....	615,400 00
Appropriated for repairs in 1832.....	530,682 00

Therefore, the expense of repairs (assuming that all appropriated was expended, which is not true) was, in 1829, $8\frac{6}{10}$ per cent.; in 1830, $9\frac{5}{10}$ per cent.; in 1831, $9\frac{3}{10}$ per cent.; in 1832, $8\frac{1}{10}$ per cent., average, $8\frac{3}{10}$ per cent. on estimated cost.

H. 1.

List of live oak vessels since 1797, and condition of them, and quantity of feet in them.

Names of vessels.	Timber used in frames.	Situation.	When built.	Where built, and building.
SHIPS OF THE LINE.				
Independence	Live oak.....	In ordinary	1814	Charlestown.
Franklin.....	19-20 live oak....	do	1815	Philadelphia.
Washington.....	$\frac{7}{8}$ live oak.....	do	1816	Portsmouth, N. H.
Columbus.....	do	do	1819	Washington.
Ohio	do	do	1820	New York.
North Carolina.....	do	do	1820	Philadelphia.
Delaware.....	do	do	1820	Gosport, Va.
Alabama.....	do	On the stocks.....		Portsmouth, N. H.
Vermont.....	do	do		Charlestown.
Virginia.....	do	do		do
Pennsylvania.....	do	do		Philadelphia.
New York.....	do	do		Gosport, Va.
FRIGATES.				
United States.....	$\frac{7}{8}$ live oak.....	In commission.....	1797	Philadelphia.
Constitution.....	do	In ordinary	1797	Boston.
Guerriere, more than.....	$\frac{1}{2}$ do	do	1814	Philadelphia.
Potomac.....	do	In commission.....	1821	Washington.
Brandywine.....	do	do	1825	do
Santee.....	do	On the stocks.....		Portsmouth, N. H.
Cumberland.....	do	do		Charlestown.
Sabine.....	do	do		New York.
Savannah.....	do	do		do
Raritan.....	do	do		Philadelphia.
Columbia.....	do	do		Washington.
St. Lawrence.....	do	do		Gosport, Va.
Congress.....	do	In ordinary	1799	Portsmouth, N. H.
Constellation.....	do	In commission.....	1797	Baltimore.
Macedonian.....	do	On the stocks, now building.....		Gosport, Va.
Philadelphia.....	$\frac{7}{8}$ do	Lost in war.....	1800	Philadelphia.
New York.....	$\frac{3}{4}$ do	Burnt in 1814	1800	New York.
President.....	do	Lost in war.....	1800	do
Columbia.....	do	Burnt in 1814	1814	Washington.
Chesapeake.....	do	Lost in war.....	1800	Gosport, Va.
SLOOP-OF-WAR.				
John Adams.....	$\frac{3}{4}$ live oak.....	In commission.....	rebuilt 1829	Gosport, Va.
Peacock.....	do	do	do 1828	New York.
Boston.....	do	do	1825	Charlestown.
Lexington.....	do	do	1825	New York.
Vincennes.....	do	In ordinary	1826	do
Warren.....	do	In commission.....	1826	Charlestown.
Natchez.....	do	In ordinary	1827	Gosport, Va.
Falmouth.....	do	In commission.....	1827	Charlestown.
Fairfield.....	do	In ordinary	1828	New York.
Vandalia.....	do	In commission.....	1828	Philadelphia.
St. Louis.....	do	do	1828	Washington.
Concord.....	do	do	1828	Portsmouth, N. H.
Delaware.....	$\frac{1}{2}$ do	Sold.....	1797	Philadelphia.
Ganges.....	$\frac{1}{2}$ do	Sold.....	1796	do
Syren.....	$\frac{1}{2}$ do	Lost in war	1803	do
Wasp.....	do	do	1805	Washington.
Argus.....	do	Burnt in 1814	1814	do
John Adams.....	do	Decayed.....	1799	Charleston, S. C.
Erie.....	do	In ordinary	rebuilt 1823	Baltimore.
Ontario.....	do	do	do 1823	do
SCHOONERS.				
Dolphin.....	$\frac{1}{2}$ live oak.....	In commission.....	1821	Philadelphia.
Porpoise.....	1-10 do	do	1820	Portsmouth, N. H.
Grampus.....	$\frac{1}{2}$ do	do	1821	Washington.
Shark.....	$\frac{1}{2}$ do	do	1821	New York.
Enterprise.....	do	do	1831	do
Boxer.....	do	do	1831	Charlestown.
Alligator.....	do	Lost at sea.....	1821	do
Lynx.....	$\frac{7}{8}$ do	do	1814	Washington.

H, 2.

Live oak vessels.

In ordinary:

Seventy-four guns.—Independence, Franklin, Washington, Columbus, Ohio, North Carolina, Delaware.*Forty-four guns.*—Constitution, Guerriere.*Thirty-six guns.*—Congress.*Sloops.*—Vincennes, Natchez, Fairfield, Erie, Ontario.

In commission:

Forty-four guns.—United States, Potomac, Brandywine.*Thirty-six guns.*—Constellation.*Sloops.*—John Adams, Peacock, Boston, Lexington, Warren, Falmouth, Vandalia, St. Louis, Concord.*Schooners.*—Dolphin, Grampus, Shark, Enterprise, Boxer, Porpoise.

On the stocks:

Seventy-four guns.—Alabama, Vermont, Virginia, Pennsylvania, New York.*Forty-four guns.*—Santee, Cumberland, Sabine, Savannah, Raritan, Columbia, St. Lawrence*Thirty-six guns.*—Macedonian.

Live oak burnt:

Forty-four guns.—Columbia.*Thirty-six guns.*—New York.*Sloop.*—Argus.

Live oak sold:

Sloops.—Delaware, Ganges.

Live oak lost in war:

Forty-four guns.—President.*Thirty-six guns.*—Chesapeake.*Thirty-two guns.*—Philadelphia.*Sloops.*—Syren, Wasp.

Live oak lost at sea:

Schooners.—Alligator, Lynx.

Live oak decayed:

Sloop.—John Adams (original.)

Estimates:

One seventy-four, 34,000 feet; one forty-four, 23,000 feet; one thirty-six, 18,000 feet; one thirty-two, 13,000 feet; one sloop, 8,000 feet; one schooner, 1,800 feet.

Live oak in ordinary:

Five seventy-fours, at 34,000 feet each	170,000
One seventy-four, at nineteen-twentieths of 34,000 feet.....	32,300
One seventy-four, at seven-eighths of 34,000 feet.....	29,750
One forty-four, at 23,000 feet.....	23,000
One forty-four, at five-twelfths of 23,000 feet.....	9,583 $\frac{1}{3}$
One thirty-six, at 18,000 feet.....	18,000
Five sloops, at 8,000 feet each.....	40,000
Total	<u>322,633$\frac{1}{3}$</u>

Live oak in commission:

Three forty-fours	69,000
One thirty-six.....	18,000
Nine sloops.....	72,000
Five schooners (three of them one-half live oak).....	6,300
One-tenth of another schooner.....	180
Total	<u>165,480</u>

Live oak on the stocks:

Five seventy-fours.....	170,000
Eight forty-fours.....	184,000
Total	<u>354,000</u>

Live oak lost in war:

One forty-four.....	23,000
One thirty-six.....	18,000
One thirty-two, seven-eighths live oak.....	10,500
Two sloops	16,000
Total	<u>67,500</u>

Live oak burnt:	
One forty-four.....	23,000
One thirty-six, three-fourths live oak.....	13,500
One sloop.....	8,000
Total	44,500
Live oak lost at sea:	
One schooner	1,800
One schooner, seven-eighths live oak.....	1,575
Total	3,375
Live oak sold:	
Two sloops, each one-half live oak.....	8,000
Live oak decayed:	
One sloop	8,000
Recapitulation:	
Live oak in ordinary.....	322,633½
Live oak in commission.....	165,480
Live oak on the stocks.....	354,000
Live oak lost in war.....	68,375
Live oak burnt.....	44,500
Live oak lost at sea.....	3,375
Live oak sold.....	8,000
Live oak decayed.....	8,000½
Total	914,363

I.

NAVY COMMISSIONERS' OFFICE, *November 17, 1832.*

SIR: In answer to your letter of the 14th instant, the Commissioners of the Navy have to state that, of the live oak timber in deposit at the different navy yards on the 1st October last, and which consisted of 350,664 cubic feet of moulded, and of 179,181 of other live oak, making a total of 529,845 cubic feet, there appears to have been purchased, prior to 1824, about 98,000 cubic feet.

The quantity of live oak timber necessary for the frame of a frigate of 32 guns is computed at 13,000 cubic feet, and for one of 36 guns, 18,000 cubic feet.

None of the timber purchased under the appropriation for gradual improvement is in vessels upon the stocks.

The frames of the frigate *Columbia* and the sloop *Argus*, burnt in the Washington yard, were of live oak.

Besides the live oak timber burnt in those two ships, there was about 15,000 cubic feet of other live oak timber burnt at the same time in that yard.

The board have no means of ascertaining the quantity of live oak that may have been taken from the several navy yards for the construction of gun carriages and forts for the War Department.

I have the honor to be, with great respect, sir, your obedient servant,

CHARLES STEWART.

Hon. L. WOODBURY, *Secretary of the Navy.*

K.

Exhibit, (made in December, 1830,) showing the general and special localities and probable quantities of live oak timber, suitable for naval purposes, growing, (as far as has been ascertained,) on the Atlantic coast of the United States.

General locations.	Special locations.	Probable quantities in cubic feet.		
		Ships of the line.	Frigates.	Sloops.
Louisiana	* Reports made in 1819 show that, as far as the examination was carried, which embraced the borders of the Mississippi, those of the Teche, and waters connected with it, the borders of the lakes adjacent thereto, and the islands in the same, &c., there is about.....	87,000	117,000	146,000
Islands on the coast of South Carolina.	Reports made in 1827 show, on Bull's Island			10,000
	Caper's Island.....			2,000
	John's Island.....			200

* Much of this timber is reported to be very old, verging to "dotage."

K.—*Exhibit*—Continued.

General locations.	Special locations.	Probable quantities in cubic feet.		
		Ships of the line.	Frigates.	Sloops.
Islands and main of the coast of Georgia.	Edisto Island		500	1,000
	Coffin's Island.....			1,000
	Hilton Head			1,000
	Buena Ventura.....		300	500
	Hossaber Island		1,000	2,000
	St. Catharine s Island		18,000	8,000
	Blackbeard's Island.....		1,000	6,000
	Little St. Simon's		2,000	5,000
	Cumberland		2,000	1,000
	Black Point.....			3,000
East Florida	St. John's river and creeks:			
	Amelia Island.....			9,000
	Near the mouth.....		2,600	7,000
	Potsburg creek		8,000	12,000
	Dun's creek, N. S.....		1,500	3,000
	Dun's creek, S. S.....		1,000	2,000
	Murphy's Island.....			3,000
	Black creek.....		2,000	1,000
	Table creek.....			500
	M'Girt's creek.....		1,200	2,000
	Dun's Lake:			
	East side.....		1,000	4,000
	West side			6,000
	Head.....			500
	Lake George:			
	Drayton Island	6,000	8,000	8,000
	Orange grove.....	200	400	800
	East side.....	1,000	1,000	4,000
	Piny Point.....	1,000	2,000	
	Five miles south.....		1,000	4,000
	Silver spring			1,200
	Salt spring			2,000
	North river:			
	Diego swamp	30,000	60,000	50,000
	Sampson's swamp.....	3,000	5,000	10,000
	Fifteen miles south		1,500	10,000
	Head of Matanza:			
	Long's creek		5,000	8,000
	Graham's swamp:			
	Hernandez		1,000	4,000
	Perpall	1,000	6,000	10,000
	Clarke	5,000	5,000	10,000
	M'Dowell	8,000	12,000	10,000
	Bulow	30,000	60,000	25,000
	Ormond.....		20,000	20,000
	Darley.....		3,000	4,000
	Between Tomoka and Spruce creek:			
	Fitch.....		5,000	8,000
	Kerr and Hernandez.....			8,000
	Bulow	20,000	22,000	10,000
Bunch		1,000	4,000	
United States.....		400	5,000	
Turnbull swamp:				
*First division	2,000	4,000	8,000	
*Second division.....		3,000	6,000	
*Third division	2,000	6,000	2,000	
*Fourth division	2,000	8,000	9,000	
*Fifth division	3,000	5,000	10,000	
*Sixth division			3,000	
Indian River:				
Head		10,000	12,000	
Eight miles south.....		300	6,000	
Total of each description.....	201,200	415,200	467,800	
Aggr gate cubic feet			1,084,200	

*These divisions have relation to the portions into which the swamps have been nominally divided by claimants.

L.

(Made February 7, 1831.)

Schedule of the quantity of live oak timber in that part of West Florida hitherto examined by the United States agents.

No. of tracts.	Where situated.	From what source information derived.	Number of trees.	Quantity in cubic feet.
1	Land of Jno. Innerarity, of West Florida, on Perdido Bay..	Schedule No. 1, report 1, of agents appointed by the Secretary of the Navy to examine and survey public lands in West Florida....	1,075	8,742
2	Land of C. Lavalette, on Escambia Bay.....	Schedule No. 2, of same agents, report No. 1..	74	3,235
3	John De La Ruis' tract.....	Report No. 2, schedule 1, of same agents.....	176	
4	Land of J. Bonifay, West Florida.....	Report No. 2, schedule 2, of same agents.....	217	1,506
5	John De La Ruis' land, Escambia Bay.....	Report No. 2, schedule 3, of same agents.....	820	7,239
6	Rebo's tract, Yellow Water river.....	Report No. 2, schedule 4, of same agents.....	30	
7	Eserevano's tract, adjoining the above.....	Report No. 2, schedule 5, of same agents.....	24	
8	Donnelly's tract.....	Report No. 2, schedule 6, of same agents.....	75	
9	Behind Deer Point.....	Report No. 3, schedule 1, of same agents.....	34	1,033
10	Judge Breckenridge's tract.....	Report No. 3, schedule 2, of same agents.....	55	2,361
11	Judge Breckenridge's hammock.....	Report No. 3, schedule 2, of same agents.....	62	2,036
12	Twitchell's place.....	Report No. 3, schedule 3, of same agents.....	57	3,130
13	Sections 13 and 24, township 2, range 24; sections 18 and 19, township 2, range 24, south and west.....	Report No. 3, schedule 4, of same agents.....	448	32,525
14	Sections 25, 26, 35, 36, &c., township 1, range 21 and 22, south of the base line, and west of the meridian.....	Report No. 4, schedule 1, of same agents.....	953	1,360
15	Hammocks A, B and C of same sections.....	Report No. 4, schedule 1, of same agents.....	909	
16	Sections 10, 15, 16, 21 and 22, range 20.....	Report No. 4, schedule 2, of same agents.....	1,036	17,523
17	East bank of Alaqua lagoon, sections 24 and 13, and township 1, south and west.....	Report No. 5, schedule 1, of same agents.....	137	9,598
18	Two hammocks between the Alaqua and Cedar creeks.....	Report No. 5, schedule 2, of same agents.....	242	7,353
19	At the mouth of Cedar creek, sections 32 and 35, township No. 1, range 19.....	Report No. 5, schedule 3, of same agents.....	259	23,296
20	At the mouth of Choctawhatchee river.....	Report No. 5, schedule 4, of same agents.....	145	8,640
21	On a hammock on the margin of the bay below the mouth of Choctawhatchee river.....	Report No. 5, schedule 5, of same agents.....	755	35,503
22	On a hammock at the end of Choctawhatchee Bay.....	Report No. 5, schedule 6, of same agents.....	616	27,070
23	On a hammock situated on the south side of the bay, opposite the mouth of the Choctawhatchee river.....	Report No. 5, schedule 7, of same agents.....	643	21,610
24	On a hammock situated on the south side of Choctawhatchee Bay, about one mile above Shell Point.....	Report No. 5, schedule 8, of same agents.....	832	30,630
25	On two hammocks on the northwest side of Shell Point, on the Choctawatchee Bay.....	Report No. 5, schedule 9, of same agents.....	322	26,516
26	On the east side of the Second creek, above Mallet's, on the south side of Choctawhatchee Bay.....	Report No. 5, schedule 10, of same agents.....	505	18,500
27	On the west side of Second creek, above Mallet's, but more immediately on the bay.....	Report No. 5, schedule 11, of same agents.....	355	9,180
28	Near, and on Mallet's place, being on the south entrance of the Choctawhatchee Bay, and partly on St. Rosa Sound, first division above Mallet's, entirely on the bay.....	Report No. 5, schedule 12, of same agents.....	120	2,779
29	Third division at Mallet's, principally on the bay, and partly on the sound.....	Report No. 5, schedule 12, of same agents.....	88	2,773
30	On various small hammocks on both sides of St. Andrew's Bay, commencing at Courtney's Point, on the left hand; and the hammock above Webb's Point, on the right; thence proceeding up the bay, including both sides of the bay.....	Report No. 6, schedule 1, of same agents.....	1,212	57,428
31	On the Leonfina creek, about ten or twelve miles above the head of St. Andrew's Bay.....	Report No. 6, schedule 2, of same agents.....	65	8,250
32	On a hammock at Webb's Point, called also Bonavista, on St. Andrew's Bay.....	Report No. 6, schedule 3, of same agents.....	203	8,832
33	On the east arm of St. Andrew's Bay, commencing on the west side of Harrison's bayou.....	Report No. 6, schedule 4, of same agents.....	5,067	250,750
34	On the remaining divisions of the preceding chain of hammocks, and two creeks, called Forked and Shark creeks, on the east side of St. Andrew's Bay.....	Report No. 6, schedule 5, of same agents.....	335	38,484
35	On the south side of the east arm of St. Andrew's Bay....	Report No. 7, schedule 1, of same agents.....	5,421	161,268
36	On the east side and entrance into St. Andrew's Bay.....	Report No. 7, schedule 2, of same agents.....	789	35,360
37	On St. Vincent's Island, hammock No. 1.....	Report No. 7, schedule 3, of same agents.....	2,476	50,847
38	On St. Vincent's Island, hammock No. 2.....	Report No. 7, schedule 4, of same agents.....	4,555	213,498
			312,137	1,130,655

NOTE.—In Nos. 3, 6, 7, 8, and 15, it will be observed that the agents have only specified the number of trees, and given no information as to the quantity.

M.

Extract of a letter from R. Fitzpatrick, Esq., dated—

NEW RIVER, Florida, August, 20, 1832.

The lands on the South Atlantic coast of Florida consist of high hammock, low hammock, high marsh, low marsh, and pine barren. The growth of the high hammock is principally live oak, mulberry, red bay, stopper mastic, ironwood, wild fig, and palmetto; and it produces corn, sugar, and cotton in great perfection.

The live oak is abundant in the hammocks bordering on the rivers, the sea coasts, and the everglades, and particularly on the large islands on the everglades. Between Cape Sable and Cape Roman, after getting clear of the coast, are a great number of hammocks containing from one to five hundred acres, which are covered with live oak of a most superior kind.

From Cape Sable to Cape Florida the live oak is of a larger growth, and is also abundant, and from thence to Indian river it is equally good, and continues to the St. John's. As a great part of the land on which live oak is found belongs to the United States, who are no doubt anxious to preserve it for naval purposes, it will be necessary for the government to send agents to select it, and have the route for a canal surveyed from the Key Biscayno to St. John's, without which they will find much difficulty in shipping it.

N.

Table showing the number of acres of live oak lands which have been reserved recently on account of their timber.

SOUTHEAST DISTRICT OF LOUISIANA.	
Where situated.	Number of acres.
Township 13, range 12, east.....	6,930.26
Township 14, range 12, east.....	2,113.06
Township 14, range 13, east.....	13,500.39
Township 16, range 13, east.....	8,896.36
Township 16, range 16, east.....	7,515.29
Township 17, range 16, east.....	8,896.36
	47,851.72
WEST FLORIDA.	
Township 3, range 29, south.....	925.72
Township 8, range 10, east.....	2,556.79
Township 9, range 10, east.....	12,000.00
	15,482.51
ST. ANDREW'S BAY.	
On the west side of the sound and bay, below West Bay.....	140.00
Same side, above West Bay.....	70.00
At the head of the north arm on Bear creek, Cedar creek, and Econfina.....	50.00
On the east side of the north arm, down to the basin.....	412.00
On the north side of the basin.....	6.00
On the north side of the east arm.....	657.00
On the south side of the east arm.....	364.00
On the tongue of land between the sound and the east arm, fronting the basin...	28.00
On the east side of the sound.....	60.00
	1,787.00
MISSISSIPPI.	
Township 3, range 14.....	1,510.13
FLORIDA.	
St. Vincent's Island.....	180.00
St. George's Island.....	546.00
	726.00
ALABAMA.	
On the southwest eighth of section 28, the southeast eighth of section 29, and northeast of section 32, all in township 7, range 3, west land district, and east of Pearl river, Mi., the agent says 50 or 60 acres.....	60.00
Total.....	67,417.36

NOTE.—The above include all the live oak lands yet reserved, except about 19,000 acres, in 1820, situated in Louisiana, but which the present agents have not yet re-examined.

[22D CONGRESS.]

No. 489.

[2D SESSION.]

REPORT ON THE SURVEY OF NARRAGANSET BAY, AND ON THE EXPEDIENCY OF ESTABLISHING A NAVAL DEPOT THEREIN.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 20, 1832.

NAVY DEPARTMENT, *December 19, 1832.*

SIR: The enclosed communication and charts, from Captain Alexander S. Wadsworth, have this day been received at the Department.

They have been prepared in pursuance of the appropriation passed at the last session of Congress for a survey of Narraganset Bay, and, to avoid delay, are now submitted without making duplicates of the charts.

A larger chart is nearly finished, and, when completed, will be laid before Congress.

I have the honor to be, very respectfully, your obedient servant,

LEVI WOODBURY.

The Hon. ANDREW STEVENSON, *Speaker of the House of Representatives.*

P. S.—The original charts are sent to the House of Representatives.

NEWPORT, *R. I.,* —————.

SIR: I have the honor to inform you that I have completed the survey of Narraganset Bay, made agreeably to your orders of the 16th May last, and a chart is now preparing on a large scale, which will be forwarded to the Department as soon as it can be finished. A chart, on a smaller scale, that will comprise the whole survey in one sheet, will accompany this—not finished, however, in all the details, for want of time, but sufficiently so for reference, and showing accurately the position of all the shores, and the depth of water generally throughout the bay. The survey having been ordered with the view to ascertain the practicability and expediency of establishing a naval depot therein, it has been carefully made, and those points which appeared to promise the most suitable locations have been minutely examined. The positions of the principal points of land around the bay have been determined trigonometrically—the serjes of triangles commencing from a measured base of about $1\frac{1}{2}$ miles, and proved to be correct by a verifying base of 4,417.6 feet measured at the other part of the bay. The form of the shores between the several points of triangulation has been ascertained by the chain and compass, and the depth of water is also placed on the chart, by angles measured at the point of sounding, or by ranges of the different signal stations, and reduced to the level of the lowest tides.

The two positions in the bay which appear to present the greatest natural advantages for the establishment of a naval depot, are, the one on the southeast part of Prudence Island, and the other at the entrance of Mount Hope Bay, between the Bristol ferry and Mount Hope. Near both these positions there is excellent anchorage, and with sufficient depth of water for any purposes. The water is bold in both places, close in with the shore, so that much length of wharves would not be required; and it is believed that the land, in either place, is suitable for a depot. Charts of both these sections of the bay are now being prepared on a large scale, which will show the elevation of the land, as well as the depth of water, and will be accompanied by a more particular description. Your instructions not appearing to require from me any opinion, either as to the practicability or expediency of establishing a naval depot in Narraganset Bay, I shall confine myself to a general description, presuming that, in addition to this, the chart, particularly the larger one, will give you all the information required.

The bay is of easy access; the entrance sufficiently wide to enable vessels to beat either in or out, with bold shores, and free from hidden dangers or shoals. The course in is to the northeast—an advantage, on this coast, peculiar to this harbor, and well known and highly appreciated by mariners during the prevailing westerly winds of winter. After passing the line of deep water between Fort Adams and the Dumplings, good and safe anchorage may be had on either side, and in almost every part of the bay; indeed, the whole bay may be considered an excellent man-of-war harbor, with the exception of a few spots of foul ground, easy to be avoided, and other places where the water is too deep for convenience. The tide generally is not rapid, and in most parts of the bay there is working room for vessels of any class. The entrance to Mount Hope Bay, however, is narrow, but quite safe. Of the effects of ice in winter, I am unable to speak from my own observations. I believe, however, that it never, or very seldom, freezes so far down as the southeast part of Prudence Island. The harbor of Bristol, and in the bay above, towards Warren and Providence, is generally frozen; but I am informed that they are enabled, without much difficulty, to keep the channel open at Bristol for the entrance and departure of vessels during the winter. The passage past the Bristol ferry to Mount Hope Bay is, I understand, seldom closed; and the large body of ice in that bay is detained so long by its narrow entrance, that it becomes too weak, when it breaks up, to do injury. I learn that the entrance of vessels from sea to a safe anchorage is never obstructed by ice.

There are three entrances into this bay from the sea. The principal one is between Rhode Island and Connecticut, already mentioned. In the western channel, between Connecticut and the Narraganset shore, there is sufficient depth of water for any vessel. The channel, at one point, however, is narrow, and might be filled up, if required, so as to admit only the passage of vessels of a light draft of water. The eastern channel is closed near its northern end by a stone bridge, except for very small vessels, through the draw, where the tide is very rapid, and where there is at present but eleven feet of water. This channel does not afford a good harbor for large vessels.

I have been much assisted, in making this survey, by Lieutenants Gedney, Wilkes and Blake, and cannot forbear mentioning them with commendation to the Department for their zealous and indefatigable exertions, as well as for their skill in the performance of this duty.

Very respectfully, I have the honor to be, your obedient servant,

ALEXANDER S. WADSWORTH.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

22d Congress.]

No. 490.

[2d Session.

ON A REORGANIZATION OF THE NAVY, WITH THE ADDITIONAL RANK OF ADMIRALS, WITH STATEMENTS OF THE APPROPRIATE PAY OF THE OFFICERS, AS COMPARED WITH THAT OF CORRESPONDING RANK IN THE ARMY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 27, 1832.

NAVY DEPARTMENT, *December 20, 1832.*

Sir: Yours of the 13th instant was duly received, and the whole subject referred to the Navy Board.¹ Their report of yesterday, marked A, and the bill and amendment, are enclosed.

I entertain no doubt that it would be expedient to present the question of the rank of admirals in a separate bill from that of pay.

The views expressed by the board, on the subject of rank and pay generally, accord with my own. But whenever the whole pay and allowances exceed or fall short of those in the army, given to officers of corresponding rank, I think they ought to be modified so as to agree substantially.

The chief objection against this, resting on the right to prize money, cannot operate except in war; and when such a deprecated event happens, Congress can, if thought proper, then make other provisions on that subject.

The pay of chaplains, not provided for in their communication, ought, in my opinion, when at sea, to be \$1,000 per year; and when on leave and at yards, less, in a like proportion with the pay of other officers.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. JOHN ANDERSON, *of the Committee on Naval Affairs, House of Representatives.*

A, 1.

NAVY COMMISSIONERS' OFFICE, *December, 1832.*

Sir: The Commissioners have the honor to return, herewith, the bill and amendment which you submitted to them for an opinion upon their provisions, and beg leave to offer the following remarks:

The board still entertain the opinion, frequently expressed by them, that higher ranks in the navy would be attended with beneficial effects to the service. They would respectfully suggest, however, that the rank of vice-admiral should be placed between that of admiral and rear-admiral, as it is a generally recognized intermediate rank.

The board would recommend that bills for rank and for pay should be separately introduced. The bill and the proposed amendment provide, to a certain extent, for the graduation of compensation to responsibility and its consequent expense. In the justice and utility of this principle, the board most heartily concur, and submit herewith some propositions for its greater extension. They would beg leave to express, as their opinion, that all the present small allowances to officers employed on shore should be discontinued, excepting dwellings, or an equivalent for them.

The board would further recommend that one ration a day, and but one, should be allowed to any person attached to or embarked on board a vessel for duty; one is, or may be, absolutely necessary. Additional compensation in money, to meet expenses arising from the particular nature of employment, may be substituted for extra rations.

Upon these general principles, the board respectfully submit their opinion as to the compensation that would be proper to allow particular officers, under various circumstances, and which do not vary materially from what is proposed in the bill and amendment. They respectfully recommend that, when officers shall not be employed, but holding themselves in readiness for active service, their pay shall be as follows, viz:

The annual pay of an admiral.....	\$5,000 00
The annual pay of a vice-admiral.....	4,500 00
The annual pay of a rear-admiral.....	4,000 00
The annual pay of a captain.....	3,000 00
The annual pay of a master commandant.....	2,000 00
The annual pay of a lieutenant.....	1,000 00
The annual pay of a sailingmaster.....	800 00
The annual pay of a second master.....	600 00
The annual pay of passed midshipmen and warranted masters' mates.....	600 00
The annual pay of midshipmen.....	400 00
The annual pay of surgeons of less than five years' standing.....	800 00
The annual pay of surgeons of five to ten years' standing.....	1,000 00
The annual pay of surgeons of ten to twenty years' standing.....	1,100 00
The annual pay of surgeons of over twenty years standing.....	1,200 00
The annual pay of assistant surgeons under five years' standing.....	600 00
The annual pay of assistant surgeons of five to ten years' standing.....	700 00
The annual pay of assistant surgeons of over ten years' standing, or when they shall have passed an examination for surgeons.....	800 00
The annual pay of pursers.....	1,000 00

The annual pay of schoolmasters.....	\$1,200 00
The annual pay of secretary to a commander-in-chief of a fleet or squadron.....	1,000 00
The annual pay of a secretary to a commander of a squadron, but not in chief.....	800 00
The annual pay of a boatswain.....	480 00
The annual pay of a gunner.....	480 00
The annual pay of a carpenter.....	480 00
The annual pay of a sailmaker.....	480 00

To the commander-in-chief of a fleet or squadron there shall be allowed an additional sum of two thousand five hundred dollars annually.

To the commander of a division or squadron acting under the orders of a commander-in-chief, and to a captain of the fleet, the annual sum of twelve hundred and fifty dollars.

The pay of a *captain* when commanding a ship of the line, or a ship in which a commander-in-chief is embarked, or a navy yard, shall be three thousand seven hundred and fifty dollars.

When commanding a frigate or smaller vessel, three thousand three hundred dollars.

Of a *master commandant* when at sea, two thousand five hundred dollars.

When at a navy yard or recruiting station, two thousand two hundred and fifty dollars.

Of a *lieutenant* when commanding a vessel, or acting as first lieutenant of a ship of the line, or as flag lieutenant, sixteen hundred dollars.

When acting as first lieutenant of a frigate or navy yard, fifteen hundred dollars.

When acting as first lieutenant of a sloop, fourteen hundred dollars.

When acting as first lieutenant of a vessel smaller than a sloop, thirteen hundred dollars; and all other lieutenants, when attached to a vessel, twelve hundred dollars.

Sailingmasters of a ship of the line	\$1,200
Sailingmasters of a frigate or navy yard	1,000
Sailingmasters of smaller vessels	900
Second masters, when employed at sea	700

Surgeon acting as surgeon of a fleet, to have his pay doubled.

Surgeon or assistant surgeon, when employed at sea, his pay to be increased one-half.

When employed at a navy yard or recruiting station, one-fourth.

Boatswains, gunners, carpenters, and sailmakers, in ships of the line	\$900
Boatswains, gunners, carpenters, and sailmakers, in frigates or navy yards	750
Boatswains, gunners, carpenters, and sailmakers, in sloops-of-war.....	600
Boatswains, gunners, carpenters, and sailmakers, in smaller vessels.....	500

Pursers shall be allowed, in lieu of all commissions, the following annual pay, according to their employment, viz:

In ships of the line.....	\$3,000
In frigates or navy yards	2,500
In sloops-of-war	2,000
In brigs or schooners	1,500

The pay of secretaries, and the increased pay to flag lieutenants, shall be limited to the time of the actual command of the officers to whom they are allowed; and the pay of schoolmasters shall be limited to the time they may be attached to a vessel or a navy yard.

Every officer, attached to or embarked in a vessel, shall be entitled to one ration a day.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

To the Hon. LEVI WOODBURY, *Secretary of the Navy.*

A, 3.

A tabular statement of the whole pay and emoluments of the officers of the navy, of each grade, as now fixed by law or usage.

Rank.	Monthly pay.	Pay per annum.	Daily rations.	Amount of rations per annum.	Cabin furniture.	Quarters and house rent.	Allowance for fuel.	Allowance for candles.	Allowance for servant's pay and rations.	Total amount of pay, &c., per annum.
Captain commanding a squadron on separate service....	\$100	\$1,200	16	\$1,460 00	\$360	.....	.....	.....	.....	\$3,020 00
Captain of a line-of-battle ship.....	100	1,200	8	730 00	300	.....	.....	.....	.....	2,230 00
Captain of a vessel of 32 guns and upwards.....	100	1,200	8	730 00	240	.....	.....	.....	.....	2,170 09
Captain of a vessel of 20, and under 32 guns.....	75	900	6	547 50	.....	.....	.....	.....	.....	1,447 50
Captain commanding Navy yard at Philadelphia.....	100	1,200	16	1,460 00	.....	\$600	\$180	\$65	\$561 75	4,066 75
Captain commanding Navy yard at Portsmouth, Boston, New York, Washington, Norfolk, and Pensacola.....	100	1,200	16	1,460 00	.....	.....	180	65	561 75	3,466 75
Captain on Baltimore and Charleston stations.....	100	1,200	8	730 00	.....	300	180	65	561 75	3,036 75
Captain waiting orders, or on leave.....	100	1,200	8	730 00	.....	.....	.....	.....	.....	1,930 00
Captain on furlough.....	50	600	.....	.....	.....	.....	.....	.....	.....	600 00
Captain's clerk.....	25	300	1	91 25	.....	.....	.....	.....	.....	391 25
Master commandant in command of a sloop under 20 guns	60	720	5	456 25	180	.....	.....	.....	.....	1,356 25
Master commandant waiting orders, or on leave.....	60	720	5	456 25	.....	.....	.....	.....	.....	1,176 25
Master Navy yards, Portsmouth, New York, Philadelphia, and Norfolk.....	60	720	5	456 25	.....	300	120	40	374 60	2,010 75
Master Navy yards, Boston and Pensacola.....	60	720	5	456 25	.....	.....	120	40	374 50	1,710 75
Master Navy yard, Washington.....	75	900	6	547 60	.....	.....	120	40	374 50	1,982 00
Master on furlough.....	30	360	.....	.....	.....	.....	.....	.....	.....	360 00
Master on recruiting station.....	60	720	5	456 25	.....	300	120	40	374 50	2,010 75
Lieutenant in command.....	60	720	5	456 25	120	.....	.....	.....	.....	1,296 25
Lieutenant not in command, but attached to a ship, or on leave, or waiting orders.....	50	600	4	365 00	.....	.....	.....	.....	.....	965 00
First lieutenant navy yards, New York, Philadelphia, and Norfolk.....	50	600	4	365 00	.....	200	120	20	187 25	1,492 25
First lieutenant Navy yards, Portsmouth, Boston, Washington and Pensacola.....	50	600	4	365 00	.....	.....	120	20	187 25	1,292 25
First lieutenant on Baltimore and Charleston stations...	50	600	4	365 00	.....	200	.....	.....	.....	1,165 00
Lieutenant on furlough.....	25	300	.....	.....	.....	.....	.....	.....	.....	300 00
Master (sailingmaster).....	40	480	2	182 50	.....	.....	.....	.....	.....	662 50
Master Navy yards, Portsmouth, New York, Philadelphia, and Norfolk.....	40	480	2	182 50	.....	200	72	20	187 25	1,141 75
Master Navy yards, Boston, Washington, and Pensacola.	40	480	2	182 50	.....	.....	72	20	187 25	941 75
Master Navy yard, Boston.....	46	480	2	182 50	.....	.....	72	20	.....	754 50
Master Sackett's Harbor.....	40	480	2	182 50	.....	200	72	20	187 25	1,141 75
Surgeon, under 5 years, on shore.....	50	600	2	182 50	.....	.....	.....	.....	.....	782 50
Surgeon, under 5 years, at sea.....	60	720	4	365 00	.....	.....	.....	.....	.....	1,085 00
Surgeon, over 5 years, on shore.....	55	660	3	273 75	.....	.....	.....	.....	.....	933 75
Surgeon, over 5 years, at sea.....	65	780	6	547 50	.....	.....	.....	.....	.....	1,327 30
Surgeon, over 10 years, on shore.....	60	720	4	365 00	.....	.....	.....	.....	.....	1,085 00
Surgeon, over 10 years, at sea.....	70	840	8	730 00	.....	.....	.....	.....	.....	1,570 00
Surgeon, over 20 years, on shore.....	70	840	4	365 00	.....	.....	.....	.....	.....	1,205 00
Surgeon, over 20 years, at sea.....	80	960	8	730 00	.....	.....	.....	.....	.....	1,690 00
Surgeon Navy yards, Portsmouth, New York, Norfolk; stations, Baltimore and Charleston.....	60	720	4	365 00	.....	200	120	20	187 25	1,612 25
Surgeon Navy yard, Boston.....	60	720	4	365 00	.....	.....	120	30	187 25	1,412 25
Surgeon Navy yard, Philadelphia.....	70	840	4	365 00	.....	200	120	20	187 25	1,732 25
Surgeon Navy yard, Pensacola.....	50	600	2	182 50	.....	.....	120	20	187 25	1,109 75
Surgeon hospital, Boston, New York, Philadelphia, and Norfolk.....	60	720	4	182 50	.....	200	120	20	187 25	1,612 25
Surgeon hospital, Washington.....	70	840	4	365 00	.....	200	120	20	187 25	1,732 35
Surgeon hospital, Pensacola.....	50	600	2	365 00	.....	200	120	20	187 25	1,309 75
Surgeon of the fleet, under 5 years.....	60	720	8	730 00	.....	.....	.....	.....	.....	1,450 00
Surgeon of the fleet, over 5 years.....	65	780	12	1,095 00	.....	.....	.....	.....	.....	1,875 00
Surgeon of the fleet, over 10 years.....	70	840	16	1,460 00	.....	.....	.....	.....	.....	2,300 00
Surgeon of the fleet, over 20 years.....	80	960	16	1,460 00	.....	.....	.....	.....	.....	2,420 00
Assistant surgeon, under 5 years, on shore.....	30	360	2	182 50	.....	.....	.....	.....	.....	542 50
Assistant surgeon, over 2 years, at sea.....	35	420	4	365 00	.....	.....	.....	.....	.....	785 00
Assistant surgeon, over 5 years, on shore.....	35	420	3	273 75	.....	.....	.....	.....	.....	693 75
Assistant surgeon, over 5 years, at sea.....	40	480	6	547 50	.....	.....	.....	.....	.....	1,027 50
Assistant surgeon, over 10 years, on shore.....	40	480	4	365 00	.....	.....	.....	.....	.....	845 00
Assistant surgeon, over 10 years, at sea.....	45	540	8	730 00	.....	.....	.....	.....	.....	1,270 00
Assistant surgeon Navy yards, Boston, New York, and Pensacola.....	30	360	2	182 50	.....	145	84	16	163 25	950 75

A, No. 3.—Statement—Continued.

Rank.	Monthly pay.	Pay per annum.	Daily rations.	Amount of rations per annum.	Cabin furniture.	Quarters and house rent.	Allowance for fuel.	Allowance for candles.	Allowance for servants' pay and rations.	Total amount of pay, &c., per annum.
Assistant surgeon Navy yard, Norfolk.....	\$40	\$480	4	\$365 00	.....	\$145	\$84	\$16	\$163 25	\$1,253 25
Assistant surgeon hospital, Boston, New York, Wash- ton, Pensacola.....	30	360	2	182 50	.....	145	84	16	163 25	950 75
Assistant surgeon hospital, Philadelphia.....	35	420	3	273 75	.....	145	84	16	163 25	1,102 00
Purser on board ship.....	40	480	2	182 50	.....	.....	.....	.....	.....	682 50
Purser Navy yards, Portsmouth, Boston, New York, Phil- adelphia, Washington, Norfolk, and Pensacola.....	40	480	2	182 50	.....	200	72	20	187 25	1,141 75
Purser Baltimore and Charleston stations.....	40	480	2	182 50	.....	200	.....	.....	.....	862 60
Purser on furlough.....	20	240	.....	.....	.....	.....	.....	.....	.....	240 00
Chaplain.....	40	480	2	182 50	.....	.....	.....	.....	.....	682 50
Chaplain attached to a station.....	40	480	2	182 50	.....	200	54	12	163 25	1,091 75
Passed midshipmen.....	25	300	2	182 50	.....	.....	.....	.....	.....	482 50
Midshipmen.....	19	228	1	91 25	.....	.....	.....	.....	.....	319 25
Sailingmasters.....	40	480	2	282 50	.....	.....	.....	.....	.....	682 50
Boatswains.....	20	240	2	182 50	.....	.....	.....	.....	.....	422 50
Boatswain Portsmouth.....	20	240	2	182 50	.....	.....	54	12	163 25	651 75
Boatswains Boston, New York, Philadelphia, Washing- ton, Norfolk, and Pensacola.....	20	240	2	182 50	.....	90	54	12	163 25	741 75
Gunners.....	20	240	2	182 50	.....	.....	.....	.....	.....	422 50
Gunners Portsmouth and Boston.....	20	240	2	182 50	.....	.....	54	12	163 25	651 75
Gunners New York, Philadelphia, Washington, Norfolk, and Pensacola.....	20	240	2	182 50	.....	90	54	12	163 25	741 75
Carpenter.....	20	240	2	182 50	.....	.....	.....	.....	.....	422 50
Carpenters Portsmouth, Philadelphia, and Pensacola.....	20	240	2	182 50	.....	.....	.....	.....	.....	422 50
Carpenters Boston, New York, and Norfolk.....	20	240	2	182 50	.....	.....	54	12	163 25	651 75
Sailmakers.....	20	240	2	182 50	.....	.....	.....	.....	.....	422 50
Schoolmasters.....	25	300	2	182 50	.....	.....	.....	.....	.....	482 50
Secretary to the commodore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,000 00

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 7, 1833.*DEPARTMENT OF WAR, *January 11, 1833.*

SIR: Your letter of the 9th instant, requesting certain information upon the subject of allowances to officers of the army, has been received.

The table sent to the committee from the Navy Department contains all the information required. The quartermaster general's statement will show the amount received, in addition to the sums paid through the paymaster general.

Very respectfully, your obedient servant,

LEWIS CASS.

Hon. JOHN ANDERSON, *Chairman Committee Naval Affairs, House of Representatives.*

B, 1.

Statement of the pay and emoluments per annum, of officers of the army, as received by them through the pay department.

Rank.	Pay.	Number of rations per day.	Subsistence.	Number of horses.	Forage.	Number of servants.	Pay of servants.	Number of servants' rations.	Subsistence of servants.	Servants' clothing, \$2.50 per month each.	Amount.
Major general	\$2,400	15	\$1,095	7	\$672	4	\$240	4	\$292	\$120	\$4,819
Brigadier general.....	1,248	12	876	5	480	3	180	3	219	90	3,093
Colonel of the staff; pay, &c., of this grade received by the adjutant general, inspectors general, and commissary general	1,080	6	438	5	480	2	120	2	146	60	2,324
Majors of the staff; pay, &c., of this grade received by quartermasters, topographical engineers, and commissary	720	4	292	4	384	2	120	2	146	60	1,722
Paymaster general; surgeon general.....	2,500										2,500
Surgeon.....	540	3	219	2	192	1	60	1	73	30	1,114
Assistant surgeon	480	2	146	2	192	1	60	1	73	30	981
Colonel of artillery or infantry.....	900	6	438	4	384	2	120	2	146	60	2,048
Lieutenant colonel of artillery or infantry.....	720	5	365	3	288	2	120	2	146	60	1,699
Major of artillery or infantry; also received by paymasters....	600	4	292	3	288	2	120	2	146	60	1,506
Adjutant, in addition to pay as lieutenant	47			2	192						239
Aid-de-camp to major general, in addition to pay as lieutenant	288			2	192						480
Aid-de-camp to brigadier general, in addition to pay as lieutenant	167			2	192						359
Assistant quartermaster, in addition to pay as lieutenant	167			2	192						359
Assistant commissary, in addition to pay as lieutenant, if issuing to more than two companies.....	167										167
Assistant commissary, in addition to pay as lieutenant, if issuing to less than two companies.....	107										107
Captain, including additional \$10 per month, when in command of his company	600	4	292			1	60	1	73	30	1,055
First lieutenant.....	360	4	292			1	60	1	73	30	815
Second lieutenant.....	300	4	292			1	60	1	73	30	755
Commissary general of purchases	3,000										3,000
Military storekeepers.....	480	4	292			1	60	1	73	30	935

NOTE.—Servants and horses cannot be charged for unless they are actually kept in service. When an officer commands a military department, or a separate post, he may be allowed additional rations if the President thinks the allowance equitable. They are called double rations, being generally equal to the number allowed by law to the rank of the officer. The latter are not included in the above calculations.

PAYMASTER GENERAL'S OFFICE, December 29, 1832.

N. TOWSON, Paymaster General.

B, 2.

QUARTERMASTER GENERAL'S OFFICE, Washington City, December 27, 1832.

SIR: In obedience to your order requiring a report in relation to the fuel and quarters allowed to the army, I have the honor to submit the table marked A, which exhibits the amount due to every class of officers as well as to the troops. Those allowances, as a general rule, being made in kind, it is not possible to state their money value. At most military stations the officers occupy public quarters, and receive no other compensation for that allowance. When furnished with tents, either in the field or on a march, they are not entitled to any allowance for quarters. When furnished with fuel from the public lands, by the troops, they receive no other compensation for that allowance. Fuel and quarters are due to officers and soldiers only when on duty, or when, having become sick in the performance of their duty, they remain at their respective posts. Those allowances are withheld from all who are absent from duty, whether with or without leave, sick or well.

To officers on duty at this city, and at two or three other stations where there are no troops, a commutation in money is made, by order of the Secretary of War, for their allowances of fuel and quarters. In this city, a major general, brigadier general, or colonel, is allowed nine dollars per month for each room to which he is entitled; a lieutenant colonel or major twelve dollars per month for each room; and a captain or subaltern fifteen dollars per month; and all classes of officers stationed here are allowed four dollars and fifty cents per cord in summer, and six dollars per cord in winter, for the fuel to which they are entitled. These allowances cease when the officers are absent either on court-martial service or on furlough.

I am, sir, respectfully, your obedient servant,

TH. S. JESUP, Quartermaster General.

The Hon. LEWIS CASS, Secretary of War, Washington City.

A.

Table showing the allowances of fuel and quarters to the troops and to officers of every class of the army.

Rank.	Quarters.		Fuel per month.		
	Rooms.	Kitchens.	From 1st of May to 31st of October.	From 1st of November to 30th of April.	North of 40th degree of N. latitude, from 1st of Dec. to last of Feb., $\frac{1}{4}$ in addition.
			Cords.	Cords.	Cords.
1 Major general	Three....	One	One.....	Six	One and a half.
2 Brigadier general, surgeon general, paymaster general, and colonel	Two	One	One	Four and a half...	One and one-eighth.
3 Lieutenant colonel, major, quartermaster, assistant quartermaster, paymaster, and surgeon	One	One	One	Three.....	Three-fourths.
4 Captain, aid-de-camp, adjutant, assistant commissary, assistant surgeon, and store-keeper.....	One .....	.....	One-half	Two	One-half.
5 All other commissioned officers, to each two	.....	.....	.....	.....	.....
6 Each mess of six officers.....	One .....	.....	One-half	Two	One-half.
7 At posts where there are less than six officers	.....	One	One-half	One.....	One-fourth.
8 Each mess of six officers at permanent posts, for a mess room.....	.....	One	One-half	One.....	One-fourth.
9 At permanent posts where there are less than six officers and as many as two	One .....	.....	.....	One-half	One-eighth.
10 Every six non-commissioned officers, musicians, and privates, including the authorized number of washerwomen and servants.....	.....	.....	One-half.....	One.....	One-fourth.

Officers to be entitled to mess rooms and kitchens for messes, and fuel for them, must actually mess together. This note applies to Nos. 6, 7, 8, and 9.

QUARTERMASTER GENERAL'S OFFICE, December 29, 1832.

TH. S. JESUP, Quartermaster General.

DEPARTMENT OF WAR, January 19, 1833.

SIR: In answer to your letter of the 15th instant, I have the honor to enclose a statement of the account which officers of the army, when in command of military departments or separate posts, may annually receive, according to law and regulations.

I have the honor to be, very respectfully, your obedient servant, LEWIS CASS.

HON. JOHN ANDERSON, Chairman of the Naval Committee, House of Representatives.

Statement of the whole amount receivable annually by the following grades of officers of the United State army.

Rank.	Pay.	No. of rations per day.	Subsistence, at 20 cents per ration.	No. of horses.	Forage.	No. of servants.	Servants' pay.	No. of servants' rations per day.	Servants' subsistence	Servant's clothing.	Yearly allowance for quarters.	Yearly allowance for fuel.	Total amount per annum.
Major general	\$2,400	15	\$1,095	} 7	\$672	4	\$240	4	\$292	\$120	\$432	\$216 00	\$6,562 00
With double rations.....		15	1,095										
Brigadier general.....	1,248	12	876	} 5	480	3	180	3	219	90	324	168 75	4,461 75
With double rations.....		12	876										
Colonel of a regiment	900	6	438	} 4	384	2	120	2	146	60	324	159 00	2,969 00
With double rations.....		6	438										
Lieutenant colonel.....	720	5	365	} 3	288	2	120	2	146	60	288	121 50	2,475 50
With double rations.....		5	365										
Major.....	600	4	292	} 3	288	2	120	2	146	60	288	121 50	2,207 50
With double rations.....		4	292										
Captain.....	600	4	292	} .....	.....	1	60	1	73	30	180	74 25	1,601 25
With double rations.....		4	292										

REMARKS.

Servants and horses cannot be charged for unless they are actually kept in service.

When an officer commands a military department or separate post, he may be entitled to additional rations if the President thinks the allowance equitable. They are called double rations, being generally equal to the number allowed by law, according to the rank of the officer. The foregoing statement shows what the several grades of officers may receive; but it may be proper to remark that, as but few are in commands to entitle to double rations, the sums stated on that account should, in a general point of view, be deducted from the total amount specified.

At posts where there are public quarters, officers are compelled to occupy them; and when in the field or in camp, tents are furnished. In neither case is any allowance made for quarters. To ascertain the allowance of fuel, the average cost of that article throughout the Union has been taken.

22D CONGRESS.]

No. 491.

[2D SESSION.]

NAVAL REGISTER FOR 1833.

COMMUNICATED TO THE SENATE JANUARY 7, 1833.

NAVY DEPARTMENT, *January 2, 1833.*

SIR: I have the honor to transmit, herewith, for the use of the members of the Senate, fifty copies of the Naval Register for the year 1833.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The PRESIDENT of the *United States Senate.*

Naval register for 1833.

OFFICE OF THE SECRETARY OF THE NAVY.

Names.	Duty.	Place of birth.	Where a citizen.	When appointed.	Salary.
Levi Woodbury.....	Secretary	New Hampshire ...	New Hampshire ...	May 23, 1831.....	\$6,000
John Boyle	Chief clerk.....	Ireland	Maryland	June, 1813.....	2,000
Christopher Andrews.....	Corresponding clerk.....	do	District of Columbia.	June 1, 1829.....	1,600
R. H. Bradford.....	do	Virginia	Virginia	June 1, 1830.....	1,400
Abraham H. Quincy	Warrant clerk.....	Massachusetts.....	Massachusetts.....	Aug. 10, 1832.....	1,400
Thomas Miller.....	Recording and copying clerk	Virginia	Virginia	Aug. 22, 1826.....	1,000
John D. Simms.....	Register of correspondence.	do	do	April 5, 1827.....	1,000
Thomas L. Ragsdale.....	Warrant clerk.....	North Carolina.....	North Carolina.....	May 18, 1829.....	800
Lauriston B. Hardin.....	Register	do	do	May 1, 1831.....	1,000
Nathan Eaton.....	Messenger	Massachusetts	District of Columbia.	July 12, 1821.....	700
Lindsay Muse	Assistant messenger.....	District of Columbia.	do	Jan. 1, 1829.....	305

OFFICE OF THE NAVY COMMISSIONERS.

John Rodgers	President Naval Board....	Maryland	Maryland	Oct. 1, 1827.....	\$3,500
Charles Stewart	Commissioner	New Jersey	New Jersey	June 15, 1830.....	3,500
Charles Morris.....	Commissioner.....	Connecticut.....	Connecticut.....	July 13, 1832.....	3,500
C. W. Goldsborough	Secretary	Maryland	Maryland	Nov. 10, 1823.....	2,000
William G. Ridgely	Chief clerk.....	do	District of Columbia.	Nov. 23, 1823.....	1,600
John Green	Clerk.....	do	Maryland	June 28, 1814.....	1,150
Robert Beale.....	Clerk.....	Virginia	District of Columbia.	July 15, 1832.....	1,000
James Hutton.....	Clerk.....	Pennsylvania.....	do	July 20, 1822.....	1,000
Joseph McCorkle	Clerk.....	do	do	Oct. 1, 1832.....	1,000
B. S. Randolph	Clerk.....	Virginia	Virginia	Oct. 1, 1820.....	1,000
C. Schwarz	Draftsman	Germany.....	District of Columbia.	Aug. 30, 1820.....	1,000
Richard Elliott.....	Messenger	Connecticut.....	do	Feb. 22, 1827.....	700
J. P. McCorkle.....	Clerk of pension funds, &c.	Delaware	Pennsylvania.....	July 16, 1832.....	1,600

Naval register for 1833.
CAPTAINS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Rodgers	Lieutenant, March 9, 1798.	March 5, 1799.	Maryland	Maryland	Maryland	President Navy Board.
James Barron	do March 9, 1798.	May 22, 1799.	Virginia	Virginia	Virginia	Commandant Navy yard, Philadelphia.
Wm. Bainbridge	Lieut. and commander, August 3, 1798.	May 20, 1800.	New Jersey	Pennsylvania	New Jersey	Commandant Navy yard, Charlestown.
Charles Stewart	Lieutenant, March 9, 1798.	April 22, 1806.	Pennsylvania ..	do	do	Commissioner Navy Board.
Isaac Hull	do March 9, 1798.	April 23, 1806.	Connecticut	Connecticut	Connecticut	Commandant Navy yard, Washington.
Isaac Chauncey	do Sept. 17, 1798.	April 24, 1806.	do	New York	New York	Commandant Navy yard, New York.
Jacob Jones	Midshipman, April 10, 1799.	March 3, 1813.	Delaware	Delaware	Delaware	Commanding naval officer, Baltimore.
Charles Morris ..	Acting midshipman, July 1, 1799.	March 5, 1813.	Connecticut	Connecticut	Connecticut	Commissioner Navy Board.
Lewis Warrington ..	Midshipman, Jan. 6, 1800.	Nov. 22, 1814.	Virginia	Virginia	Virginia	Commandant Navy yard, Norfolk.
William M. Crane ..	do May 23, 1799.	Nov. 24, 1814.	New Jersey	New Jersey	New Jersey	Commandant Navy yard, Portsmouth.
James Biddle	do Feb. 12, 1800.	Feb. 28, 1815.	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Leave of absence.
Charles G. Ridgely ..	do Oct. 17, 1799.	do	Maryland	Maryland	Maryland	Leave of absence.
Daniel T. Patterson ..	do Aug. 20, 1800.	do	New York	New York	Louisiana	Commanding Mediterranean squadron.
Melanethon T. Woolsey ..	do April 9, 1800.	April 27, 1816.	do	do	New York	Commanding Brazilian squadron.
John O. Creighton ..	do June 25, 1800.	do	do	do	do	Waiting orders.
John Downes	do June 1, 1802.	March 5, 1817.	Massachusetts ..	Massachusetts ..	Massachusetts ..	Commanding Pacific squadron.
John D. Henley	do Oct. 14, 1799.	do	Virginia	Virginia	Maryland	Commanding West India squadron.
Jesse D. Elliott	do April 2, 1804.	March 27, 1818.	Maryland	Pennsylvania ..	Pennsylvania ..	Commanding Charleston, S. C., station.
Stephen Cassin	do Feb. 21, 1800.	March 3, 1825.	Pennsylvania ..	do ..	Dist. Columbia.	Leave of absence.
James Renshaw	do July 7, 1800.	do	do ..	do ..	Pennsylvania ..	Commanding frigate Brandywine.
Alex. S. Wadsworth ..	do April 2, 1804.	do	Maine	Maine	Maine	Surveying Narraganset Bay.
George C. Read	do April 2, 1804.	do	Ireland	Pennsylvania ..	Pennsylvania ..	Commanding frigate Constellation.
Henry E. Ballard	do April 2, 1804.	do	Maryland	Maryland	Maryland	Waiting orders.
David Deacon	do Oct. 10, 1799.	Jan. 24, 1826.	New Jersey	New Jersey	New Jersey	Waiting orders.
Samuel Woodhouse ..	do May 2, 1801.	March 3, 1827.	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Waiting orders.
Joseph J. Nicholson ..	do April 2, 1804.	do	Maryland	Maryland	Maryland	Waiting orders.
Wolcott Chauncey	do June 28, 1804.	April 24, 1828.	Connecticut	New York	New York	Waiting orders.
Edmund P. Kennedy ..	do Nov. 22, 1805.	do	Maryland	Dist. Columbia.	Virginia	Waiting orders.
Alex. J. Dallas	do Nov. 22, 1805.	do	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Commandant Navy yard, Pensacola.
John B. Nicholson	do July 4, 1805.	do	Virginia	Virginia	Virginia	Commanding frigate United States.
B. V. Hoffman	do July 4, 1805.	March 11, 1829.	New York	New York	New York	Waiting orders.
Jesse Wilkinson	do July 10, 1805.	do	Virginia	Virginia	Virginia	Ordinary at Norfolk.
T. Ap Catesby Jones ..	do Nov. 22, 1805.	do	do	do	do	Inspector ordnance and ammunition.
Wm. B. Finch	do June 20, 1806.	Feb. 21, 1831.	England	Dist. Columbia.	Dist. Columbia.	Leave of absence.
Wm. B. Shubrick	do June 20, 1806.	do	South Carolina ..	South Carolina ..	South Carolina ..	Waiting orders.
Alex. Claxton	do June 20, 1806.	do	Pennsylvania ..	Dist. Columbia.	Pennsylvania ..	Ordinary at New York.
Charles W. Morgan	do Jan. 1, 1808.	do	Virginia	Virginia	Virginia	Ordinary at Charlestown, Mass.

Captains—37.

NOTE.—Those officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1833—Continued.—MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Budd	Nov. 22, 1805	March 28, 1820	Maryland	Maryland	Maryland	Commanding sloop Vandalia.
Lawrence Kearny	July 24, 1807	March 3, 1825	New Jersey	New Jersey	New Jersey	Rendezvous, New York.
Foxhall A. Parker	Jan. 1, 1808	do	Virginia	Virginia	New York	Waiting orders.
Edward R. M'Call	do	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Daniel Turner	do	do	New York	Rhode Island	Rhode Island	Navy yard, Portsmouth.
David Connor	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
John Gallagher	do	do	do	Maryland	Maryland	Navy yard, New York.
Thomas H. Stevens	Feb. 8, 1808	do	South Carolina	South Carolina	Connecticut	Rendezvous, Boston.
William M. Hunter	Jan. 16, 1809	March 21, 1826	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
John D. Sloat	Feb. 12, 1800	do	New York	New York	New York	Waiting orders.
Matthew C. Perry	March 1, 1809	do	Rhode Island	Rhode Island	Rhode Island	Commanding sloop Concord.
Charles W. Skinner	Jan. 16, 1809	March 3, 1827	Maine	Pennsylvania	Virginia	Rendezvous, Norfolk.
John T. Newton	do	do	Virginia	Virginia	New York	Commanding sloop St. Louis.
Joseph Smith	do	do	Massachusetts	Massachusetts	Massachusetts	Navy yard, Boston.
Lawrence Rousseau	do	April 24, 1828	Louisiana	Louisiana	Louisiana	Navy yard, Pensacola.
George W. Storer	do	do	New Hampshire	Maine	New Hampshire	Commanding sloop Boston.
Beverly Kennon	May 18, 1809	do	Virginia	Virginia	Virginia	Waiting orders.
Edward R. Shubrick	Jan. 16, 1809	do	South Carolina	South Carolina	South Carolina	Leave of absence.
E. H. Gregory	do	do	Connecticut	Connecticut	Connecticut	Commanding sloop Falmouth.
John H. Clack	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Waiting orders.
P. F. Voorhees	do	do	New Jersey	New Jersey	New Jersey	Commanding sloop John Adams.
Benjamin Cooper	Jan. 16, 1809	do	do	do	New York	Commanding sloop Warren.
William L. Gordon	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Waiting orders.
Silas Duncan	do	March 11, 1820	New Jersey	New Jersey	New Jersey	Leave of absence.
David Geisinger	do	do	Maryland	Maryland	Maryland	Commanding sloop Peacock.
Robert F. Stockton	Sept. 1, 1811	May 27, 1830	New Jersey	New Jersey	New Jersey	Furlough.
Isaac McKeever	Feb. 1, 1809	do	Pennsylvania	Louisiana	Pennsylvania	Commanding sloop Lexington.
John P. Zantlinger	Nov. 15, 1809	do	do	Pennsylvania	do	Waiting orders.
Wm. D. Salter	do	March 3, 1831	New York	New Jersey	New Jersey	Waiting orders.
Charles S. McCauley	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Baltimore.
John H. Bell	do	do	North Carolina	North Carolina	North Carolina	Waiting orders.
Thomas M. Newell	Sept. 11, 1813	do	Georgia	Georgia	Georgia	Rendezvous, Philadelphia.
Elio A. F. Valetto	Jan. 25, 1812	do	Virginia	Pennsylvania	Pennsylvania	Navy yard, Norfolk.
Wm. A. Spencer	Nov. 15, 1809	do	New York	New York	New York	Waiting orders.
Thomas T. Webb	Jan. 1, 1808	do	Virginia	Virginia	Virginia	Waiting orders.
John Percival	March 9, 1809	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
John H. Aulick	Nov. 15, 1809	do	Virginia	Maryland	Virginia	Navy yard, Washington.
Wm. V. Taylor	April 28, 1813	do	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
Mervino P. Mix	Sept. 22, 1812	do	Connecticut	New York	Connecticut	Waiting orders.
Bladen Dulany	May 18, 1809	do	Virginia	District of Columbia.	Virginia	Leave of absence.
Silas H. Stringham	Nov. 15, 1809	do	New York	New York	New York	Leave of absence.

Naval register for 1833—Continued.
ALPHABETICAL LIST OF LIEUTENANTS.

Names.	Date of present commission.	Names.	Date of present commission.
A.		Eagle, Henry, jr.	March 3, 1827.
Armstrong, James.....	April 27, 1816.	Ellison, Francis B.	May 17, 1828.
Abbot, Joel.....	April 1, 1818.	F.	
Armstrong, William M.....	March 3, 1821.	Farragut, William A. C.	December 9, 1814.
Adams, H. A.	January 13, 1825.	Fitzhugh, Andrew.....	April 27, 1816.
Adams, George.....	March 3, 1827.	Forrest, French.....	March 5, 1817.
Auchmuty, H. J.....	May 17, 1828.	Freelon, Thomas W.....	March 28, 1820.
Armstrong, Charles M.....	March 3, 1831.	Farragut, D. G.....	January 13, 1825.
Ashton, Gurdon C.	June 21, 1832.	Foot, Andrew H.....	May 27, 1830.
B.		Farrand, Ebenezer.....	March 3, 1831.
Babbitt, Edward B.	May 1, 1815.	Ferris, Jonathan.....	July 13, 1832.
Breese, Samuel L.....	April 27, 1816.	Fairfax, A. B.....	do
Boarman, Charles.....	March 5, 1817.	G.	
Belt, William J.	do	Gwinn, John.....	April 27, 1816.
Boerum, William.....	do	Gauntt, Charles.....	March 5, 1817.
Bell, Charles H.	March 28, 1820.	Graham, John H.	do
Bigelow, Abraham.....	do	Goodrum, James.....	April 1, 1818.
Byrne, Edmund.....	January 13, 1825.	Gerry, Thomas R.	January 13, 1825.
Bubier, John.....	do	Gardner, William H.	do
Browne, A. J. D.	do	Glynn, James.....	do
Buchanan, Franklin . . .	do	Gedney, Thomas R.	do
Bruce, Henry.....	do	Goldsborough, L. M.....	do
Blake, George S.	March 3, 1827.	Gerry, James T.	April 28, 1826.
Barron, Samuel.....	do	Glendy, William M.	March 3, 1827.
Benham, Timothy G.	do	Green, William.....	do
Bullus, Oscar.....	do	Gordon, Alexander G.	do
Bailey, Theodorus, jr. . .	do	Graham, John.....	May 17, 1828.
Boutwell, Edward B.	May 17, 1828.	H.	
Bispham, John E.	do	Henry, Henry.....	March 5, 1817.
Blanchard, Edward O.	do	Hull, Joseph B.....	January 13, 1825.
Ball, John J.....	May 27, 1830.	Harris, William S.	do
Bell, Henry H.....	March 3, 1831.	Hobbs, H. H.....	do
Boyle, Junius.....	June 21, 1832.	Hollins, George N.	do
Browning, Robert L.	do	Hudson, William L.	April 28, 1826.
C.		Howard, William L.	do
Crowley, Charles E.	December 9, 1814.	Humphreys, S.....	March 3, 1827.
Champlin, Stephen.....	do	Harwood, A. A.....	do
Crabb, Thomas.....	February 4, 1815.	Homans, James T.	May 17, 1828.
Gross, Joseph.....	April 27, 1816.	Hunter, William W.....	May 27, 1830.
Conover, Thomas A.	March 5, 1817.	Hoff, Henry.....	March 3, 1831.
Campbell, A. S.....	do	Hunt, William E.....	June 21, 1832.
Cooke, John A.	April 1, 1818.	Howison, Neil M.	July 13, 1832.
Coeke, H. H.....	do	I.	
Cooper, James B.....	April 22, 1822.	Inman, William.....	April 1, 1818.
Carpenter, E. W.....	January 13, 1825.	Ingraham, D. N.....	January 13, 1825.
Chauncey, John S.	do	Izard, George.....	March 3, 1827.
Cunningham, R. B.....	do	Ingersoll, Jonathan.....	March 3, 1831.
Cutts, Joseph, jr.	do	J.	
Crowninshield, Jacob.....	do	Jameson, William.....	March 5, 1817.
Campbell, William H.....	April 28, 1826.	Jarvis, Joseph R.	March 28, 1820.
Calhoun, J. Edward.....	do	Johnson, Edward S.	January 13, 1825.
Coxe, John R., jr.	do	Jones, Richard A.....	April 28, 1826.
Carr, John A.....	do	Johnston, Z. F.....	March 3, 1827.
Coeke, Samuel B.	March 3, 1827.	Johnston, Robert W.	do
Cassin, John.....	May 17, 1828.	Jackson, Charles H.....	do
Colhoun, John.....	May 27, 1830.	Johnston, Stephen.....	March 3, 1831.
Chauncey, Charles W.	do	K.	
Craven, Thomas T.	do	Kelly, John.....	January 13, 1825.
Callan, Jerome.....	March 3, 1831.	Knight, James D.....	do
D.		Kennon, William H.....	April 28, 1826.
Downing, Samuel W.	March 5, 1817.	L.	
Dale, John M.	April 1, 1818.	Latimer, William K.....	February 4, 1815.
Dornin, Thomas.....	January 13, 1825.	Levy, Uriah P.	March 5, 1817.
Dupont, Samuel F.	April 28, 1826.	Long, John C.	do
Downes, A. E.	March 3, 1827.	Le Compte, Samuel W.	March 28, 1820.
Deas, Fitz Allen.....	May 27, 1830.	Lowndes, Charles.....	January 13, 1825.
Duke, Nathaniel W.....	March 3, 1831.	Leib, Thomas J.	April 28, 1826.
Davis, Charles H.	do	Lewis, Arthur.....	do
E.		Long, A. K.....	March 3, 1827.
Evans, John.....	April 27, 1816.	Little, John H.....	do
Ellery, Frank.....	March 28, 1820.	Lynch, William F.	May 17, 1828.
Engle, Frederick.....	January 13, 1825.		

Naval register for 1833—LIEUTENANTS—Continued.

Names.	Date of present commission.	Names.	Date of present commission.
Lee, Sidney Smith	May 17, 1828.	Ritchie, Robert	January 13, 1825.
Lockwood, Samuel	do	Rinker, John M.	March 3, 1827.
Lardner, James L.	do	Ringgold, Cadwallader	May 17, 1828.
Lawrence, N. C.	March 3, 1831.	Rhodes, H. H.	do
Lyne, William B.	July 13, 1832.	Rodgers, John G.	do
M.		Russell, Edward M.	do
Mayo, Isaac	February 4, 1815.	Robb, Robert G.	May 27, 1830.
Mervine, William	do	S.	
McKenney, William E.	March 5, 1817.	Sinoot, Joseph	April 27, 1816.
McIntosh, James M.	April 1, 1818.	Simonds, Lewis E.	April 1, 1818.
McCluney, William I.	do	Sawyer, H. B.	do
Montgomery, J. B.	do	Stribling, C. K.	do
Moorehead, Joseph	January 13, 1825.	Sands, Joshua R.	do
Myers, Joseph	do	Shields, William F.	March 3, 1821.
McKean, William H.	do	Saunders, John L.	January 13, 1825.
Merceer, Samuel	do	Sullivan, John M.	do
Marston, John, jr.	do	Shubrick, Irvine	do
Mattison, Joseph	do	Smith, John H.	do
Magruder, George A.	April 28, 1826.	Stewart, David R.	do
Manning, Thomas I.	do	Slidell, Alexander	do
Marshall, John	March 3, 1827.	Seton, William	April 28, 1826.
Morris, H. W.	May 17, 1828.	Selfridge, T. O.	March 3, 1827.
Marshall, John H.	do	Slaughter, A. G.	do
Morris, Richard H.	do	Sterrett, Isaac S.	May 17, 1828.
Mooers, John W.	do	Shaw, Thompson D.	do
McMullin, Richard R.	do	Stallings, Joseph	do
Manning, John	do	Stockton, Samuel W.	May 27, 1830.
Mason, Murray	March 3, 1831.	Skipwith, Grey	March 3, 1831.
McBlair, Charles H.	July 12, 1831.	Swift, Jonathan W.	do
N.		Stockton, Philip A.	do
Nicholson, Wm. C.	March 3, 1821.	Smith, William	do
Newman, William D.	January 13, 1825.	Strong, Augustus R.	June 21, 1832.
Nicholas, John S.	April 28, 1826.	T.	
Nicholson, Joseph M.	do	Ten Eick, Abraham S.	April 27, 1816.
Newell, Lloyd B.	May 17, 1828.	Taylor, William	March 5, 1817.
Neville, Frederik A.	do	Tattnall, Josiah	April 1, 1818.
O.		Thorburn, R. D.	May 17, 1828.
Oellers, James P.	July 24, 1813.	Turner, Charles C.	do
Ogden, Henry W.	March 5, 1817.	Tilton, Edward G.	March 3, 1831.
Ogden, William S.	May 17, 1828.	Turk, John W.	June 21, 1832.
P.		U.	
Paine, Thomas	December 1, 1815.	Upshur, George P.	March 3, 1827.
Page, Benjamin, jr.	April 27, 1816.	V.	
Paulding, Hiram	do	Voorhees, Ralph	March 5, 1817.
Pottenger, William	March 5, 1817.	Varnum, Frederick	March 28, 1820.
Page, Hugh N.	April 1, 1818.	Van Brunt, G. J.	March 3, 1827.
Platt, Charles T.	March 28, 1820.	Vail, Edward M.	May 27, 1830.
Pendergrast, G. J.	March 3, 1821.	Valdes, Pedro C.	March 3, 1831.
Paine, Jott Stone	January 13, 1825.	W.	
Prentiss, John E.	do	Wish, John A.	April 27, 1816.
Pettigru, Thomas	do	Wyman, Thomas W.	do
Pinckney, R. S.	do	White, John	do
Pinkham, Alexander B.	do	Williamson, Jonathan D.	do
Pearson, George F.	do	Williamson, Charles L.	March 5, 1817.
Pope, John	April 28, 1826.	Williams, James	March 28, 1820.
Powell, Levin M.	do	Wilson, Stephen B.	January 13, 1825.
Peck, Elisha	do	Wetmore, William C.	do
Pearson, William	do	Walker, William S.	do
Piercy, William P.	do	Wilson, James P.	April 28, 1826.
Pinkham, R. R.	March 3, 1827.	Wilkes, Charles, jr.	do
Pinkney, Henry	do	Woolsey, William G.	do
Purviance, H. Y.	do	West, John W.	March 3, 1827.
Pennington, Lawrence	May 27, 1830.	Whittle, William C.	May 17, 1828.
Paine, Amasa	March 3, 1831.	Westcott, Hampton	do
R.		Ward, James H.	March 3, 1831.
Randolph, Robert B.	April 27, 1816.	Watson, James M.	December 30, 1831.
Ramsay, William	March 5, 1817.	Y.	
Ridgeway, Ebenezer	do	Young, John J.	March 28, 1820.
Rutledge, Edward C.	January 13, 1825.		
Randolph, V. M.	do		
Rudd, John	do		

Naval register for 1833—Continued.

LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James P. Oellers, sailingmaster.....	Feb. 28, 1809....	July 24, 1813....	Pennsylvania	Pennsylvania	Pennsylvania	Ordinary, Philadelphia.
1814.						
Charles E. Crowley.....	Jan. 16, 1809....	Dec. 9, 1814....	South Carolina	South Carolina	South Carolina	Sloop St. Louis.
Wm. A. C. Farragut.....	do	do	Tennessee	Louisiana	Mississippi	Pascagoula. Sick.
Stephen Champlin, sailingmaster.....	May 22, 1812....	do	Rhode Island.....	Connecticut	Connecticut	Leave of absence.
1815.						
Isaac Mayo	Nov. 15, 1809....	Feb. 4, 1815....	Maryland	Maryland	Maryland	Leave of absence.
William K. Latimer.....	do	do	do	do	do	Receiving ship, Baltimore.
William Mervino	Jan. 16, 1809....	do	Pennsylvania.....	Pennsylvania.....	New York.....	Commanding schooner Experiment.
Thomas Crabb.....	Nov. 15, 1809....	do	Maryland	do	Pennsylvania.....	Navy yard, Portsmouth.
Edward B. Babbit	do	May 1, 1815....	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
Thomas Paine, sailingmaster	Oct. 10, 1812....	Dec. 1, 1815....	Rhode Island.....	South Carolina	Georgia	Leave of absence.
1816.						
James Armstrong.....	Nov. 15, 1809....	April 27, 1816....	Kentucky	Mississippi	Massachusetts	Leave of absence.
Joseph Smoot	Dec. 1, 1809....	do	Maryland	Maryland	Maryland	Commanding schooner Grampus.
Robert B. Randolph	Aug. 15, 1810....	do	Virginia	Virginia	Virginia	Leave of absence.
Samuel L. Breese.....	Dec. 17, 1810....	do	New York	New York.....	New York.....	Navy yard, Philadelphia.
John Evans	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Receiving ship, Boston.
Benjamin Page, jr.....	do	do	England	New York	New York.....	Commanding schooner Boxer.
John A. Wish	do	do	South Carolina	South Carolina	South Carolina	Navy yard, New York.
John Gwinn.....	May 18, 1809....	do	Maryland	Maryland	Maryland	Leave of absence.
Thomas W. Wyman.....	Dec. 17, 1810....	do	Massachusetts	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
Andrew Fitzhugh.....	June 9, 1811....	do	Virginia	Virginia	Virginia	Leave of absence.
Joseph Cross	do	do	Maryland	Maryland	Maryland	Leave of absence.
Abraham S. Ten Eick.....	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Leave of absence.
John White, sailingmaster.....	Dec. 2, 1813....	do	Massachusetts	Massachusetts.....	Massachusetts.....	Leave of absence.
Hiram Paulding	Sept. 1, 1811....	do	New York.....	New York	New York.....	Rendezvous, New York.
Jonathan D. Williamson	do	do	New Jersey.....	New Jersey	New Jersey	Waiting orders.
1817.						
Uriah P. Levy, sailingmaster.....	Oct. 21, 1812....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles Boarman	June 9, 1811....	do	Maryland	District of Columbia	Virginia	Leave of absence.
French Forrest	do	do	do	do	District of Columbia.	Navy yard, Norfolk.
William E. McKenney	do	do	New York.....	New York	New York.....	Frigate United States.
William J. Belt	Sept. 1, 1811....	March 5, 1817....	Maryland	Maryland	Maryland	Leave of absence.
William Jamesson	do	do	Virginia	District of Columbia	Virginia	Sloop Boston.
William Boorum.....	do	do	New York	New York	New York.....	Commanding schooner Shark.
Charles L. Williamson	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.

Naval register for 1833—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Charles Gauntt	Sept. 1, 1811....	March 5, 1817....	New Jersey	New Jersey	Pennsylvania	Receiving ship Philadelphia.
William Ramsay	do	do	Virginia	Virginia	District of Columbia.	On furlough.
Ralph Voorhees	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Henry Henry, sailingmaster	July 1, 1812....	do	Maryland	Virginia	Pennsylvania	Leave of absence.
Samuel W. Downing	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Commanding schooner Enterprise.
William Pottenger	do	do	Maryland	Maryland	New York	Leave of absence.
Henry W. Ogden	do	do	New Jersey	Pennsylvania	New Jersey	Rendezvous, New York.
Ebenezer Ridgeway	Jan. 1, 1812....	do	Massachusetts	New Hampshire	New Hampshire	Mediterranean.
Thomas A. Conover	do	do	New Jersey	New Jersey	New Jersey	On furlough.
Archibald S. Campbell	do	do	Virginia	Virginia	Virginia	Leave of absence.
William Taylor	do	do	do	do	do	Navy yard, Pensacola.
John C. Long	June 18, 1812....	do	New Hampshire	New Hampshire	New Hampshire	Commanding schooner Dolphin.
John H. Graham	do	do	Vermont	New York	New York	Leave of absence.
1818.						
James M. McIntosh	Sept. 1, 1811....	April 1, 1818....	Georgia	Georgia	Georgia	Commanding schooner Porpoise.
Josiah Tatnall	Jan. 1, 1812....	do	do	do	do	Leave of absence.
Hugh N. Page	Sept. 1, 1811....	do	Virginia	Virginia	Virginia	Ordinary at Norfolk.
John A. Cook	Jan. 1, 1812....	do	District of Columbia.	District of Columbia.	District of Columbia.	Ordinary at Washington.
William Inman	do	do	New York	New York	New Jersey	Leave of absence.
Joel Abbot	June 18, 1812....	do	Massachusetts	Massachusetts	Rhode Island	Sloop Vandalia.
Lewis E. Simonds	Jan. 1, 1812....	do	do	South Carolina	Massachusetts	Leave of absence.
John M. Dale	June 18, 1812....	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
H. H. Cooke	do	do	Virginia	Virginia	Virginia	Leave of absence.
William J. McCluney	Jan. 1, 1812....	do	Pennsylvania	Pennsylvania	Pennsylvania	Receiving ship, New York.
James Goodrum	June 18, 1812....	do	Virginia	Virginia	Virginia	Leave of absence.
J. B. Montgomery	June 4, 1812....	do	New Jersey	New York	New Jersey	Waiting orders.
Horace B. Sawyer	Jan. 1, 1812....	do	Vermont	Vermont	Vermont	Rendezvous, Boston.
C. K. Stribling	June 18, 1812....	do	South Carolina	South Carolina	Virginia	Receiving ship, Norfolk.
Joshua R. Sands	do	do	New York	New York	New York	Waiting orders.
1820.						
John J. Young	Jan. 1, 1812....	March 28, 1820....	New York	New York	New York	Superintendent Navy hospital, Norfolk.
Charles H. Bell	June 18, 1812....	do	do	do	do	Navy yard, New York.
Abraham Bigelow	do	do	Massachusetts	Massachusetts	Massachusetts	Frigate Constellation.
Frank Ellery	Jan. 1, 1812....	do	Rhode Island	Rhode Island	Rhode Island	Rendezvous, Boston.
Fredorick Varnum	June 18, 1812....	do	Massachusetts	Massachusetts	Massachusetts	Navy yard, Charlestown, Massachusetts.
Joseph R. Jarvis	do	do	do	Maine	Maine	Leave of absence.
Thomas W. Freelon	do	do	New York	New York	Vermont	Receiving ship, Charlestown, Mass.
James Williams	Sept. 1, 1811....	do	West Indies	District of Columbia	Virginia	Leave of absence.

Naval register for 1833—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
Samuel W. Le Compto	June 4, 1812....	March 28, 1820....	Maryland	Maryland	Maryland	Frigate Constellation.
Charles T. Platt.....	June 18, 1812....	do	New York.....	New York.....	New York.....	Sloop St. Louis.
1821.						
Wm. M. Armstrong.....	Nov. 30, 1814....	March 3, 1821....	Kentucky	Mississippi	Kentucky	Rendezvous, Norfolk.
Wm. F. Shields	Feb. 2, 1814....	do	Georgia.....	Louisiana	Georgia.....	Sloop Warren.
G. J. Pendergrast.....	Jan. 1, 1812....	do	Kentucky	Kentucky	Kentucky	Waiting orders.
Wm. C. Nicholson	June 18, 1812....	do	Maryland	Maryland	Maryland	Sloop Concord.
1822.						
James B. Cooper, sailingmaster	July 9, 1812....	April 22, 1822....	New Jersey	New Jersey	New Jersey	Leave of absence.
1825.						
E. W. Carpenter	July 10, 1813....	Jan. 13, 1825....	New York.....	New York.....	New York.....	Waiting orders.
John L. Saunders.....	Nov. 15, 1809....	do	Virginia	Virginia	Virginia	Frigate United States.
Joseph B. Hull	Nov. 9, 1813....	do	New York.....	Connecticut	Connecticut	Navy yard, Washington.
Jott Stone Paine.....	do	do	Maine	Maine	Maine	Waiting orders.
John E. Prentiss	do	do	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
John M. Sullivan.....	March 1, 1813....	do	New York.....	New York.....	New York.....	Leave of absence.
Joseph Morehead.....	Nov. 9, 1813....	do	Maryland	Ohio	Ohio	Leave of absence.
Thomas Pettigru.....	Jan. 1, 1812....	do	South Carolina	South Carolina	South Carolina	Frigate Constellation.
John S. Chauncey	do	do	New York.....	New York.....	New York	Frigate United States.
Irvine Shubrick	May 12, 1814....	do	South Carolina	South Carolina	Delaware	Frigate Potomac.
Thomas R. Gerry.....	Dec. 6, 1814....	do	Massachusetts.....	Massachusetts	Massachusetts	Sloop John Adams.
John Kelly.....	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Edmund Byrne.....	do	do	do	do	do	Frigate United States.
Edward S. Johnson	Nov. 30, 1814....	do	Rhode Island	Rhode Island	Rhode Island.....	Leave of absence.
William H. Gardner	Dec. 6, 1814....	do	Maryland	Maryland	Virginia	Rendezvous, Norfolk.
David G. Farragut.....	Dec. 17, 1810....	do	Tennessee.....	Tennessee	Tennessee	Waiting orders.
Richard S. Pinckney.....	August 3, 1814....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Stephen B. Wilson.....	Jan. 1, 1812....	do	New York.....	New York.....	New York	Frigate Potomac.
Edward C. Rutledge.....	Nov. 30, 1814....	do	South Carolina	South Carolina	South Carolina	Sloop St. Louis.
William S. Harris	do	do	Kentucky	Kentucky	Kentucky	Leave of absence.
Thomas Dornin.....	May 2, 1815....	do	Ireland	Maryland	Maryland	Sloop Falmouth.
Robert B. Cunningham.....	Nov. 30, 1814....	do	Virginia	Virginia	Virginia	Sloop Peacock.
James Glynn.....	March 4, 1815....	do	Pennsylvania.....	do	Connecticut	Leave of absence.
Joseph Myers.....	Dec. 6, 1814....	do	North Carolina	do	North Carolina	Sloop Lexington.
William C. Wetmore.....	June 18, 1812....	do	New York.....	New York	New York.....	Waiting orders.
Thomas R. Gedney	March 4, 1815....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
John Bubier.....	Nov. 9, 1813....	do	Massachusetts.....	Massachusetts	Massachusetts	Sloop Lexington.
Victor M. Randolph	June 11, 1814....	do	Virginia	Virginia	Virginia	Leave of absence.
Joseph Cutts, jr.....	Dec. 6, 1814....	do	Maine	Maine	Maine	West Indies.

Naval register for 1833—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Jacob Crowninshield	March 11, 1815	Jan. 13, 1825	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
Frederick Engle	Dec. 6, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
A. J. D. Browne	Dec. 17, 1810	do	Connecticut	Connecticut	Massachusetts	Frigate Constellation.
John H. Smith	Jan. 1, 1815	do	New York	New York	New York	Furlough.
John Rudd	Nov. 30, 1814	do	Rhode Island	Virginia	Virginia	Frigate Constellation.
Robert Ritchie	Feb. 1, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
David R. Stewart	do	do	Maryland	Maryland	Maryland	Frigate Constellation.
William W. M'Kean	Nov. 30, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Philadelphia.
Franklin Buchanan	Jan. 28, 1815	do	Maryland	do	do	Waiting orders.
Hubbard H. Hobbs	March 4, 1815	do	Virginia	Virginia	Alabama	Leave of absence.
Samuel Mercer	do	do	Maryland	Maryland	Maryland	Waiting orders.
Charles Lowndes	March 18, 1815	do	do	do	Virginia	Furlough.
L. M. Goldsborough	June 18, 1812	do	District of Columbia	District of Columbia	Maryland	In charge of chronometers and other nauti- [cal instruments.]
George N. Hollins	Feb. 1, 1814	do	Maryland	Maryland	do	Leave of absence.
D. N. Ingraham	June 18, 1812	do	South Carolina	South Carolina	South Carolina	Furlough.
John Marston, jr.	April 15, 1813	do	Massachusetts	Massachusetts	Massachusetts	Sloop Vandalia.
Henry Bruce	Nov. 9, 1813	do	Maine	do	do	Waiting orders.
William D. Newman	Feb. 1, 1814	do	New York	New York	New York	Sloop Lexington.
Henry A. Adams	March 14, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Alexander B. Pinkham	June 17, 1814	do	Massachusetts	Ohio	Massachusetts	Waiting orders.
James D. Knight	Nov. 30, 1814	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Joseph Mattison	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
William S. Walker	do	do	New Hampshire	New Hampshire	Massachusetts	Sloop Warren.
Alexander Stidell	Jan. 1, 1815	do	New York	New York	New York	Frigate Brandywine.
George F. Pearson	March 11, 1815	do	New Hampshire	Massachusetts	Massachusetts	Waiting orders.
1826.						
James T. Gerry	Dec. 20, 1815	April 28, 1826	Massachusetts	Massachusetts	Massachusetts	Sloop Concord.
John S. Nicholas	June 6, 1815	do	Virginia	Virginia	Virginia	Leave of absence.
Samuel F. Dupont	Dec. 19, 1815	do	New Jersey	Delaware	Delaware	Leave of absence.
William L. Hudson	Jan. 1, 1816	do	New York	New York	New York	Ordinary, New York.
William H. Campbell	May 30, 1816	do	Maryland	Maryland	Maryland	Schooner Grampus.
Joseph M. Nicholson	do	do	do	do	do	Norfolk station.
James P. Wilson	Jan. 1, 1817	do	do	do	do	Rendezvous, Baltimore.
George A. Magruder	do	do	Virginia	Virginia	Virginia	Leave of absence.
J. Edward Calhoun	May 30, 1816	do	South Carolina	South Carolina	South Carolina	Furlough.
John Pope	do	do	Massachusetts	Maine	Maine	Sloop St. Louis.
Levin M. Powell	March 1, 1817	do	Virginia	Virginia	Virginia	Waiting orders.
Charles Wilkes, jr.	Jan. 1, 1818	do	New York	New York	New York	On survey of Narraganset Bay.
Elisha Peck	March 4, 1817	do	Connecticut	Connecticut	Connecticut	Sloop Falmouth.

Naval register for 1833—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John R. Coxo.....	July 4, 1817....	April 28, 1826....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Enterpriso.
William Seaton.....	do	do	New York.....	New York.....	New York.....	Waiting orders.
John A. Carr.....	do	do	Maryland.....	Virginia.....	Virginia.....	Furlough.
Thomas J. Manning.....	Jan. 1, 1817....	do	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
William Pearson.....	Jan. 1, 1818....	do	do	do	do	Leave of absence.
William L. Howard.....	Jan. 10, 1815....	do	do	New York.....	do	Leave of absence.
William P. Piercy.....	March 15, 1815....	do	Pennsylvania.....	District of Columbia	District of Columbia.	Leave of absence.
Richard A. Jones.....	June 18, 1812....	do	New York.....	New York.....	New York.....	Rendezvous, Baltimore.
Thomas J. Leib.....	Sept. 1, 1811....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Boxer.
William G. Woolsey.....	Jan. 1, 1817....	do	At sea.....	Maryland.....	Maryland.....	Leave of absence.
William H. Kennon.....	do	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Arthur Lewis.....	do	do	do	do	do	Waiting orders.
1827.						
John W. West.....	Nov. 3, 1818....	March 3, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
T. O. Selfridge.....	Jan. 1, 1818....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Portsmouth, N. H.
R. R. Pinkham.....	do	do	do	Ohio.....	Ohio.....	Frigate Potomac.
Henry Eagle.....	do	do	New York.....	New York.....	New York.....	Receiving ship, New York.
A. K. Long.....	do	do	Maryland.....	Maryland.....	Maryland.....	Frigate Constellation.
G. J. Van Brunt.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Ordinary, Boston.
Henry Pinkney.....	Nov. 3, 1818....	do	Maryland.....	Maryland.....	Maryland.....	Ordinary, New York.
William M. Glendy.....	Jan. 1, 1818....	do	Virginia.....	do	Virginia.....	Schooner Dolphin.
John H. Little.....	do	do	Maryland.....	do	Maryland.....	Sloop Lexington.
George P. Upshur.....	April 23, 1818....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel B. Cooke.....	Jan. 1, 1818....	do	do	do	do	Waiting orders.
George S. Blake.....	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	On survey of Narraganset Bay.
Z. F. Johnston.....	do	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William Greene.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel Barron.....	Jan. 1, 1812....	do	do	do	do	Leave of absence.
George Izard.....	Jan. 1, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.
Timothy G. Benham.....	Nov. 30, 1814....	do	Connecticut.....	Connecticut.....	Connecticut.....	Schooner Boxer.
Robert W. Jones.....	Jan. 1, 1818....	do	New York.....	New York.....	New York.....	Receiving ship, New York.
Alexander G. Gordon.....	do	do	District of Columbia	District of Columbia	Virginia.....	Leave of absence.
A. G. Slaughter.....	Nov. 3, 1818....	do	Virginia.....	do	do	Receiving ship Norfolk.
A. E. Downes.....	Jan. 1, 1818....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Oscar Bullus.....	Jan. 1, 1817....	do	District of Columbia	New York.....	New York.....	Receiving ship, New York.
S. Humphreys.....	Jan. 1, 1818....	do	New York.....	do	do	Leave of absence.
John Marshall.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Concord.
Charles H. Jackson.....	March 4, 1818....	do	Georgia.....	Georgia.....	Georgia.....	Waiting orders.
Andrew A. Harwood.....	Jan. 1, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Mediterranean squadron.

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Naval register for 1833—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Theodore Bailey, jr.....	Jan. 1, 1818....	March 3, 1827....	New York.....	New York.....	New York.....	Leave of absence.
John M. Rinker.....	do	do	Pennsylvania.....	Louisiana.....	Pennsylvania.....	Waiting orders.
H. Y. Purviance.....	Nov. 3, 1818....	do	Maryland.....	Maryland.....	Maryland.....	Sloop Peacock.
George Adams.....	Jan. 1, 1818....	do	Delaware.....	do	do	Leave of absence.
1828.						
Cad'r Ringgold.....	March 4, 1819....	May 17, 1828....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John Graham.....	Feb. 27, 1819....	do	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
William F. Lynch.....	Jan. 26, 1819....	do	Virginia.....	Virginia.....	Virginia.....	Receiving ship, Norfolk.
Henry W. Morris.....	Aug. 21, 1819....	do	New York.....	New York.....	New York.....	Schooner Experiment.
Isaac S. Sterett.....	March 24, 1819....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Francis B. Ellison.....	May 28, 1819....	do	New York.....	New York.....	New York.....	Receiving ship, New York.
Edward B. Boutwell.....	March 3, 1819....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
James T. Homans.....	Dec. 3, 1819....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Under suspension.
John E. Bispham.....	Dec. 13, 1819....	do	Pennsylvania.....	New Jersey.....	New Jersey.....	Leave of absence.
Sidney Smith Lee.....	Dec. 30, 1820....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
William C. Whittle.....	May 10, 1820....	do	do	do	do	Receiving ship, Norfolk.
John H. Marshall.....	do	do	do	Louisiana.....	Louisiana.....	Frigate Brandywine.
Richard H. Morris.....	do	do	Vermont.....	Vermont.....	Vermont.....	Furlough.
Thompson D. Shaw.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Robert D. Thorburn.....	March 30, 1820....	do	Virginia.....	Virginia.....	Virginia.....	Schooner Shark.
Samuel Lockwood.....	July 12, 1820....	do	Connecticut.....	New York.....	New York.....	Waiting orders.
Lloyd B. Newell.....	May 10, 1820....	do	Georgia.....	Georgia.....	Georgia.....	Sloop St. Louis.
John Cassin.....	do	do	Pennsylvania.....	District of Columbia.	District of Columbia.	Leave of absence.
Hillary H. Rhodes.....	do	do	District of Columbia.	do	do	Leave of absence.
William S. Ogden.....	July 26, 1820....	do	New York.....	New York.....	New York.....	Leave of absence.
Edward O. Blanchard.....	May 10, 1820....	do	Virginia.....	Mississippi.....	Louisiana.....	Sloop Warren.
H. J. Auchmuty.....	do	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate United States.
John G. Rodgers.....	July 4, 1817....	do	Maryland.....	Maryland.....	Maryland.....	Schooner Enterprise.
Frederick A. Neville.....	May 10, 1820....	do	Virginia.....	Ohio.....	Ohio.....	Sloop Vandalia.
John W. Mooers.....	do	do	New York.....	New York.....	New York.....	Schooner Dolphin.
Edmund M. Russell.....	June 18, 1812....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Ordinary, Portsmouth, N. H.
Richard R. McMullin.....	May 10, 1820....	do	New York.....	New York.....	New York.....	Sloop Warren.
Hampton Wescott.....	do	do	District of Columbia.	New Jersey.....	New Jersey.....	Schooner Porpoise.
Charles C. Turner.....	do	do	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
Joseph Stallings.....	do	do	Maryland.....	Maryland.....	Maryland.....	Sloop Lexington.
John Manning.....	do	do	North Carolina.....	North Carolina.....	North Carolina.....	Waiting orders.
James L. Lardner.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Furlough.
1830.						
Robert G. Robb.....	Sept. 6, 1821....	May 27, 1830....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.

Naval register for 1833—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Edward M. Vail.....	Dec. 1, 1821....	May 27, 1830....	France.....	District of Columbia.	District of Columbia.	Sloop John Adams.
Fitz Allen Deas.....	July 4, 1821....	do.....	New York.....	South Carolina.....	South Carolina.....	Leave of absence.
Samuel W. Stockton.....	Dec. 1, 1821....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Warren.
John Calhoun.....	Jan. 25, 1821....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles W. Chauncey.....	May 1, 1822....	do.....	New York.....	New York.....	New York.....	Sloop Falmouth.
Lawrence Pennington.....	Nov. 22, 1822....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Thomas T. Craven.....	May 1, 1822....	do.....	District of Columbia.	New Hampshire.....	New York.....	Schooner Boxer.
Andrew H. Foot.....	Dec. 4, 1822....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
John L. Ball.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
William W. Hunter.....	May 1, 1822....	do.....	Pennsylvania.....	Louisiana.....	Louisiana.....	Sloop Vandalia.
N. C. Lawrence.....	do.....	March 3, 1831....	New York.....	New York.....	New York.....	Waiting orders.
Amasa Paine.....	do.....	do.....	Vermont.....	Vermont.....	Vermont.....	Schooner Experiment.
Nathaniel W. Duke.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Edward G. Tilton.....	do.....	do.....	Delaware.....	Delaware.....	Delaware.....	Leave of absence.
James H. Ward.....	March 4, 1823....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Concord.
Henry Hoff.....	Oct. 28, 1823....	do.....	Pennsylvania.....	South Carolina.....	South Carolina.....	Frigate Potomac.
Jonathan Ingersoll.....	March 4, 1823....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Frigate Potomac.
Grey Skipwith.....	do.....	do.....	Rhode Island.....	Tennessee.....	Tennessee.....	Schooner Porpoise.
Murray Mason.....	Nov. 14, 1823....	do.....	District of Columbia.	District of Columbia.	District of Columbia.	Mediterranean squadron.
Charles H. Davis.....	Aug. 12, 1823....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Stephen Johnston.....	June 28, 1823....	do.....	Indiana.....	Ohio.....	Ohio.....	Schooner Experiment.
Jonathan W. Swift.....	Aug. 25, 1823....	do.....	Massachusetts.....	North Carolina.....	New York.....	Sloop John Adams.
Jerome Callan.....	March 4, 1823....	do.....	Pennsylvania.....	Indiana.....	Indiana.....	Schooner Porpoise.
Pedro C. Valdes.....	June 10, 1823....	do.....	Chili.....	Pennsylvania.....	Pennsylvania.....	On furlough.
Charles M. Armstrong.....	March 4, 1823....	do.....	New York.....	New Jersey.....	New Jersey.....	Sloop Falmouth.
Ebenezer Farrand.....	do.....	do.....	do.....	do.....	do.....	Commanding schooner Ariel.
Henry H. Bell.....	Aug. 4, 1823....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Philip A. Stockton.....	Feb. 1, 1823....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Furlough.
William Smith.....	March 4, 1823....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Charles H. McBlair.....	do.....	July 12, 1831....	Maryland.....	Maryland.....	Maryland.....	Mediterranean squadron.
James M. Watson.....	Feb. 1, 1823....	Dec. 30, 1831....	Virginia.....	Virginia.....	District of Columbia.	Leave of absence.
John W. Turk.....	March 4, 1823....	June 21, 1832....	New York.....	New York.....	New York.....	Waiting orders.
Junius J. Boyle.....	Aug. 27, 1823....	do.....	Maryland.....	District of Columbia.	District of Columbia.	Waiting orders.
Wm. E. Hunt.....	Oct. 28, 1823....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Gurden C. Ashton.....	Dec. 9, 1823....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Vandalia.
Augustus R. Strong.....	June 20, 1823....	do.....	Missouri.....	Ohio.....	Ohio.....	Leave of absence.
Robert L. Browning.....	March 4, 1823....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Waiting orders.
Jona Ferris.....	Feb. 28, 1809....	July 13, 1832....	New York.....	New York.....	Louisiana.....	Waiting orders.
A. B. Fairfax.....	Aug. 4, 1823....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.

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Neil M. Howison	Feb. 1, 1823....	July 13, 1832....	Virginia	Virginia	Virginia	Frigate Brandywine.
William B. Lyne	March 4, 1823....	do	North Carolina	North Carolina	North Carolina	Schooner Experiment.

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SURGEONS.

Lewis Hoermann.....	Feb. 8, 1802....	Nov. 27, 1804....	Germany.....	Virginia.....	Louisiana.....	Leave of absence.
Jonathan Cowdery.....	Jan. 1, 1800....	do	Massachusetts.....	New York.....	Virginia.....	Navy yard, Norfolk.
William P. C. Barton.....	April 10, 1809....	June 28, 1809....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Thomas Harris	July 6, 1812....	July 6, 1812....	do	do	do	Naval hospital, Philadelphia.
William Turk.....	May 15, 1800....	July 24, 1813....	New York.....	New York.....	New York.....	Fleet surgeon, Mediterranean.
Hyde Ray	July 20, 1809....	do	Maryland.....	Maryland.....	Maryland.....	Baltimore station.
Gerard Dayers.....	March 15, 1809....	do	Flanders.....	District of Columbia.	Virginia.....	Leave of absence.
John A. Kearney.....	March 3, 1809....	do	Ireland.....	do	District of Columbia.	Fleet surgeon, West Indies.
Bailey Washington.....	May 9, 1810....	do	Virginia.....	Virginia.....	Virginia.....	Frigate United States.
William Swift	May 14, 1813....	April 15, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
Thomas B. Salter.....	May 10, 1813....	May 22, 1815....	New Jersey.....	New Jersey.....	New Jersey.....	Hospital, New York.
Peter Christie	July 8, 1812....	April 27, 1816....	do	do	Pennsylvania.....	Fleet surgeon, coast of Brazil.
Samuel Jackson	July 10, 1812....	March 27, 1818....	New York.....	New York.....	New York.....	Fleet surgeon, in the Pacific.
Andrew B. Cooke.....	Dec. 21, 1812....	do	do	do	do	Waiting orders.
Leonard Osborne.....	April 20, 1813....	do	England.....	District of Columbia.	Maryland.....	Naval hospital, Washington.
Thomas Williamson.....	May 13, 1813....	do	Maryland.....	Maryland.....	do	Hospital, Norfolk.
George S. Sproston	Nov. 8, 1813....	do	do	do	do	Navy yard, Boston.
Bonajah Ticknor.....	Dec. 10, 1814....	July 10, 1824....	Vermont.....	Connecticut.....	Connecticut.....	Sloop Peacock.
Mordecai Morgan.....	Dec. 28, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constellation.
Thomas J. Boyd.....	March 28, 1820....	do	Delaware.....	Delaware.....	Delaware.....	Navy yard, Washington.
James Cornick.....	Sept. 11, 1819....	May 2, 1825....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Charles Chase	Dec. 10, 1814....	May 3, 1825....	Maine.....	Maine.....	Maine.....	Navy yard, Portsmouth.
D. S. Edwards	July 30, 1818....	May 5, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Rendezvous, New York.
Isaac Hulse	May 12, 1823....	May 6, 1825....	New York.....	New York.....	Maryland.....	Naval hospital, Pensacola.
John S. Wily.....	Dec. 20, 1815....	May 9, 1825....	Maryland.....	Maryland.....	.....	Navy yard, New York.
George Terrill.....	March 28, 1820....	May 22, 1826....	Virginia.....	Virginia.....	Virginia.....	Rendezvous, Norfolk.
John Haslett.....	June 30, 1823....	May 23, 1826....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Waters Smith	June 5, 1820....	Jan. 3, 1828....	New York.....	Florida.....	Florida.....	Rendezvous, Philadelphia.
Benjamin F. Bache.....	July 9, 1824....	do	Virginia.....	Pennsylvania.....	New Jersey.....	Navy yard, Pensacola.
A. A. Adeo	July 15, 1824....	do	New York.....	New York.....	New York.....	Sloop St. Louis.
Thomas Dillard.....	Nov. 15, 1824....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Stephen Rapalje.....	June 30, 1823....	Dec. 4, 1828....	New York.....	New York.....	New York.....	Receiving ship, New York.
James M. Greene.....	April 29, 1825....	do	Ireland.....	Pennsylvania.....	Pennsylvania.....	Sloop Concord.
John R. Chandler.....	Nov. 14, 1824....	do	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.

Naval register for 1833—SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
B. R. Tinslar.....	Feb. 1, 1823....	Dec. 4, 1828....	New York.....	New York.....	New York.....	Rendezvous, Boston.
William Plumstead.....	May 13, 1825....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
George W. Codwise.....	May 14, 1825....	do	West Indies.....	New York.....	New York.....	Waiting orders.
G. R. B. Horner.....	May 26, 1826....	April 4, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
W. S. W. Ruschenberger.....	Aug. 10, 1826....	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Falmouth.
William Johnson.....	Aug. 16, 1826....	do	Delaware.....	Delaware.....	Delaware.....	Leave of absence.
Samuel Moseley.....	Aug. 17, 1826....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Robert J. Dodd.....	May 29, 1826....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Warren.
William Fairlie Patton.....	Aug. 17, 1826....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Samuel B. Malono.....	Aug. 11, 1826....	May 17, 1832....	do	Alabama.....	Alabama.....	Furlough.

Surgeons—44.

ASSISTANT SURGEONS.

Cornelius Moore.....	May 26, 1824....	May 26, 1824....	New York.....	New York.....	New York.....	Schooner Dolphin.
Richard Kemnon.....	Nov. 17, 1824....	Nov. 17, 1824....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John F. Brooke.....	May 16, 1825....	May 16, 1825....	do	Pennsylvania.....	do	Leave of absence.
Henry S. Coulter.....	May 26, 1826....	May 26, 1826....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Samuel W. Ruff.....	Aug. 12, 1826....	Aug. 12, 1826....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Mifflin Coulter.....	Aug. 15, 1826....	Aug. 15, 1826....	Maryland.....	Maryland.....	Maryland.....	Sloop Warren.
George W. Palmer.....	Aug. 18, 1826....	Aug. 18, 1826....	New York.....	New York.....	New York.....	Navy yard, Norfolk.
Samuel Barrington.....	Jan. 3, 1828....	Jan. 3, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William Milnor.....	do	do	do	do	do	Schooner Dolphin.
Thomas L. Smith.....	do	do	New Jersey.....	New York.....	New York.....	Receiving ship, New York.
William Whelan.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia station.
Andrew E. Kennedy.....	do	do	do	do	do	Schooner Boxer.
Lewis B. Hunter.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
George Blacknell.....	do	do	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Enterprise.
Edward H. Freeland.....	March 11, 1829....	March 11, 1829....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Frederick Wessels.....	do	do	do	do	Pennsylvania.....	Naval hospital, New York.
H. N. Glentworth.....	do	do	Pennsylvania.....	Pennsylvania.....	New Jersey.....	Sloop John Adams.
Richard K. H. Sims.....	Dec. 2, 1828....	Dec. 2, 1828....	do	do	Pennsylvania.....	Naval hospital, Philadelphia.
William A. W. Spotswood.....	do	do	Virginia.....	Virginia.....	Virginia.....	Naval hospital, Pensacola.
John C. Spencer.....	Dec. 16, 1828....	Dec. 16, 1828....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
William M. Wood.....	May 16, 1829....	May 16, 1829....	Maryland.....	Maryland.....	Maryland.....	Schooner Grampus.
George B. McKnight.....	do	do	New York.....	Pennsylvania.....	District of Columbia.	Leave of absence.
William G. Miels.....	do	do	do	do	do	Leave of absence.
John B. Elliot.....	May 20, 1829....	May 20, 1829....	do	do	do	Frigate Brandywine.
Amos G. Gambrell.....	June 20, 1829....	June 20, 1829....	do	do	do	Navy yard, Boston.
Jones W. Plummer.....	do	do	do	do	do	Leave of absence.
John V. Smith.....	June 27, 1829....	June 27, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate United States.

Naval register for 1833—ASSISTANT SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Clymor.....	July 1, 1829....	July 1, 1829....	.....	.....	.....	Frigate Brandywine.
Isaac Brinkerhoff.....	do	do	New York.....	New York.....	New York.....	Schooner Shark.
Daniel Egbert.....	Aug. 22, 1829....	Aug. 22, 1829....	New Jersey.....	Ohio.....	Pennsylvania.....	Naval Hospital, Norfolk.
Solomon Sharpe	Sept. 15, 1829....	Sept. 15, 1829....	Pennsylvania.....	Maryland	Maryland	Waiting orders.
Jonathan M. Foltz.....	April 4, 1831....	April 4, 1831....	do	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Euclid Borland.....	do	do	Virginia	North Carolina	Virginia	Leave of absence.
Henry De Witt Pawling.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Hugh Morson	do	do	Virginia	Virginia	Virginia	Sloop Falmouth.
William L. Vanhorn.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.
John C. Mercer.....	Feb. 8, 1832....	Feb. 8, 1832....	Virginia	Virginia	Virginia	Frigate Constellation.
Samuel C. Lawrason	do	do	District of Columbia.	Maryland	Maryland	Frigate Constellation.
William J. Powell	do	do	New York.....	New York.....	New York.....	Schooner Experiment.
Edward Gilchrist	Jan. 26, 1832....	Jan. 26, 1832....	Massachusetts	do	New Hampshire	Sloop Peacock.
John A. Lockwood.....	Feb. 8, 1832....	Feb. 8, 1832....	Delaware	Delaware	Delaware	West India squadron.
Daniel C. McLeod.....	do	do .....	.....	.....	.....	Schooner Porpoise.
Lewis W. Minor.....	do	do	Virginia	Virginia	Virginia	Sloop Vandalia.
Robert M. Baltzer.....	do	do	District of Columbia.	District of Columbia.	District of Columbia.	Frigate United States.
Lewis Wolfley.....	June 21, 1832....	June 21, 1832....	Pennsylvania.....	Ohio	Ohio	Sloop St. Louis.

Assistant surgeons—45.

PURSERS.

Clement S. Hunt.....	June 7, 1803....	April 25, 1812....	Maryland.....	Maryland.....	Rhode Island	Waiting orders.
Samuel Hambleton.....	Dec. 6, 1806....	do	do	District of Columbia.	Maryland	Leave of absence.
Francis A. Thornton.....	Jan. 29, 1811....	do	Virginia	Virginia	Virginia	Baltimore station.
James M. Halsey.....	March 2, 1811....	do	New York.....	New York.....	New York.....	Navy yard, New York.
Edward Fitzgerald.....	March 22, 1811....	do	Pennsylvania.....	Pennsylvania.....	District of Columbia.	Waiting orders.
William S. Rogers.....	Feb. 26, 1813....	Feb. 26, 1813....	Rhode Island.....	Rhode Island.....	Rhode Island.....	On furlough.
Samuel P. Todd	July 20, 1812....	March 1, 1813....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
George Beale.....	Jan. 8, 1812....	July 24, 1813....	Virginia	Virginia	Virginia	Waiting orders.
James H. Clark.....	July 24, 1813....	do	Connecticut.....	New York.....	New York.....	Waiting orders.
Joseph Wilson.....	do	do	Massachusetts.....	Massachusetts	New Hampshire	Navy yard, Portsmouth.
William Sinclair.....	March 26, 1814....	March 26, 1814....	do	Georgia.....	Georgia.....	Frigate Brandywine.
John N. Todd.....	March 1, 1815....	March 1, 1815....	Pennsylvania.....	Pennsylvania.....	Pennsylvania	Frigate United States.
Timothy Winn.....	June 29, 1799....	May 17, 1815....	Massachusetts.....	Massachusetts	District of Columbia.	Navy yard, Washington.
Joseph H. Terry.....	June 6, 1815....	June 6, 1815....	New York	New York	New York.....	Navy yard, Pensacola.
Thomas Breese	July 8, 1815....	July 8, 1815....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Navy yard, Philadelphia.
John De Bree.....	Dec. 29, 1817....	Dec. 29, 1817....	New Jersey.....	Pennsylvania.....	Virginia	Waiting orders.
Charles O. Handy	do	do	Rhode Island.....	Rhode Island.....	Rhode Island	Receiving ship, New York.
Silas Butler.....	April 6, 1799....	do	Connecticut.....	Connecticut.....	New York.....	New York station.
Edward N. Cox.....	do	March 2, 1820....	Maryland.....	New York.....	do	Navy yard, Boston.

Naval register for 1833—PURSERS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John N. Hambleton.....	Oct. 26, 1819....	May 26, 1824....	Maryland.....	Maryland.....	Maryland.....	Sloop Warren.
William McMurtrie.....	Nov. 14, 1823....	do.....	Pennsylvania.....	New Jersey.....	New Jersey.....	Leave of absence.
Garret R. Barry.....	Jan. 15, 1824....	March 3, 1825....	do.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
D. McF. Thornton.....	Dec. 30, 1824....	do.....	Virginia.....	Kentucky.....	Virginia.....	Receiving ship, Norfolk.
Josiah Colston.....	May 20, 1825....	May 28, 1825....	Maryland.....	District of Columbia.	District of Columbia.	Frigate Constellation.
Dudley Walker.....	March 4, 1819....	Aug. 21, 1826....	do.....	Massachusetts.....	Massachusetts.....	Sloop Vandalia.
McKean Buchanan.....	Aug. 21, 1826....	do.....	do.....	District of Columbia.	Pennsylvania.....	Sloop Falmouth.
Henry Etting.....	Jan. 1, 1818....	Nov. 7, 1826....	do.....	Pennsylvania.....	do.....	Leave of absence.
James Brooks.....	Dec. 28, 1818....	Jan. 7, 1828....	Virginia.....	New York.....	Virginia.....	Navy yard, Norfolk.
Gronville C. Cooper.....	March 11, 1829....	March 11, 1829....	Massachusetts.....	Massachusetts.....	District of Columbia.	Sloop St. Louis.
Francis B. Stockton.....	do.....	do.....	New Jersey.....	New York.....	New York.....	Sloop Peacock and Schooner Boxer.
Francis G. McCauley.....	May 27, 1829....	May 27, 1829....	Pennsylvania.....	Tennessee.....	Pennsylvania.....	Waiting orders.
William A. Slaum.....	June 8, 1829....	June 8, 1829....	Virginia.....	Florida.....	Florida.....	Frigate Potomac.
Nathaniel Wilson.....	Oct. 6, 1829....	Oct. 6, 1829....	Maine.....	Louisiana.....	Louisiana.....	Leave of absence.
Philo White.....	May 11, 1830....	May 11, 1830....	North Carolina.....	North Carolina.....	North Carolina.....	In the Pacific.
Benjamin J. Cahoon.....	Nov. 12, 1830....	Nov. 12, 1830....	Rhode Island.....	New York.....	New York.....	Schooner Grampus.
Sterrett Ramsey.....	Nov. 18, 1830....	Nov. 18, 1830....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Edward T. Dunn.....	Feb. 21, 1831....	Feb. 21, 1831....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop John Adams.
John A. Bates.....	March 2, 1831....	March 2, 1831....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Andrew J. Watson.....	May 1, 1831....	May 1, 1831....	Virginia.....	District of Columbia.	District of Columbia.	Sloop Lexington.
Peyton A. Southall.....	March 23, 1832....	March 23, 1832....	do.....	Virginia.....	Virginia.....	Schooner Experiment.
John Smith Punch.....	May 23, 1832....	May 23, 1832....	Tennessee.....	South Carolina.....	South Carolina.....	Schooner Porpoise.
Andrew McD. Jackson.....	do.....	do.....	New York.....	New York.....	New York.....	Schooner Shark.
William P. Zantzingcr.....	July 24, 1813....	June 25, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.

Pursers—43.

CHAPLAINS.

James Everett.....	Dec. 28, 1818....	Dec. 28, 1818....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Addison Searle.....	April 27, 1820....	April 27, 1820....	New Hampshire.....	New Hampshire.....	New York.....	Navy yard, New York.
John W. Grier.....	March 3, 1825....	March 3, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Hervey H. Hayes.....	May 2, 1827....	May 3, 1827....	Connecticut.....	Connecticut.....	Connecticut.....	Navy yard, Pensacola.
John P. Fenner.....	Feb. 25, 1828....	Feb. 25, 1828....	England.....	District of Columbia.	New York.....	Navy yard, Boston.
Charles S. Stewart.....	Nov. 1, 1828....	Nov. 1, 1828....	New Jersey.....	New York.....	do.....	Leave of absence.
William Ryland.....	May 23, 1829....	May 23, 1829....	Ireland.....	Maryland.....	District of Columbia.	Navy yard, Washington.
Timothy J. Harrison.....	Oct. 2, 1829....	Oct. 2, 1829....	Connecticut.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Walter Colton.....	Nov. 6, 1830....	Nov. 6, 1830....	Vermont.....	Connecticut.....	District of Columbia.	Frigate Constellation.

Chaplains—9.

PASSED MIDSHIPMEN.

Peter Turner.....	1829. March 4, 1823....	March 23, 1820....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Navy yard, Boston.
John T. Jenkins.....	do.....	do.....	New York.....	New York.....	New York.....	Furlough.

Naval register for 1833—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Walter G. Cutts.....	March 4, 1823....	March 23, 1829....	Maine.....	Maine.....	District of Columbia	Under arrest.
John A. Davis.....	do.....	do.....	North Carolina.....	Tennessee.....	Louisiana.....	Ordinary, Norfolk.
Henry K. Thatcher.....	do.....	do.....	Maine.....	Maine.....	Maine.....	Waiting orders.
James H. Rowan.....	Aug. 19, 1823....	do.....	New York.....	New York.....	New York.....	Schooner Experiment.
Samuel E. Munn.....	Aug. 27, 1823....	do.....	Maryland.....	do.....	Maryland.....	Receiving ship, Baltimore.
William H. Noland.....	Dec. 13, 1823....	do.....	Virginia.....	Virginia.....	Arkansas.....	Frigate Constellation.
Win. D. Porter.....	Jan. 1, 1823....	do.....	Louisiana.....	Massachusetts.....	District of Columbia	Waiting orders.
Philander F. Canedy.....	March 4, 1823....	do.....	Massachusetts.....	Vermont.....	Vermont.....	Leave of absence.
1830.						
William McBlair.....	Nov. 16, 1824....	Feb. 20, 1830....	Maryland.....	Maryland.....	Maryland.....	Acting lieutenant on board schooner Ariel.
George M. Hooc.....	Oct. 21, 1824....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
John S. Missroon.....	June 27, 1824....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Waiting orders.
James Noble.....	May 27, 1824....	do.....	Kentucky.....	Indiana.....	Indiana.....	Navy yard, Norfolk.
Richard L. Pago.....	March 1, 1824....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Frederick Chatard.....	Nov. 16, 1824....	do.....	Maryland.....	Maryland.....	Maryland.....	Receiving ship, Baltimore.
Gab'l G. Williamson.....	June 2, 1824....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Lexington.
Benjamin J. Totten.....	March 4, 1823....	do.....	West Indies.....	New York.....	New York.....	Schooner Dolphin.
Owen Burns.....	Dec. 1, 1824....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Brandywine.
Harry Ingersoll.....	Feb. 23, 1824....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Alexander H. Marbury.....	July 14, 1824....	do.....	District of Columbia	District of Columbia.	District of Columbia	Leave of absence.
H. M. Houston.....	May 12, 1824....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.
Charles A. Thompson.....	Aug. 27, 1823....	do.....	Maryland.....	Maryland.....	Maryland.....	Schooner Porpoise.
1831.						
Arthur Sinclair.....	March 4, 1823....	June 4, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop Peacock.
Edwin W. Moore.....	Jan. 1, 1825....	do.....	District of Columbia	do.....	do.....	Leave of absence.
William F. Hooc.....	Aug. 1, 1825....	do.....	Virginia.....	do.....	do.....	Waiting orders.
Henry Moor.....	March 1, 1825....	do.....	Maine.....	Maine.....	Maine.....	Schooner Enterprise.
Lorenzo T. Bennett.....	Dec. 7, 1825....	do.....	New York.....	Connecticut.....	Connecticut.....	Leave of absence.
Robert B. Hitchcock.....	Jan. 1, 1825....	do.....	Connecticut.....	do.....	do.....	Assist. in charge of chronometers.
C. H. A. H. Kennedy.....	Feb. 10, 1819....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Thomas W. Brent.....	March 1, 1825....	do.....	District of Columbia.	District of Columbia.	District of Columbia	Sloop Peacock.
George M. Bacho.....	Jan. 1, 1825....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate United States.
Ezra T. Doughty.....	May 3, 1824....	do.....	New York.....	New York.....	New York.....	West India squadron.
Joseph Lanman.....	Jan. 1, 1825....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
John W. Cox.....	March 1, 1825....	do.....	Louisiana.....	Ohio.....	Ohio.....	Waiting orders.
John K. Mitchell.....	Feb. 1, 1825....	do.....	North Carolina.....	Florida.....	Florida.....	Sloop Vandalia.
William F. Irving.....	Jan. 1, 1825....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Thomas Turner.....	April 21, 1825....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Charles H. Poor.....	March 1, 1825....	do.....	Massachusetts.....	Massachusetts.....	District of Columbia	Sloop Lexington.

Naval register for 1833—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James F. Schenck	March 1, 1825	June 4, 1831	Ohio	Ohio	Ohio	Sloop John Adams.
John B. Cutting	Jan. 1, 1825	do	Virginia	Virginia	Virginia	Frigate Constellation.
T. M. Washington	Oct. 21, 1824	do	do	do	do	Sloop Vandalia.
Robert Fitzhugh	Jan. 1, 1825	do	Maryland	New York	New York	Leave of absence.
Lewis G. Keith	July 1, 1825	do	Virginia	Virginia	Virginia	Leave of absence.
Matthew F. Maury	Feb. 1, 1825	do	do	Tennessee	Tennessee	Sloop Falmouth.
Timothy A. Hunt	March 1, 1825	do	Connecticut	Connecticut	Connecticut	Waiting orders.
Sylvanus Godon	March 4, 1819	do	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Potomac.
James S. Palmer	Jan. 1, 1825	do	New Jersey	New Jersey	New Jersey	Navy yard, New York.
William Radford	March 1, 1825	do	Virginia	Missouri	Missouri	On furlough.
Samuel F. Hazard	Jan. 1, 1823	do	Rhode Island	Rhode Island	Rhode Island	Navy yard, Boston.
John M. Berrien	March 1, 1825	do	Georgia	Georgia	New Jersey	Schooner Shark.
George A. Prentiss	do	do	New Hampshire	New Hampshire	New Hampshire	Leave of absence.
John C. Sharpe	Jan. 1, 1825	do	Virginia	Virginia	Virginia	Navy yard, Norfolk.
John C. Carter	do	do	do	Kentucky	Kentucky	Leave of absence.
George Hurst	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Schooner Boxer.
Alfred Taylor	do	do	Virginia	Virginia	Virginia	Navy yard, Portsmouth.
Samuel P. Lee	Nov. 22, 1825	do	do	do	do	Leave of absence.
John P. Gilliss	Dec. 12, 1825	do	Delaware	Illinois	Illinois	Waiting orders.
Joseph W. Jarvis	Jan. 1, 1825	do	Connecticut	North Carolina	North Carolina	Schooner Experiment.
Horatio G. Myers	Nov. 25, 1825	do	South Carolina	South Carolina	South Carolina	Frigate Constellation.
Simon B. Bissell	March 1, 1825	do	Vermont	New Hampshire	New Hampshire	Frigate United States.
Samuel Swartwout	May 10, 1820	do	New York	New York	New York	Receiving ship, Philadelphia.
John J. Glasson	Feb. 1, 1823	do	do	do	do	Receiving ship, New York.
1832.						
Samuel T. Gillot	Dec. 1, 1826	April 28, 1832	New York	Indiana	Indiana	Leave of absence.
Raphael Semmes, jr.	April 1, 1826	do	Maryland	Maryland	Maryland	Leave of absence.
James B. McKinstry	Feb. 1, 1826	do	New York	Michigan	Michigan	Leave of absence.
William A. Wirts	April 1, 1826	do	New Jersey	Kentucky	Kentucky	Leave of absence.
John M. Gardner	June 1, 1826	do	Pennsylvania	Maryland	Pennsylvania	Leave of absence.
Spencer C. Gist	May 1, 1826	do	Tennessee	Tennessee	Tennessee	Leave of absence.
Alexander C. Maury	Feb. 1, 1826	do	do	do	do	Norfolk station.
Oliver S. Glisson	Nov. 1, 1826	do	Ohio	Indiana	Indiana	Leave of absence.
John A. Dahlgren	Feb. 1, 1826	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
Stephen C. Rowan	do	do	Ireland	Ohio	Ohio	West India squadron.
James T. McDonough	April 1, 1826	do	Delaware	Connecticut	Delaware	Navy yard, Norfolk.
Guert Gansvoort	March 4, 1823	do	New York	New York	New York	Waiting orders.
William Lambert	Dec. 1, 1826	do	District of Columbia	Alabama	Alabama	Schooner Experiment.
Harry P. T. Wood	March 1, 1826	do	Pennsylvania	Pennsylvania	Pennsylvania	Ordinary, New York.

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Naval register for 1833—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William Ward	Feb. 1, 1826....	April 28, 1832....	New York.....	New York.....	New York.....	Leave of absence.
Robert Handy	do	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
James F. Duncan.....	Nov. 12, 1825....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Norfolk.
Henry Darocantel.....	April 1, 1826....	do	Louisiana.....	Louisiana.....	Louisiana.....	Waiting orders.
Burritt Shepard.....	Feb. 1, 1826....	do	Connecticut.....	New York.....	New York.....	Waiting orders.
Charles Green.....	May 1, 1826....	do	do	Connecticut.....	Connecticut.....	Leave of absence.
Edward L. Handy.....	June 1, 1826....	do	Maryland.....	Maryland.....	Maryland.....	Navy yard, Norfolk.
Melanethon Smith.....	March 1, 1826....	do	New York.....	New York.....	New York.....	Sloop St. Louis.
William C. Chaplin.....	Nov. 1, 1826....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Cicero Price.....	Feb. 1, 1826....	do	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Alberto Griffith.....	Nov. 1, 1826....	do	Virginia.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
John R. Goldsborough.....	Nov. 16, 1824....	do	District of Columbia.....	District of Columbia.....	District of Columbia.....	Ordinary, New York.
Charles S. Boggs.....	Nov. 1, 1826....	do	New Jersey.....	New Jersey.....	New Jersey.....	Receiving ship, New York.
Augustus H. Kilty.....	July 4, 1821....	do	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Thomas A. Mull.....	Dec. 1, 1824....	do	do	do	do	Receiving ship, Boston.
John A. Ross.....	March 1, 1825....	do	Maine.....	Maine.....	Maine.....	Leave of absence.
Theodore P. Green.....	Nov. 1, 1826....	do	Vermont.....	Vermont.....	Vermont.....	Leave of absence.

Passed midshipmen—94.

MIDSHIPMEN

A.						
James Alden, jr.....	April 1, 1828....	April 1, 1828....	Maine.....	Maine.....	Maine.....	Sloop John Adams.
John J. Almy.....	Feb. 2, 1820....	Feb. 2, 1820....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
John P. E. Adams.....	do	do	Delaware.....	Delaware.....	Delaware.....	Leave of absence.
James Anderson.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop John Adams.
*John G. Anthony.....	July 1, 1830....	July 1, 1830....	New York.....	New York.....	New York.....	Leave of absence.
*Franklin Anderson.....	March 3, 1831....	March 3, 1831....	Massachusetts.....	Virginia.....	Virginia.....	Sloop John Adams.
*William M. E. Adams.....	June 7, 1831....	June 7, 1831....	Georgia.....	Georgia.....	Georgia.....	Schooner Dolphin.
*Joseph Herrod Adams.....	Dec. 8, 1831....	Dec. 8, 1831....	.....	Massachusetts.....	.....	Frigate United States.
Charles A. Auze.....	Dec. 13, 1831....	Dec. 13, 1831....	.....	Georgia.....	.....	Frigate United States.
*Latham B. Avery.....	Dec. 19, 1831....	Dec. 19, 1831....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
*James F. Armstrong.....	March 7, 1832....	March 7, 1832....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
*William H. Adams.....	April 27, 1832....	April 27, 1832....	Tennessee.....	Mississippi.....	Mississippi.....	West India Squadron.
B.						
Joseph R. Brown.....	July 10, 1819....	July 10, 1819....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.
Charles Crillon Barton.....	Dec. 1, 1824....	Dec. 1, 1824....	do	do	do	New York school.
Francois Bartlett.....	March 1, 1825....	March 1, 1825....	Massachusetts.....	Vermont.....	Massachusetts.....	Naval school, Norfolk.
Henry Booraem.....	Nov. 1, 1826....	Nov. 1, 1826....	New Jersey.....	New York.....	New York.....	Receiving ship, New York.
*Agenor Bosque.....	do	do	Louisiana.....	Louisiana.....	Louisiana.....	West India squadron.

Those midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Philip M. Box	Nov. 1, 1826....	Nov. 1, 1826....	Georgia.....	Georgia.....	Georgia.....	Naval school, Norfolk.
William W. Bleeker	May 1, 1827....	May 1, 1827....	New York.....	New York.....	New York.....	New York school.
Carter B. Beverley	August 1, 1827....	Aug. 1, 1827....	Virginia.....	Mississippi	Mississippi	Naval school, Norfolk.
James E. Brown.....	Dec. 1, 1827....	Dec. 1, 1827....	do	Virginia.....	Virginia.....	Sloop Vandalia.
William H. Brown.....	Jan. 1, 1828....	Jan. 1, 1828....	Maryland.....	Maryland.....	District of Columbia	Sloop Peneceok.
Lloyd J. Bryan.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
William H. Burges	April 1, 1828....	April 1, 1828....	North Carolina	North Carolina	North Carolina.....	Naval school, New York.
William H. Ball.....	do	do	District of Columbia	Ohio.....	District of Columbia	Frigate Brandywino.
William C. Banistor.....	do	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
John F. Borden	do	do	Pennsylvania.....	Ohio.....	Ohio.....	Waiting orders.
James K. Bowie.....	Nov. 1, 1828....	Nov. 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Schooner Shark.
Thomas A. Budd	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Frigate Constellation.
John Bannister.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Edward C. Bowers.....	do	do	do	Connecticut	do	Leave of absence.
*Nathaniel Greene Bay	do	do	New York.....	New York.....	New York.....	Frigate United States.
*August S. Baldwin	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Warren
Otway H. Berryman	do	do	Virginia.....	District of Columbia.	District of Columbia.	Naval school, Norfolk.
John Shaw Booth.....	May 27, 1829....	May 27, 1829....	New York.....	New York.....	Connecticut	Schooner Dolphin.
Richard Bache, jr.....	June 3, 1829....	June 3, 1829....	Pennsylvania.....	Pennsylvania	Pennsylvania	Leave of absence.
Francis E. Barry	June 22, 1829....	June 22, 1829....	Teneriffe	do	do	Frigate United States.
*Eugene Boyle.....	May 10, 1831....	May 10, 1831....	Maryland.....	District of Columbia.	District of Columbia.	Frigate Potomac.
Thomas M. Brasher.....	June 6, 1831....	June 6, 1831....	New York.....	New York.....	New York.....	Sloop Falmouth.
Simon F. Blunt.....	Sept. 7, 1831....	Sept. 7, 1831....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*William P. Bradburn.....	Dec. 31, 1831....	Dec. 31, 1831....	Tennessee.....	Tennessee.....	Tennessee.....	Waiting orders.
*Charles G. Bush	Jan. 11, 1832....	Jan. 11, 1832....	Massachusetts	Massachusetts	Massachusetts	Sloop St. Louis.
*Theodore B. Barrett.....	May 8, 1832....	May 8, 1832....	do	do	do	Frigate Potomac.
*Charles Burdett.....	May 16, 1832....	May 16, 1832....	Massachusetts	New York.....	New York.....	Schooner Experiment
*Frederick A. Bacon.....	May 25, 1832....	May 25, 1832....	Connecticut	Connecticut	Connecticut	Schooner Porpoise.
*William B. Beverly.....	June 9, 1832....	June 9, 1832....	Virginia.....	Alabama.....	Alabama.....	Waiting orders.
*Francis E. Baker	July 17, 1832....	July 17, 1832....	do	Virginia.....	Virginia.....	Naval school, Norfolk.
C.						
William Chandler.....	Aug. 1, 1826....	Aug. 1, 1826....	District of Columbia	District of Columbia	District of Columbia	Leave of absence.
Robert A. Cassin	Nov. 1, 1826....	Nov. 1, 1826....	Pennsylvania.....	Louisiana	do	Frigate Brandywino.
M. G. L. Claiborne.....	Feb. 1, 1827....	Feb. 1, 1827....	Tennessee.....	Tennessee.....	Tennessee.....	Frigate Potomac.
Oyerton Carr	March 1, 1827....	March 1, 1827....	District of Columbia.	Indiana.....	District of Columbia.	Naval school, Norfolk.
Charles H. Cotton	Jan. 1, 1828....	Jan. 1, 1828....	Vermont.....	Vermont.....	Vermont.....	West India squadron.
Franklin Clinton.....	April 1, 1828....	April 1, 1828....	New York.....	New York.....	New York.....	Frigate United States.
Augustus L. Case.....	do	do	do	do	do	Sloop St. Louis.
James W. Cooke.....	do	do	North Carolina	North Carolina	North Carolina	Leave of absence.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George R. Carroll.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Sloop Peacock.
Tunis A. M. Craven.....	do.....	do.....	New Hampshire.....	New York.....	New York.....	Leave of absence.
Richard C. Cogdell.....	May 19, 1829....	May 19, 1829....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
*William T. Cooke.....	April 25, 1831....	April 25, 1831....	Virginia.....	Virginia.....	Virginia.....	Frigate Potomac.
Williams Carter.....	July 13, 1831....	July 13, 1831....	do.....	do.....	do.....	Sloop Lexington.
*David R. Crawford.....	Dec. 9, 1831....	Dec. 9, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
John Carroll.....	Dec. 13, 1831....	Dec. 13, 1831....	Kentucky.....	Kentucky.....	Kentucky.....	Schooner Shark.
*William Craney.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Frigate Brandywine.
*Henry Logan Chipman.....	Jan. 14, 1832....	Jan. 14, 1832....	South Carolina.....	Michigan.....	Michigan.....	Waiting orders.
*George Colvocoerressis.....	Feb. 21, 1832....	Feb. 21, 1832....	Greece.....	Vermont.....	Vermont.....	Frigate United States.
*Albert G. Clary.....	May 8, 1832....	May 8, 1832....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
*Thomas W. Cumming.....	May 19, 1832....	May 19, 1832....	Maryland.....	Georgia.....	Georgia.....	Frigate United States.
*George W. Chapman.....	Sept. 20, 1832....	Sept. 20, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
*John Contee.....	Oct. 27, 1832....	Oct. 27, 1832....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
D.						
John C. Davidson.....	Nov. 22, 1825....	Nov. 22, 1825....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Schooner Ariel.
Benjamin M. Dove.....	Dec. 1, 1826....	Dec. 1, 1826....	Virginia.....	Virginia.....	do.....	Naval school, Norfolk.
John De Camp.....	Oct. 1, 1827....	Oct. 1, 1827....	New Jersey.....	Florida.....	Florida.....	Sloop Peacock.
Percival Drayton.....	Dec. 1, 1827....	Dec. 1, 1827....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Robert Deacon.....	Jan. 1, 1828....	Jan. 1, 1828....	New Jersey.....	New Jersey.....	New Jersey.....	West India squadron.
Francis V. Delbergho.....	April 1, 1828....	April 1, 1828....	Georgia.....	Georgia.....	Georgia.....	Frigate Constellation.
Daniel F. Dulany.....	do.....	do.....	Virginia.....	Maine.....	Virginia.....	Leave of absence.
B. S. B. Darlington.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Naval school, Norfolk.
Townshend Dade.....	May 1, 1828....	May 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Receiving ship, Norfolk.
Thomas F. Davis.....	Feb. 2, 1829....	Feb. 2, 1829....	Maine.....	Maine.....	Maine.....	Sloop Falmouth.
John B. Dale.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Stephen Dod.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Falmouth.
Stephen Decatur.....	March 17, 1829....	March 17, 1829....	do.....	New Hampshire.....	New Hampshire.....	Navy yard, Portsmouth.
Edwin J. De Haven.....	Oct. 2, 1829....	Oct. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.
Alonzo B. Davis.....	April 25, 1831....	April 25, 1831....	Louisiana.....	do.....	do.....	Schooner Dolphin.
*James A. Doyle.....	Jan. 4, 1832....	Jan. 4, 1832....	Virginia.....	Indiana.....	Indiana.....	Waiting orders.
*William S. Drayton.....	July 16, 1832....	Jan. 16, 1832....	South Carolina.....	South Carolina.....	South Carolina.....	Waiting orders.
E.						
George F. Emmons.....	April 1, 1828....	April 1, 1828....	Vermont.....	Vermont.....	Vermont.....	Frigate Brandywine.
*Charles W. Elliott.....	Jan. 1, 1832....	Jan. 1, 1832....	Missouri.....	Arkansas.....	Arkansas.....	Waiting orders.
*Henry Eld, jr.....	do.....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
F.						
William C. Farrar.....	April 1, 1826....	April 1, 1826....	Missouri.....	Missouri.....	Missouri.....	Leave of absence.
Henry French.....	Jan. 1, 1828....	Jan. 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Schooner Enterprise.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Octavius Fairfax.....	Jan. 1, 1828....	Jan. 1, 1828....	Virginia	Virginia	Connecticut	Naval school, Norfolk.
*Henry C. Flagg.....	April 1, 1828....	April 1, 1828....	Connecticut	South Carolina.....	South Carolina	Naval school, Norfolk.
*James M. Frailey.....	May 1, 1828....	May 1, 1828....	Maryland	Maryland	Maryland	Leave of absence.
Richard Forrest.....	Nov. 1, 1828....	Nov. 1, 1828....	District of Columbia.	District of Columbia.	District of Columbia.	Naval school, Norfolk.
John W. D. Ford.....	Feb. 2, 1829....	Feb. 2, 1828....	Maryland	Virginia	Virginia	Sloop John Adams.
James I. Forbes.....	Aug. 30, 1831....	Aug. 30, 1831....	do	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
G.						
John W. Graham.....	Jan. 1, 1825....	Jan. 1, 1825....	Connecticut	Connecticut	Connecticut	Naval school, Norfolk.
George R. Gray.....	Nov. 1, 1826....	Nov. 1, 1826....	Delaware	Pennsylvania.....	Pennsylvania.....	Naval school, Norfolk.
Edwin L. Greenwood.....	Dec. 1, 1826....	Dec. 1, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
James M. Gilliss.....	March 1, 1827....	March 1, 1827....	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
William C. Griffin.....	Oct. 1, 1827....	Oct. 1, 1827....	Virginia	Virginia	Virginia	Naval school, New York.
Joseph F. Green.....	Nov. 1, 1827....	Nov. 1, 1827....	Maine	Maine	Maine	Naval school, Norfolk.
John C. Graham.....	April 1, 1828....	April 1, 1828....	District of Columbia.	Kentucky	District of Columbia.	Frigate Brandywine.
Charles E. L. Griffin.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia	do	do	Sloop Concord.
Andrew F. V. Gray.....	Oct. 15, 1829....	Oct. 15, 1829....	West Indies.....	Louisiana.....	.....	Naval school, Norfolk.
*William Ross, Gardner.....	Dec. 20, 1831....	Dec. 20, 1831....	Georgia	Georgia.....	Georgia.....	Waiting orders.
*Samuel Garrison.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Sloop St. Louis.
*Thomas W. Gibson.....	Feb. 8, 1832....	Feb. 8, 1832....	Pennsylvania.....	Indiana	Indiana.....	Waiting orders.
Hunn Gansevoort.....	May 8, 1832....	May 8, 1832....	New York.....	New York.....	New York.....	Waiting orders.
Thomas O. Glassecock.....	July 17, 1832....	July 17, 1833....	South Carolina	Georgia.....	Georgia.....	Waiting orders.
Washington Gwathmey.....	July 21, 1832....	July 21, 1832....	England	Virginia	Virginia	Naval school, Norfolk.
William P. Gamble.....	Oct. 10, 1832....	Oct. 10, 1832....	Tennessee.....	Tennessee.....	Tennessee.....	Waiting orders.
H.						
John E. Holt, jr.....	March 4, 1823....	March 4, 1823....	Virginia	Virginia	Virginia	Norfolk school.
John C. Harter.....	March 1, 1826....	March 1, 1826....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
George N. Hawkins.....	do	do	do	Kentucky	Kentucky.....	Leave of absence.
Francis Huger.....	June 1, 1826....	June 1, 1826....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Lewis P. Higbee.....	Nov. 1, 1826....	Nov. 1, 1826....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop St. Louis.
Charles Heywood.....	do	do	do	Maine	Maine	Navy yard, New York.
Addison C. Hinton.....	Feb. 1, 1827....	Feb. 1, 1827....	North Carolina.....	North Carolina.....	North Carolina.....	Naval school, Norfolk.
Alexander M. Henderson.....	April 1, 1827....	April 1, 1827....	do	do	do	Leave of absence.
Zachariah Holland.....	June 1, 1827....	June 1, 1827....	Maryland	Maryland	Maryland	New York school.
Henry C. Hart.....	Sept. 1, 1827....	Sept. 1, 1827....	Kentucky	Kentucky	Kentucky.....	Frigate Potomac.
Bushrod W. Hunter.....	Nov. 1, 1827....	Nov. 1, 1827....	District of Columbia.	Virginia	Virginia	Naval school, Norfolk.
Robert Emmet Hooc.....	Jan. 1, 1828....	Jan. 1, 1828....	Virginia	do	do	Schooner Dolphin.
Albert A. Holcomb.....	April 1, 1828....	April 1, 1828....	New Jersey.....	Kentucky	Kentucky.....	Sloop Vandalia.
H. J. Harstene.....	do	do	do	South Carolina.....	Georgia.....	On furlough.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Horace N. Harrison	April 1, 1828	April 1, 1828	Georgia	Georgia	Georgia	Leave of absence.
George Henderson	May 1, 1828	May 1, 1828	Virginia	Virginia	Virginia	Schooner Grampus.
James L. Henderson	June 1, 1828	June 1, 1828	do	District of Columbia	do	Leave of absence.
Levin Handy	do	do	Maryland	Maryland	Maryland	New York school.
Thomas T. Hunter	July 1, 1828	July 1, 1828	Virginia	Virginia	Virginia	Leave of absence.
*William Lewis Herndon	Nov. 1, 1828	Nov. 1, 1828	do	do	do	Frigate Constellation.
William D. Hurst	Feb. 2, 1829	Feb. 2, 1829	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
Parry W. Humphreys	do	do	Kentucky	Kentucky	Kentucky	Sloop Vandalia.
Joshua Humphreys	do	do	Pennsylvania	Pennsylvania	District of Columbia	Frigate Brandywine.
James L. Heap	June 5, 1830	June 5, 1830	Delaware	do	Pennsylvania	Mediterranean squadron.
Richard M. Harvey	July 24, 1830	July 24, 1830	North Carolina	North Carolina	North Carolina	Frigate Brandywine.
*Charles Hunter	April 25, 1831	April 25, 1831	Rhode Island	Rhode Island	Rhode Island	Frigate Potomac.
Francis P. Hoban	April 28, 1831	April 28, 1831	District of Columbia	District of Columbia	District of Columbia	Frigate Potomac.
Baldwin M. Hunter	Dec. 13, 1831	Dec. 13, 1831	Pennsylvania	Georgia	Georgia	Schooner Enterprise.
*John Hall	Jan. 11, 1832	Jan. 11, 1832	New York	New York	New York	Sloop St. Louis.
*Montgomery Hunt, jr.	Jan. 17, 1832	Jan. 17, 1832	do	do	do	Sloop St. Louis.
*George W. Harrison	Jan. 20, 1832	Jan. 20, 1832	West Indies	Georgia	Georgia	Navy yard, Boston.
*Francis Haggerty	Feb. 17, 1832	Feb. 17, 1832	Pennsylvania	Pennsylvania	Pennsylvania	Schooner Experiment.
*Edward S. Hutter	Feb. 24, 1832	Feb. 24, 1832	do	do	do	Schooner Porpoise.
I.						
William H. Inskoop	April 1, 1828	April 1, 1828	Ohio	Ohio	Ohio	Waiting orders.
*Fredorick Hsloy	Feb. 2, 1829	Feb. 2, 1829	Maine	Maine	Maine	Sloop Falmouth.
J.						
William P. Jones	Jan. 1, 1827	Jan. 1, 1827	Illinois	Missouri	Missouri	Naval school, Norfolk.
Robert E. Johnson	Oct. 1, 1827	Oct. 1, 1827	North Carolina	North Carolina	North Carolina	Naval school, Norfolk.
Francis E. Joyner	April 1, 1828	April 1, 1828	South Carolina	South Carolina	South Carolina	Sloop Lexington.
Thornton A. Jenkins	Nov. 1, 1828	Nov. 1, 1828	Virginia	Virginia	Virginia	Sloop Vandalia.
Edmund Jenkins	Feb. 2, 1829	Feb. 2, 1829	Maryland	Maryland	Maryland	Waiting orders.
John A. Jarvis	Dec. 3, 1830	Dec. 3, 1830	New York	Massachusetts	New York	Sloop John Adams.
*William A. Jones	July 13, 1831	July 13, 1831	Pennsylvania	Ohio	Ohio	Receiving ship, Boston.
*William H. B. Johnson	Feb. 16, 1832	Feb. 16, 1832	Maryland	Maryland	Maryland	Waiting orders.
*James D. Johnson	June 30, 1832	June 30, 1832	Kentucky	Kentucky	Kentucky	Sloop Vandalia.
K.						
*Samuel R. Knox	April 1, 1828	April 1, 1828	Massachusetts	Massachusetts	Massachusetts	Schooner Dolphin.
Edmund C. Kennedy	Sept. 17, 1830	Sept. 17, 1830	Virginia	Virginia	Virginia	Frigate Brandywine.
L.						
Cranstoun Laurie	Nov. 1, 1826	Nov. 1, 1826	District of Columbia	Tennessee	District of Columbia	Leave of absence.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William B. Ludlow.....	May 1, 1827....	May 1, 1827....	Delaware	Maryland	Massachusetts	New York school.
Levi Lincoln, jr.....	Feb. 1, 1828....	Feb. 1, 1828....	Massachusetts	Massachusetts.....	do	Frigate Potomac.
Samuel Larkin, jr.....	April 1, 1828....	April 1, 1828....	New Hampshire	New Hampshire	New Hampshire	Sloop Vandalia.
James M. Lookert	do	do	South Carolina	Tennessee	Tennessee	Waiting orders.
Ninian E. Lano	do	do	Missouri	Illinois	Missouri	Leave of absence.
*Henry H. Lewis.....	May 1, 1828....	May 1, 1828....	Virginia	Kentucky	Kentucky	Frigate Constellation.
George Lansing.....	Nov. 1, 1828....	Nov. 1, 1828....	New York.....	New York.....	New York.....	Under orders to sloop St. Louis.
Montgomery Lewis	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William Leigh.....	do	do	Virginia	Virginia	Virginia	Naval school, Norfolk.
Dominick Lynch, jr.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Leave of absence.
Richard L. Love.....	Sept. 17, 1830....	Sept. 17, 1830....	Virginia	Virginia	Virginia	Frigate Brandywine.
*James B. Lewis	March 31, 1831....	March 31, 1831....	do	Tennessee	do	Frigate Potomac.
Richard H. Lowndes.....	June 25, 1831....	June 25, 1831....	South Carolina	South Carolina	South Carolina.....	Sloop Lexington.
Edmund Lanier.....	July 9, 1831....	July 9, 1831....	Virginia	Tennessee	Tennessee.....	Schooner Experiment.
Francis Lowry.....	Aug. 3, 1831....	Aug. 3, 1831....	Vermont.....	Vermont.....	Vermont.....	Schooner Grampus.
*William Edgar Le Roy.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Waiting orders.
*Nathan B. Lano.....	June 18, 1832....	June 18, 1832....	North Carolina	Alabama	Alabama	Waiting orders.
M.						
Thomas M. Melvill	Feb. 1, 1826....	Feb. 1, 1826....	France	Massachusetts.....	Massachusetts.....	Naval school, Norfolk.
James F. Miller.....	Nov. 1, 1826....	Nov. 1, 1826....	New Hampshire.....	do	New Hampshire	Leave of absence.
D. B. Morgan.....	Feb. 1, 1827....	Feb. 1, 1827....	Louisiana	Louisiana	Louisiana.....	Naval school, Norfolk.
George Minor.....	April 1, 1827....	April 1, 1827....	Virginia	Virginia	Virginia	Receiving ship, Norfolk.
Bernard J. Moeller	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Naval school, Norfolk.
John H. Maulsby.....	April 6, 1827....	April 6, 1827....	Maryland	Maryland	Maryland	Naval school, Norfolk.
Virgil M'Cracken.....	May 1, 1827....	May 1, 1827....	Kentucky	Kentucky.....	Kentucky.....	Schooner Ariel.
John Middleton.....	Nov. 1, 1827....	Nov. 1, 1827....	South Carolina	South Carolina	South Carolina	Norfolk school.
George M'Creery	do	do	Virginia	Virginia	Virginia	Norfolk school.
J. T. McLaughlin.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland	Alabama	Alabama	Leave of absence.
Joseph Moorehead.....	April 1, 1828....	April 1, 1828....	Ohio	Ohio	Ohio.....	Schooner Porpoise.
David McDougal	Dec. 1, 1828....	Dec. 1, 1828....	do	do	do	Frigate Brandywine.
George Macomber	May 1, 1828....	May 1, 1828....	Rhode Island	Georgia	Georgia.....	Leave of absence.
John B. Marchand.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Norfolk school.
William T. Muse.....	June 1, 1828....	June 1, 1828....	North Carolina	North Carolina	North Carolina	New York school.
Edward Middleton.....	July 1, 1828....	July 1, 1828....	South Carolina	South Carolina	South Carolina	Sloop Vandalia.
John F. Mercer	Oct. 1, 1828....	Oct. 1, 1828....	New Jersey	Connecticut	Connecticut	Schooner Boxer.
Charles F. McIntosh.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia	Virginia	Virginia	Frigate Brandywine.
Thomas W. Magruder	Feb. 2, 1829....	Feb. 2, 1829....	Maryland	Maryland	Maryland	Leave of absence.
Benjamin D. Moore	do	do	Kentucky	Tennessee.....	Illinois	West Indies.
William Lewis Maury	do	do	Virginia	Virginia	Virginia	Schooner Shark.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*Rhydon G. Moore	Feb. 2, 1829	Feb. 2, 1829	South Carolina	Georgia	Georgia	Sloop Warren.
*Charles W. Morris	Sept. 12, 1829	Sept. 12, 1829	Massachusetts	Massachusetts	Massachusetts	Frigate Potomac.
John M. Mason	March 31, 1831	March 31, 1831	Virginia	Virginia	Virginia	Sloop Lexington.
*Allen M'Lane	April 25, 1831	April 25, 1831	Delaware	Delaware	Delaware	Frigate United States.
*William May	May 2, 1831	May 2, 1831	District of Columbia.	Mississippi	District of Columbia	Frigate Potomac.
*Peter U. Murphy	May 12, 1831	May 12, 1831	North Carolina	North Carolina	North Carolina	Leave of absence.
*John B. Meigs	June 6, 1831	June 6, 1831	Georgia	Georgia	New York	Schooner Dolphin.
*John Mooney	Dec. 13, 1831	Dec. 13, 1831	Maine	Maine	Maine	Sloop Peacock
*Richard D. McDonald	Dec. 17, 1831	Dec. 17, 1831	New York	New York	New York	Waiting orders.
*James M' Cormick	Dec. 24, 1831	Dec. 24, 1831	Ohio	Ohio	Ohio	Waiting orders.
*Matthias Marino	Jan. 3, 1832	Jan. 3, 1832	Florida	Florida	Florida	Schooner Porpoise.
*Thomas M. Mix	Jan. 6, 1832	Jan. 6, 1832	New York	New York	New York	Sloop St. Louis.
*J. R. Madison Mullany	Jan. 7, 1832	Jan. 7, 1832	do	New Jersey	New Jersey	Frigate Constellation.
*Lafayette Maynard	Feb. 4, 1832	Feb. 4, 1832	Virginia	Virginia	Virginia	Sloop Vandalia.
William P. McArthur	Feb. 1, 1832	Feb. 1, 1832	Missouri	Missouri	Missouri	Waiting orders.
*John N. Maffit	Feb. 25, 1832	Feb. 25, 1832	Ireland	New York	New York	Sloop St. Louis.
James D. Morrison	March 8, 1832	March 8, 1832	Illinois	Illinois	Illinois	Waiting orders.
N.						
Hendrick Norvell	Aug. 14, 1830	Aug. 14, 1830	Kentucky	Tennessee	Kentucky	Sloop Vandalia.
James H. North	May 29, 1829	May 29, 1829	South Carolina	South Carolina	South Carolina	Frigate United States.
*John S. Neville	May 2, 1832	May 2, 1832	Pennsylvania	Ohio	Ohio	Waiting orders.
*William E. Newton	Sept. 24, 1832	Sept. 24, 1832	New York	New York	New York	Sloop St. Louis.
O.						
*Frederick Oakes	May 8, 1832	May 8, 1832	Connecticut	Connecticut	Connecticut	Sloop St. Louis.
P.						
C. W. Pickering	May 1, 1822	May 1, 1822	New Hampshire	New Hampshire	New Hampshire	Sloop Falmouth.
Charles Peiree	August 1, 1827	August 1, 1827	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
William H. Pendleton	Sept. 1, 1827	Sept. 1, 1827	Virginia	Virginia	Virginia	Sloop Falmouth.
Thomas J. Page	Oct. 1, 1827	Oct. 1, 1827	do	do	do	Norfolk school.
Ferdinand Piper	Nov. 1, 1827	Nov. 1, 1827	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Robert F. Pinkney	Dec. 1, 1827	Dec. 1, 1827	Maryland	Maryland	Maryland	Leave of absence.
John P. Parkor	April 1, 1828	April 1, 1828	New Hampshire	New Hampshire	New Hampshire	Leave of absence.
Henry J. Paul	do	do	Ireland	North Carolina	North Carolina	Receiving ship, Philadelphia.
Alexander M. Pennock	do	do	Virginia	Tennessee	Tennessee	Receiving ship, Norfolk.
Edward H. Perkins	do	do	Connecticut	New York	New York	Navy yard, New York.
Roger Perry	July 1, 1828	July 1, 1828	Maryland	Maryland	Maryland	Leave of absence.
Augustin W. Prevost	Nov. 1, 1828	Nov. 1, 1828	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Brandywine.
Robert B. Pogram	Feb. 2, 1829	Feb. 2, 1829	Virginia	Virginia	Virginia	Frigate United States.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*Robert Patton, jr.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia	District of Columbia	Virginia	Leave of absence.
William Pope	do	do	Illinois	Illinois	Illinois	Sloop Lexington.
David D. Porter.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate United States.
Oliver H. Perry	Feb. 24, 1829....	Feb. 24, 1829....	Rhode Island.....	Rhode Island.. ...	Rhode Island.....	Leave of absence.
Matthew S. Pitcher	March 13, 1829....	March 13, 1829....	New York	New York.....	New York.....	Leave of absence.
Carlisle P. Patterson	Sept. 2, 1830....	Sept. 2, 1830....	Mississippi.....	District of Columbia.	Mississippi	Frigate Brandywine.
*James L. Parker	June 6, 1831....	June 6, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Carter B. Poindexter	Nov. 16, 1831....	Nov. 16, 1831....	Virginia	New York.....	New York.....	Schooner Enterpriso.
*Enoch G. Parrott	Dec. 10, 1831....	Dec. 18, 1831....	New Hampshire	New Hampshire	New Hampshire	Schooner Boxer.
*William Ross Postell.....	Dec. 31, 1831....	Dec. 31, 1831....	South Carolina	South Carolina	Georgia.....	Frigate Constellation.
*William Fryor.....	Feb. 11, 1832....	Feb. 11, 1832....	Kentucky	Tennessee	Tennessee.....	Waiting orders.
*Ferdinand Pepin	April 13, 1832....	April 13, 1832....	Pennsylvania.....	Florida	Florida	New York school.
*William L. Parkinson.....	Sept. 20, 1832....	Sept. 20, 1832....	New Jersey	Pennsylvania	Pennsylvania.....	Waiting orders.
R.						
Robert James Ross.....	Aug. 1, 1826....	Aug. 1, 1826....	District of Columbia	District of Columbia	District of Columbia	Waiting orders.
Charles S. Ridgely	Nov. 1, 1826....	Nov. 1, 1826....	Maryland	Maryland	Maryland	Sloop St. Louis.
John H. Roberts	March 1, 1827....	March 1, 1827....	Virginia	Virginia	Virginia	Sloop Falmouth.
Thomas R. Rootes	do	do	do	Georgia.....	do	Norfolk school.
William I. H. Robertson.....	Nov. 1, 1827....	Nov. 1, 1827....	do	Virginia	District of Columbia.	Frigate Constellation.
*John L. Ring	April 1, 1828....	April 1, 1828....	South Carolina	South Carolina.....	South Carolina	Sloop John Adams.
Joseph W. Revere	do	do	Massachusetts.....	New York.....	New York.....	Norfolk school.
Daniel B. Ridgely	do	do	Kentucky	Kentucky.....	Kentucky	Waiting orders.
John Rodgers	April 18, 1828....	April 18, 1828....	Maryland	District of Columbia	Maryland	Leave of absence.
Francis B. Renshaw.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.
William S. Ringgold.....	do	do	Maryland	District of Columbia.	District of Columbia.	Frigate United States.
Nathaniel Reeder.....	do	do	Ohio	Ohio.....	Ohio.....	Leave of absence.
Alexander R. Rose	Sept. 25, 1830....	Sept. 25, 1830....	Virginia	Virginia	Virginia	Waiting orders.
George W. Randolph.....	March 31, 1831....	March 31, 1831....	do	do	do	Leave of absence.
James W. E. Reid	Sept. 26, 1831....	Sept. 26, 1831....	Georgia.....	Georgia.....	Georgia.....	Sloop Vandalia.
*William Reynolds.....	Nov. 17, 1831....	Nov. 17, 1831....	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Schooner Boxer.
*William Bainbridge Renshaw.....	Dec. 22, 1831....	Dec. 22, 1831....	New York.....	New York.....	New York.....	Frigate United States.
*Washington Reid	do	do	do	do	do	Schooner Enterpriso.
*Lewis Henry Roumfort.....	Dec. 23, 1831....	Dec. 23, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
*William Ronkendorf.....	Feb. 17, 1832....	Feb. 17, 1832....	do	do	do	Schooner Porpoise.
*Charles Robinson	May 1, 1832....	May 1, 1832....	do	Massachusetts	Massachusetts.....	Schooner Porpoise.
*Charles Richardson	May 19, 1832....	May 19, 1832....	New York.....	New York.....	New York.....	Naval school, Norfolk.
*Henry P. Robertson	June 28, 1832....	June 28, 1833....	Tennessee	Tennessee.....	Tennessee	Waiting orders.

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Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
S.						
David M. Stokes.....	May 1, 1832....	May 1, 1832....	North Carolina....	North Carolina....	North Carolina....	Waiting orders.
John L. Spencer.....	June 1, 1826....	June 1, 1826....	New York.....	New York.....	New York.....	New York school.
Henry A. Steele.....	Nov. 1, 1826....	Nov. 1, 1826....	Delaware.....	Delaware.....	Delaware.....	Norfolk school.
James R. Sully.....	Feb. 1, 1827....	Feb. 1, 1827....	South Carolina....	Virginia.....	Virginia.....	Norfolk school.
Benjamin S. Slye.....	April 1, 1827....	March 1, 1827....	District of Columbia.	District of Columbia.	District of Columbia.	Norfolk school.
Luther Stoddard.....	March 1, 1827....	April 1, 1827....	New York.....	New York.....	New York.....	New York school.
*Hugh H. Stockton.....	July 1, 1827....	July 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop St. Louis.
William C. Spencer.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	Pennsylvania.....	Maryland.....	Leave of absence.
*William O. Slade.....	April 1, 1832....	April 1, 1832....	District of Columbia	Illinois.....	Virginia.....	Norfolk school.
Charles Steedman.....	do.....	do.....	South Carolina....	South Carolina....	South Carolina....	Navy yard, Norfolk.
Benjamin F. Sands.....	do.....	do.....	Maryland.....	Kentucky.....	Kentucky.....	Sloop St. Louis.
George L. Selden.....	do.....	do.....	Virginia.....	Ohio.....	District of Columbia	Norfolk school.
Henry S. Stellwagen.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship Philadelphia.
Elio W. Stull.....	June 1, 1832....	June 1, 1832....	Maryland.....	District of Columbia	District of Columbia	Leave of absence.
William S. Swann.....	July 1, 1832....	July 1, 1832....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Gustavus H. Scott.....	Aug. 1, 1832....	Aug. 1, 1832....	do.....	do.....	do.....	Schooner Experiment.
William W. Smith.....	Nov. 1, 1832....	Nov. 1, 1832....	New Jersey.....	Arkansas.....	Arkansas.....	Schooner Grampus.
O. F. M. Spotswood.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Vandalia.
James H. Strong.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Sloop Lexington.
*Lewis C. Sartori.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Warren.
Montfort S. Stokes.....	May 12, 1829....	May 12, 1829....	North Carolina....	North Carolina....	North Carolina....	Frigate Brandywine.
E. T. Shubrick.....	June 22, 1829....	June 22, 1829....	New York.....	South Carolina....	South Carolina....	Frigate Brandywine.
John H. Sherburne.....	Oct. 5, 1829....	Oct. 5, 1829....	New Hampshire....	New Hampshire....	New Hampshire....	Navy yard, Portsmouth.
*George T. Sinclair.....	April 23, 1831....	April 23, 1831....	Virginia.....	Virginia.....	Virginia.....	Frigate Potomac.
William Scandrett Smith.....	April 25, 1831....	April 25, 1831....	do.....	do.....	do.....	Sloop Falmouth.
*James G. Stanly.....	April 30, 1831....	April 30, 1831....	North Carolina....	North Carolina....	North Carolina....	Frigate Potomac.
*Henry Skipwith.....	June 25, 1831....	June 25, 1831....	Virginia.....	Louisiana.....	Virginia.....	Sloop Warren.
Benjamin F. Shattuck.....	do.....	do.....	New Hampshire....	New Hampshire....	New Hampshire....	Sloop Lexington.
*Fobius Stanly.....	Dec. 20, 1831....	Dec. 20, 1831....	North Carolina....	North Carolina....	North Carolina....	Frigate Constellation.
*Woodhull S. Schenek.....	Dec. 30, 1831....	Dec. 30, 1831....	Ohio.....	Ohio.....	Ohio.....	Frigate United States.
*Joseph P. Sanford.....	Feb. 11, 1832....	Feb. 11, 1832....	Virginia.....	Missouri.....	Missouri.....	Schooner Experiment.
*Roger N. Stembel.....	March 27, 1832....	March 27, 1832....	Maryland.....	Ohio.....	Ohio.....	Schooner Porpoise.
*William Taylor Smith.....	July 17, 1832....	July 17, 1832....	Virginia.....	District of Columbia.	District of Columbia.	Waiting orders.
T.						
John R. Tucker.....	June 1, 1826....	June 1, 1826....	District of Columbia	Indiana.....	District of Columbia	New York school.
Edward R. Thomson.....	Dec. 1, 1826....	Dec. 1, 1826....	Pennsylvania.....	New Jersey.....	Pennsylvania.....	Leave of absence.
Oliver Tod.....	May 1, 1827....	May 1, 1827....	do.....	Pennsylvania.....	do.....	New York school.
*Henry C. Tighman.....	Feb. 1, 1828....	Feb. 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
William R. Taylor.....	April 1, 1828....	April 1, 1828....	Rhode Island.....	Rhode Island.....	Massachusetts.....	Leave of absence.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John G. Tod	April 1, 1828....	April 1, 1828....	Kentucky	Kentucky	Kentucky	Sloop St. Louis.
*John W. Taylor	do	do	South Carolina	Georgia	Georgia	Frigate Potomac.
Thruston M. Taylor	do	do	Kentucky	Kentucky	Kentucky	West Indies.
Addison R. Taliaferro	Feb. 2, 1829....	Feb. 2, 1829....	Virginia	Virginia	Virginia	Waiting orders.
Charles Thomas	do	do	Maryland	Maryland	Maryland	Sloop Peacock.
*Samuel A. Turner	do	do .....	.....	Massachusetts .....	.....	Sloop Warren.
John J. Thurston	do	do	District of Columbia.	Alabama	District of Columbia.	Frigate Brandywine.
Richard L. Tilghman	Oct. 27, 1830....	Oct. 27, 1830....	Maryland	Maryland	Maryland	Sloop John Adams.
*George M. Totten	May 5, 1831....	May 5, 1831....	New York	Rhode Island	Rhode Island	Frigate Potomac.
*William Paul Taylor	June 13, 1831....	June 13, 1831....	do	New York	New York	Schooner Dolphin.
*Richard S. Trapier	Dec. 21, 1831....	Dec. 21, 1831....	South Carolina	South Carolina	South Carolina	Frigate Constellation.
*Strong B. Thompson	April 13, 1832....	April 13, 1832....	Vermont	Vermont	Vermont	Waiting orders.
*George J. W. Thayer	Oct. 23, 1832....	Oct. 23, 1832....	New York	Mississippi	Mississippi	Waiting orders.
U.						
Joseph A. Underwood	Feb. 2, 1829....	Feb. 2, 1829....	Maine	Massachusetts	New York	Frigate Brandywine.
W.						
John J. White	July 1, 1826....	July 1, 1826....	Georgia	Georgia	Georgia	Sloop St. Louis.
*Henry Walke	Feb. 1, 1827....	Feb. 1, 1827....	Virginia	Ohio	Ohio	Norfolk school.
A. S. Worth	do	do	Massachusetts	New York	New York	Norfolk school.
John A. Winslow	do	do	North Carolina	North Carolina	Massachusetts	Leave of absence.
John Weems	Aug. 4, 1827....	Aug. 4, 1827....	District of Columbia.	District of Columbia.	Maryland	Leave of absence.
William M. Walker	Nov. 1, 1827....	Nov. 1, 1827....	Maryland	Maryland	District of Columbia.	Waiting orders.
John J. B. Walbach	Dec. 1, 1827....	Dec. 1, 1827....	.....	New Hampshire .....	.....	Leave of absence.
John T. Williams	April 1, 1828....	April 1, 1828....	North Carolina	North Carolina	North Carolina	Frigate Constellation.
Stephen W. Wilkinson	do	do	do	Tennessee	Tennessee	Leave of absence.
Robert P. Welsh	do	do	Ohio	Ohio	Ohio	Frigate Brandywine.
Francois B. Wright	do	do	District of Columbia.	Kentucky	District of Columbia.	Leave of absence.
George McA. White	Nov. 1, 1828....	Nov. 1, 1828....	Georgia	Georgia	do	Leave of absence.
*Joseph C. Walsh	do	do .....	.....	Pennsylvania	Pennsylvania	Schooner Dolphin.
Clarence Watkins	Dec. 1, 1828....	Dec. 1, 1828....	Maryland	District of Columbia.	District of Columbia.	Frigate United States.
William B. Whiting	Feb. 2, 1829....	Feb. 2, 1829....	New York	New York	New York	Sloop Falmouth.
George J. Wycho	do	do	Virginia	Alabama	Alabama	Leave of absence.
Edward C. Ward	do	do	New York	New York	New York	Leave of absence.
John O. Wilson	do	do	New Jersey	New Jersey	New Jersey	Sloop John Adams.
William S. Williamson	do	do	do	do	do	Sloop John Adams.
Richard Wainwright	May 11, 1831....	May 11, 1831....	Massachusetts	Virginia	South Carolina	Mediterranean squadron.
*Lewis Morris Wilkins	June 13, 1831....	June 13, 1831....	New York	New York	New York	Sloop Warren.
*M. D. E. W. Watson	Oct. 26, 1831....	Oct. 26, 1831....	Vermont	Ohio	Ohio	West India squadron.
*Henry Tingey Wingate	Dec. 13, 1831....	Dec. 13, 1831....	Maine	Maine	Maine	Sloop Peacock.

Naval register for 1833—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*John Brooks Weed.....	Dec. 13, 1831....	Dec. 13, 1831....	Maine.....	Maine.....	Maine.....	Sloop Peacock.
*A. H. Wells.....	Dec. 14, 1831....	Dec. 14, 1831....	District of Columbia.	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
*George Wickham.....	Jan. 5, 1832....	Jan. 5, 1832....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
*James C. Williamson.....	Jan. 7, 1832....	Jan. 7, 1832....	New Jersey.....	New York.....	New York.....	Frigate Brandywine.
*Vincent L. Williamson.....	March 12, 1832....	March 12, 1832....	Delaware.....	Delaware.....	Delaware.....	Under orders to West India squadron.
*Maxwell Woodhull.....	June 4, 1832....	June 4, 1832....	New York.....	New York.....	New York.....	Waiting orders.
*William H. Wallace.....	July 7, 1832....	July 7, 1832....	Ohio.....	Indiana.....	Indiana.....	Waiting orders.
*Melanethon B. Woolsey.....	Sept. 24, 1832....	Sept. 24, 1832....	New York.....	New York.....	New York.....	Coast of Brazil.
*Henry Waddell.....	Sept. 29, 1832....	Sept. 29, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Y.						
Alexander K. Yancey.....	April 1, 1825....	April 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
William S. Young.....	March 1, 1827....	March 1, 1827....	District of Columbia.	District of Columbia.	District of Columbia.	Norfolk school.
Edward M. Yard.....	Nov. 1, 1827....	Nov. 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.

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SAILINGMASTERS.

William Knight.....	Oct. 2, 1799....	Oct. 2, 1799....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Salvadoro Catalano.....	Aug. 9, 1809....	Aug. 9, 1809....	Sicily.....	District of Columbia.	District of Columbia.	Navy yard, Washington.
Augustus Ford.....	March 28, 1810....	March 28, 1810....	Rhode Island.....	New York.....	New York.....	Leave of absence.
A. B. Bloodgood.....	June 25, 1812....	June 25, 1812....	New York.....	do.....	do.....	New York station.
Robert Knox.....	July 20, 1812....	July 20, 1812....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
James B. Potts.....	July 24, 1812....	July 24, 1812....	England.....	District of Columbia.	Virginia.....	Navy yard, Gosport.
William Vaughan.....	Aug. 22, 1812....	Aug. 22, 1812....	Pennsylvania.....	New York.....	New York.....	Furlough.
Marmaduke Dove.....	Aug. 29, 1812....	Aug. 29, 1812....	Maryland.....	Maryland.....	District of Columbia.	Navy yard, Washington.
Cornelius Bennett.....	Dec. 9, 1812....	Dec. 9, 1812....	Massachusetts.....	Rhode Island.....	Rhode Island.....	Waiting orders.
Charles W. Waldo.....	March 10, 1813....	March 10, 1813....	do.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
John Clough.....	July 3, 1813....	July 3, 1813....	do.....	New York.....	New York.....	Receiving ship, New York.
F. H. Ellison.....	do.....	do.....	England.....	do.....	do.....	Navy yard, New York.
Francis Mallaby.....	do.....	do.....	New York.....	do.....	do.....	Sackett's Harbor.
Samuel C. Hixon.....	April 30, 1814....	April 30, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Receiving ship, Boston.
James Ferguson.....	May 27, 1814....	May 27, 1814....	New York.....	New York.....	do.....	Navy yard, Philadelphia.
Robert S. Tatem.....	July 21, 1814....	July 21, 1814....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Joseph Williston.....	Nov. 26, 1814....	Nov. 26, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Ordinary, Boston.
William Miller.....	Jan. 28, 1815....	Jan. 28, 1815....	Scotland.....	Pennsylvania.....	Pennsylvania.....	Philadelphia station.
Nahum Warren.....	Feb. 6, 1815....	Feb. 6, 1815....	New Hampshire.....	District of Columbia.	District of Columbia.	Navy yard, Pensacola.
Henry Worthington.....	May 2, 1815....	May 2, 1815....	Maryland.....	Maryland.....	Maryland.....	Receiving ship, Norfolk.
John Carlton.....	July 4, 1815....	July 4, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Alexander Cunningham.....	Nov. 15, 1815....	Nov. 15, 1815....	South Carolina.....	Virginia.....	Virginia.....	Waiting orders.

NOTE.—One midshipman left the service since this publication began, leaving the whole number of passed midshipmen and midshipmen now four hundred and fifty.

Naval register for 1833—SAILINGMASTERS—Continued.

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John Robinson	Nov. 27, 1815....	Nov. 27, 1815 ..	Massachusetts	Massachusetts	Massachusetts	Ordinary, New York.
James Tewksbury.....	Dec. 14, 1815....	Dec. 14, 1815....	do	do	do	Philadelphia station.
John Quin	Nov. 1, 1816....	Nov. 1, 1816....	Pennsylvania	Louisiana	Ohio.....	On furlough.
N A. Prentiss	Jan. 22, 1823....	Jan. 22, 1823....	Massachusetts.....	Massachusetts	Massachusetts.....	On furlough.
Jacob Mull.....	Aug. 5, 1825....	Aug. 5, 1825....	Maryland	Maryland	Maryland	Navy yard, Portsmouth.
Frederick W. Mooers.....	May 19, 1827....	May 19, 1827....	New York.....	New York.....	New York.....	Leave of absence.
H. A. F. Young.....	May 16, 1827....	May 16, 1827....	.....	.....	.....	Ordinary, Gosport.
P. G. Rodrigues, (acting)	Aug. 4, 1827....	Aug. 4, 1827....	.....	.....	.....	Naval school, Norfolk.
John Barry	Aug. 3, 1831....	Aug. 3, 1831....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Potomac.

Sailingmasters—31.

BOATSWAINS.

David Eaton	Aug. 8, 1811....	Aug. 8, 1811....	Pennsylvania.....	District of Columbia	Pennsylvania.....	Navy yard, Washington.
John Woods.....	July 8, 1815....	July 8, 1815....	New Jersey	Pennsylvania.....	do	Leave of absence.
James Banks.....	July 21, 1817....	July 21, 1817....	New York.....	New York.....	New York.....	Leave of absence.
John Smith	Dec. 7, 1819....	Dec. 7, 1819....	Maryland	do	do	Leave of absence. Sick.
John Ball	Oct. 14, 1824....	Oct. 14, 1824....	New York.....	do	Maine	Sloop St. Louis.
Wm. Waters	April 21, 1827....	April 21, 1827....	.....	.....	New York.....	Sloop John Adams.
Edward Crocker, acting	June 16, 1828....	June 16, 1828....	.....	.....	.....	New York yard.
John Morris, do	Oct. 28, 1828....	Oct. 28, 1828....	.....	.....	.....	Navy yard, Boston.
Thomas Ring,	do	do .....	.....	.....	.....	Leave of absence.
Lawrence Gallagher, do	Nov. 15, 1828....	Nov. 15, 1828....	.....	.....	.....	Receiving ship, New York.
John Freeman, do	May 10, 1830....	May 10, 1830....	.....	.....	.....	Navy yard, Norfolk.
Robert H. O'Neal	June 13, 1831....	June 13, 1831....	North Carolina	New York.....	New York.....	Sloop Falmouth.
William Brown, (acting)	Aug. 29, 1831....	Aug. 29, 1831....	do	do	do	Frigate Constellation.
William Hart	Dec. 2, 1831....	Dec. 2, 1831....	Virginia	do	do	Leave of absence.
John Patterson	April 2, 1832....	April 2, 1832....	England	Louisiana	Louisiana	Navy yard, Pensacola.
George Blanchard.....	May 19, 1832....	May 19, 1832....	New York.....	New York.....	New York.....	Frigate United States.

Boatswains—16.

GUNNERS.

George Marshall.....	July 15, 1809....	July 15, 1809....	Greece.....	District of Columbia	District of Columbia	Navy yard, Norfolk.
Stephen Jones.....	May 6, 1813....	May 6, 1813....	New York.....	New York.....	New York.....	Waiting orders.
John Blight.....	May 3, 1821....	May 3, 1821....	do	do	do	Navy yard, New York.
Joseph Andrews	Nov. 24, 1823....	Nov. 24, 1823....	Massachusetts	Massachusetts	New York	Navy yard, Portsmouth.
Asa Curtis	March 1, 1825....	March 1, 1825....	do	do	Massachusetts	Navy yard, Philadelphia.
William B. Brown	Dec. 9, 1825....	Dec. 9, 1825....	Germany.....	do	do	Navy yard, Boston.
John R. Covington.....	.....	.....	Maryland	Maryland	Maryland	Frigate Potomac.
Thomas W. Ryley	Jan. 29, 1827....	Jan. 29, 1827....	Connecticut	Connecticut	Connecticut	Frigate Brandywine.
Charles Fales	Oct. 30, 1827....	Oct. 30, 1827....	.....	.....	.....	Schooner Enterprise.

Naval register for 1833—GUNNERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Thomas Barry	Dec. 27, 1827....	Dec. 27, 1827....	Pennsylvania.....	Pennsylvania.....	District of Columbia	Leave of absence.
Benjamin Townor	Feb. 7, 1828....	Feb. 7, 1828....	New Hampshire....	Virginia.....	Virginia.....	Waiting orders.
John M. Green, (acting).....	Nov. 28, 1828....	Nov. 28, 1828....	New York.....	New York.....	District of Columbia	Navy yard, Pensacola.
Henry Keeling, (acting).....	Aug. 25, 1829....	Aug. 25, 1829....	.....	.....	.....	Frigate Constellation.
Daniel Kelly, (acting).....	Oct. 29, 1829....	Oct. 29, 1829....	.....	.....	.....	Leave of absence.
Lewis Parker.....	Nov. 20, 1830....	Nov. 20, 1830....	Italy.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Alexander Stephenson.....	Jan. 6, 1832....	Jan. 6, 1832....	New York.....	District of Columbia.	Virginia.....	Navy yard, Washington.
Samuel G. City.....	May 19, 1832....	May 19, 1832....	Maryland.....	Mediterranean.....	New York.....	Frigate United States.
Francis Gardner, (acting).....	Sept. 7, 1832....	Sept. 7, 1832....	.....	.....	.....	Sloop St. Louis.

Gunners—18.

CARPENTERS.

Richard Thomas	Jan. 22, 1814....	Jan. 22, 1814....	Maryland.....	Virginia.....	Maryland.....	Navy yard, New York.
John Snider	Jan. 1, 1818....	Jan. 1, 1818....	.....	Pennsylvania.....	.....	Navy yard, Pensacola.
Samuel Phillips.....	May 24, 1821....	May 24, 1821....	New Jersey.....	New York.....	New York.....	Leave of absence.
Thomas Armstrong.....	June 17, 1822....	June 17, 1822....	Pennsylvania.....	District of Columbia.	Virginia.....	Navy yard, Gosport.
John Fisher.....	March 20, 1823....	March 20, 1823....	Virginia.....	New York.....	New York.....	Leave of absence.
John A. Dickason.....	Dec. 13, 1825....	Dec. 13, 1825....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Portsmouth.
Calvin Oaks.....	June 12, 1826....	June 12, 1826....	.....	.....	.....	Navy yard, Boston.
John Southwick.....	Dec. 21, 1826....	Dec. 21, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
William E. Sheffield, (acting).....	Nov. 11, 1829....	Nov. 11, 1829....	.....	.....	.....	Frigate Potomac.
Wm. Hatch, (acting).....	Nov. 1, 1831....	Nov. 1, 1831....	.....	South Carolina.....	.....	Waiting orders.
John Williston.....	Nov. 17, 1831....	Nov. 17, 1831....	Massachusetts.....	New York.....	Virginia.....	Waiting orders.
Alonzo Jones.....	Nov. 18, 1831....	Nov. 18, 1831....	do.....	Virginia.....	Massachusetts.....	Leave of absence.
Patrick Deo.....	May 9, 1832....	May 9, 1832....	Ireland.....	Massachusetts.....	do.....	Frigate United States.
Elliott Green.....	Aug. 17, 1832....	Aug. 17, 1832....	New York.....	New York.....	New York.....	Sloop St. Louis.

Carpenters—14.

SAILMAKERS.

Benj. B. Burchstead.....	April 5, 1821....	April 5, 1821....	Massachusetts.....	New York.....	Massachusetts.....	Waiting orders.
James R. Childs.....	June 8, 1822....	June 8, 1822....	Maryland.....	Maryland.....	Maryland.....	Navy yard, New York.
Nathaniel B. Peed.....	Oct. 22, 1823....	Oct. 22, 1823....	Virginia.....	New York.....	New York.....	Frigate United States.
Benjamin Crow.....	May 5, 1826....	May 5, 1826....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Samuel B. Banister.....	July 17, 1826....	July 17, 1826....	Massachusetts.....	New York.....	Massachusetts.....	Navy yard, Boston.
Christian Nelson.....	Dec. 21, 1826....	Dec. 21, 1826....	Copenhagen.....	Massachusetts.....	do.....	Frigate Potomac.
William Ryan.....	Sept. 18, 1827....	Sept. 18, 1827....	New York.....	New York.....	New York.....	Sloop St. Louis.
John Clementson.....	July 18, 1828....	July 18, 1829....	.....	.....	.....	Navy yard, Washington.
James Davis.....	Nov. 4, 1828....	Nov. 4, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John C. Hall, (acting).....	Aug. 25, 1829....	Aug. 25, 1829....	.....	.....	.....	Leave of absence.
J. G. Gallagher.....	Nov. 27, 1829....	Nov. 27, 1829....	.....	.....	.....	Leave of absence.

Naval register for 1833—SAILMAKERS—Continued.

Names.	Original entry into the service.	Date of present warrant	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Beggs	Aug. 20, 1830....	Aug. 20, 1830....	.....	.....	.....	Frigate Brandywine.
John Heekle	Nov. 9, 1831....	Nov. 9, 1831....	New York.....	New York.....	New York.....	Leave of absence.

Sailmakers—13.

MARINE CORPS.

Archibald Henderson, licut. colonel commandant | June 4, 1806.... | Oct. 17, 1820.... | Virginia | Virginia | Virginia | Head-quarters.

CAPTAINS.

Names.	Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
R. D. Wainwright, brevet licut. colonel	May 9, 1800....	Sept. 29, 1812....	March 3, 1827.	South Carolina..	South Carolina..	South Carolina..	Gosport, Virginia.
Samuel Miller, brevet licut. colonel.....	June 1, 1808....	June 18, 1814....	do	Massachusetts..	Massachusetts..	Massachusetts..	Philadelphia.
John M. Gamble, brevet licut. colonel.....	Jan. 16, 1809....	do	do	New Jersey	New Jersey	New Hampshire.	New York.
Samuel E. Watson, brevet licut. colonel.....	July 4, 1812....	March 28, 1820....	March 28, 1830.	Virginia	Kentucky	Virginia	Portsmouth, New Hampshire.
William H. Freeman, brevet licut. colonel	Aug. 17, 1812....	July 17, 1821....	.....	Connecticut ...	Connecticut ...	Connecticut ...	Charlestown, Massachusetts.
Charles R. Broom, paymaster.....	July 27, 1813....	March 7, 1824....	.....	Delaware	Delaware	Delaware	Head-quarters.
Levi Twiggs.....	Nov. 10, 1813....	Feb. 23, 1830....	.....	Georgia.....	Georgia.....	Georgia.....	Navy yard, Washington.
John Harris.....	do	June 13, 1830....	.....	Pennsylvania...	Pennsylvania...	Pennsylvania...	Frigate United States,
Thomas A. Linton	Feb. 28, 1815....	April 7, 1832....	.....	Virginia	Virginia	Virginia	Pensacola.

Captains—9.

FIRST LIEUTENANTS.

James Edelin, captain by brevet	March 1, 1815....	April 18, 1817....	April 18, 1827.	Maryland	Maryland	Maryland	Navy yard, Washington.
P. G. Howle, adjutant and inspector, captain by brevet	do	do	do	Virginia	Virginia	Virginia	Head-quarters.
E. J. Weed, quartermaster, captain by brevet	Jan. 16, 1817....	March 3, 1819....	Nov. 7, 1823.	Pennsylvania ..	Pennsylvania ..	Pennsylvania..	Head-quarters.
Joseph C. Hall, captain by brevet	June 10, 1817....	do	March 3, 1819.	Maryland	Maryland	Maryland	Receiving ship, New York.
William W. Dulany, captain by brevet.	do	June 19, 1819....	June 19, 1829.	Virginia	Virginia	Virginia	Charlestown, Massachusetts.
Thomas S. English, captain by brevet	do	Aug. 11, 1819....	Aug. 11, 1829.	Massachusetts ..	New Hampshire.	New Hampshire.	Frigate Brandywine.
George W. Walker.....	do	March 3, 1821....	.....	Dist. of Colum..	Dist. of Colum..	Dist. of Colum..	Portsmouth, New Hampshire.
Charles Grymes.....	March 3, 1819....	July 20, 1821....	.....	Virginia	Virginia	Virginia	Gosport, Virginia.
Ward Marston.....	do	Oct. 30, 1821....	.....	Massachusetts ..	Massachusetts ..	Massachusetts ..	Charlestown, Mass.
Charles C. Tupper	do	Jan. 21, 1822....	.....	New York.....	New York.....	New York.....	Furlough.
A. A. Nicholson.....	March 28, 1820....	May 27, 1822....	.....	South Carolina .	South Carolina .	South Carolina .	New York.
James M'Cawley.....	do	Oct. 6, 1822....	.....	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Gosport, Virginia.
Benjamin Macomber.....	do	April 2, 1823....	.....	Rhode Island ..	Rhode Island ..	New York.....	New York.
A. N. Brevoorte.....	do	Sept. 28, 1823....	.....	New York.....	New York	do	New York.
Andrew Ross.....	March 2, 1821....	Oct. 1, 1824....	.....	do	Louisiana.....	do	Sloop Vandalia.
Wm. A. Bloodgood.....	do	Dec. 1, 1824....	.....	do	New York.....	do	Furlough.
Richard Douglas.....	May 7, 1822....	April 26, 1825....	.....	Pennsylvania ..	New Jersey ...	do	Philadelphia.
Job G. Williams.....	do	Dec. 27, 1825....	.....	Massachusetts ..	New York.....	Pennsylvania ..	Furlough.

Naval register for 1833—FIRST LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
Alvin Edson.....	May 7, 1822....	March 14, 1829....	Vermont.....	Vermont.....	Vermont.....	Frigate Potomac.
Horatio N. Crabb.....	do	Feb. 23, 1830....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Gosport, Virginia.
Henry B. Tyler.....	March 3, 1823....	April 1, 1830....	Virginia.....	Virginia.....	Virginia.....	Furlough.
Joseph L. C. Hardy.....	do	June 13, 1830....	New York.....	South Carolina.....	South Carolina.....	Sloop Falmouth.
George F. Lindsay.....	April 1, 1823....	Sept. 23, 1831....	Virginia.....	Mississippi.....	Mississippi.....	Pensacola.
Landon N. Cartor.....	May 26, 1824....	April 7, 1832....	do	Virginia.....	Virginia.....	Frigate Constellation.

First lieutenants—24.

SECOND LIEUTENANTS.

John G. Reynolds.....	May 26, 1824....	May 26, 1824....	New Jersey.....	New York.....	New York.....	Philadelphia.
Henry W. Fowler.....	do	do	New York.....	Louisiana.....	Louisiana.....	Sloop Peacock.
Francis C. Hall.....	July 5, 1825....	July 5, 1825....	Maryland.....	Maryland.....	Maryland.....	Sloop John Adams.
Thomas L. C. Watkins.....	May 22, 1826....	May 22, 1826....	do	District of Columbia.	District of Columbia.	Charlestown, Massachusetts.
F. N. Armistead.....	Nov. 13, 1826....	Nov. 13, 1826....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
Alexander C. McLean.....	March 11, 1829....	March 11, 1829....	New York.....	New York.....	Pennsylvania.....	Gosport, Virginia.
George H. Torrett.....	April 1, 1830....	April 1, 1830....	Virginia.....	Virginia.....	Virginia.....	Frigate Potomac.
Francis S. Neville.....	Oct. 30, 1830....	Oct. 30, 1830....	Pennsylvania.....	Ohio.....	Ohio.....	Charlestown, Massachusetts.
William E. Stark.....	July 8, 1831....	July 8, 1831....	Virginia.....	Virginia.....	Virginia.....	Gosport, Virginia.
Nathaniel S. Waldron.....	Sept. 23, 1831....	Sept. 23, 1831....	New Hampshire.....	New Hampshire.....	New Hampshire.....	New York.
William Lang.....	Sept. 30, 1831....	Sept. 30, 1831....	New York.....	New York.....	New York.....	Frigate United States.
Jacob Zeilin, jr.....	Oct. 1, 1831....	Oct. 1, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Charlestown, Massachusetts.
Thomas M. W. Young.....	Feb. 20, 1832....	Feb. 20, 1832....	New York.....	New York.....	New York.....	Philadelphia.
George W. Robbins.....	April 26, 1833....	April 26, 1833....	Rhode Island.....	Rhode Island.....	Rhode Island.....	New York.
D. D. Baker.....	Oct. 20, 1832....	Oct. 20, 1832....	Massachusetts.....	South Carolina.....	South Carolina.....	Philadelphia.
Archibald H. Gillespie.....	do	do	do	New Jersey.....	do	do

Second lieutenants—16.

PERMANENT NAVY AGENTS.

James K. Paulding.....	Jan. 8, 1832....	Jan. 8, 1832....	New York.....	New York.....	New York.....	New York.
George Harrison.....	March 3, 1829....	March 3, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
Isaac Phillips.....	do	do	do	do	do	Baltimore.
Nash Legrand.....	April 27, 1830....	April 27, 1830....	do	do	do	Norfolk.
John P. Henry.....	March 3, 1829....	March 3, 1829....	Georgia.....	Georgia.....	Georgia.....	Savannah.
Daniel D. Brodhead.....	May 27, 1830....	May 27, 1830....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston.
John Loughton.....	April 27, 1830....	April 27, 1830....	do	do	do	Portsmouth, New Hampshire.
John T. Robertson.....	March 3, 1829....	March 3, 1829....	do	do	do	Charleston, South Carolina.
Elias Kane.....	July 14, 1832....	July 14, 1832....	New York.....	District of Columbia.	District of Columbia.	Washington city.
Byrd C. Willis.....	Oct. 22, 1832....	Oct. 22, 1832....	Virginia.....	Florida.....	Florida.....	Pensacola.

Permanent navy agents—10.

Naval register for 1833—Continued.

TEMPORARY NAVY AGENTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Arthur P. Hayne	June 3, 1830....	June 3, 1830....	South Carolina	South Carolina	South Carolina	Marseilles.
Baring, Brothers & Co.....	.....	.....	.....	.....	.....	London.
Philo White.....	.....	.....	.....	.....	.....	Pacific.
Wm. P. Furniss & Co.....	.....	.....	.....	.....	.....	St. Thomas.
Temporary navy agents—4.						
NAVAL STOREKEEPERS.						
Richard H. Ayer	May 1, 1829....	May 1, 1829....	.....	.....	.....	Portsmouth, New Hampshire..... \$1,500
George Bates.....	Dec. 1, 1818....	Dec. 1, 1818....	Massachusetts	Massachusetts	Massachusetts	Boston..... 1,700
Tunis Craven.....	March 15, 1813....	March 15, 1813....	New Jersey	New Hampshire	New York	New York..... 1,700
Robert Kennedy .....	.....	.....	.....	.....	.....	.....
Gabriel Galt.....	Nov. 14, 1822....	Nov. 14, 1822....	Pennsylvania	Pennsylvania	Pennsylvania	Philadelphia..... 1,250
Cary Seldon.....	May 20, 1826....	May 20, 1826....	Virginia.....	Virginia.....	Virginia.....	Norfolk..... 1,700
Robert Joyner.....	May 20, 1820....	May 20, 1820....	do	District of Columbia.	District of Columbia.	Washington..... 1,700
.....	.....	.....	.....	.....	.....	Pensacola..... 1,700
Naval storekeepers—7.						
NAVAL CONSTRUCTORS.						
Samuel Humphreys, chief naval constructor	Nov. 25, 1826....	Nov. 25, 1826....	Pennsylvania	Pennsylvania	Pennsylvania.....	Washington..... \$3,00
John Floyd .....	.....	.....	Massachusetts	New York.....	Maine.....	Portsmouth, New Hampshire..... 1,500
Josiah Barker .....	.....	.....	do	Massachusetts	Massachusetts	Boston..... 2,500
Samuel Hartt .....	.....	.....	do	do	do	New York..... 2,300
James Keen.....	Dec. 12, 1826....	Dec. 12, 1826....	.....	.....	.....	Philadelphia..... 2,000
William Doughty.....	.....	.....	Pennsylvania	District of Columbia.	District of Columbia.	Washington..... 2,300
Francis Grice.....	May 7, 1817....	May 7, 1817....	Virginia.....	Virginia.....	Virginia.....	Norfolk..... 2,300
Charles D. Brodie.....	Jan. 13, 1826....	Jan. 13, 1826....	do	do	do	Pensacola..... 2,000
Naval constructors—7.						

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Naval register for 1833—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
Ships of the line—12.				
Independence.....	74	Boston	1814...	In ordinary, at Boston.
Franklin	74	Philadelphia	1815...	In ordinary, at New York.
Washington	74	Portsmouth, N. H.	1816...	In ordinary, at New York.
Columbus	74	Washington	1819...	In ordinary, at Boston.
Ohio.....	74	New York.....	1820...	In ordinary, at New York.
North Carolina.....	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware.....	74	Gosport, Va.....	1820...	In ordinary, at Gosport.
Alabama.....	74	.....	.....	On the stocks, at Portsmouth, N. H.
Vermont.....	74	.....	.....	On the stocks, at Boston.
Virginia.....	74	.....	.....	On the stocks, at Boston.
Pennsylvania	74	.....	.....	On the stocks, at Philadelphia.
New York.....	74	.....	.....	On the stocks, at Norfolk.
Frigates, 1st class—14.				
United States.....	44	Philadelphia	1797...	In commission in the Mediterranean.
Constitution	44	Boston	1797...	In ordinary, at Boston.
Guerriere	44	Philadelphia	1814...	In ordinary, at New York.
Java	44	Baltimore	1814...	In ordinary, at Norfolk.
Potomac	44	Washington	1821...	In commission, in the Pacific ocean.
Brandywine	44	Washington.....	1825...	In commission, in the Mediterranean.
Hudson	44	Purchased.....	1826...	In ordinary, at New York.
Santee.....	44	.....	.....	On the stocks, at Portsmouth, N. H.
Cumberland.....	44	.....	.....	On the stocks, at Boston.
Sabine.....	44	.....	.....	On the stocks, at New York.
Savannah.....	44	.....	.....	On the stocks, at New York.
Raritan	44	.....	.....	On the stocks, at Philadelphia.
Columbia.....	44	.....	.....	On the stocks, at Washington.
St. Lawrence.....	44	.....	.....	On the stocks, at Norfolk.
Frigates, 2d class—3.				
Constellation	36	Baltimore	1797...	In commission, in the Mediterranean.
Congress.....	36	Portsmouth, N. H.	1799...	Receiving ship, Norfolk.
Macedonian	36	Captured	1812...	On the stocks, at Norfolk.
Sloops-of-war—15.				
John Adams.....	24	Charleston, S. C.	1799...	In commission, in the Mediterranean.
Cyane	24	Captured	1815...	In ordinary, at Philadelphia.
Erie	18	Baltimore	1813...	In ordinary, at Boston.
Ontario	18	Baltimore	1813...	In ordinary, at Norfolk.
Peacock	18	New York.....	1813...	In commission, coast of Brazil.
Boston.....	18	Boston	1825...	In ordinary, at Boston.
Lexington.....	18	New York.....	1825...	In commission, coast of Brazil.
Vincennes	18	New York.....	1826...	In ordinary, at Portsmouth, N. H.
Warren	18	Boston	1826...	In commission, coast of Brazil.
Natchez.....	18	Norfolk	1827...	In ordinary, at Norfolk.
Falmouth	18	Boston	1827...	In commission, Pacific ocean.
Fairfield	18	New York.....	1828...	In ordinary, at Norfolk.
Vandalia	18	Philadelphia	1828...	In commission, in the West Indies.
St. Louis	18	Washington	1828...	In commission, in the West Indies.
Concord	18	Portsmouth.....	1828...	In ordinary, at Portsmouth, N. H.
Schooners, &c.—9.				
Dolphin	12	Philadelphia	1821...	In commission, in the Pacific ocean.
Grampus	12	Washington	1821...	In commission, in the West Indies.
Porpoise	12	Portsmouth, N. H.	1820...	In commission, in the West Indies.
Shark.....	12	Washington	1821...	In commission, in the West Indies.
Enterprise	12	New York.....	1831...	In commission, coast of Brazil.
Boxer	12	Boston.....	1831...	In commission, coast of Brazil.
Experiment.....	12	Washington	1831...	In commission, Chesapeake Bay.
Fox	3	Purchased	1823...	Receiving ship, Baltimore.
Sea Gull, galliot .....	.....	Purchased.....	1823...	Receiving ship, Philadelphia.

Recapitulation.

	In commission.	In ordinary.	On the stocks.
Ships of the line.....	..	7	5
Frigates of the 1st class.....	3	4	7
Frigates of the 2d class.....	1	2	..
Sloops-of-war.....	9	6	..
Schooners.....	7	2	..
	<u>20</u>	<u>21</u>	<u>12</u>

Recapitulation.

Rank.	Number in ser-vice.	Pay per month.	Rations pr day.
Captains.....	37	\$100	8
Captains of vessels above twenty and under thirty-two guns.....		75	6
Masters commandant.....	41	60	5
Lieutenants commanding.....		60	5
Lieutenants.....	259	50	4
Surgeons.....	44	.....
Surgeons under five years, on shore.....		50	2
Surgeons under five years, at sea.....		60	4
Surgeons over five years, on shore.....		55	3
Surgeons over five years, at sea.....		65	6
Surgeons over ten years, on shore.....		60	4
Surgeons over ten years, at sea.....		70	8
Surgeons over twenty years, on shore.....		70	4
Surgeons over twenty years, at sea.....		80	8
Surgeons of the fleet, under five years.....		60	8
Surgeons of the fleet, over five years.....		65	12
Surgeons of the fleet, over ten years.....		70	16
Surgeons of the fleet, over twenty years.....		80	16
Assistant surgeons.....	45	.....
Assistant surgeons under five years, on shore.....		30	2
Assistant surgeons over two years, at sea.....		35	4
Assistant surgeons over five years, on shore.....		35	3
Assistant surgeons over five years, at sea.....		40	6
Assistant surgeons, ten years, on shore.....		40	4
Assistant surgeons, ten years, at sea.....		45	8
Pursers.....	43	40	2
Chaplains.....	9	40	2
Passed midshipmen.....	94	25	2
Midshipmen.....	356	19	1
Sailingmasters.....	31	40	2
Boatswains.....	16	20	2
Gunners.....	19	20	2
Carpenters.....	15	20	2
Sailmakers.....	13	20	2
Schoolmasters.....		25	2
Captains' clerks.....		25	1
Masters' mates.....		20	1
Boatswains' mates.....		19	1
Carpenters' mates.....		19	1
Coxswains.....		18	1
Quartergunners.....		18	1
Masters-at-arms.....		18	1
Armorers.....		18	1
Stewards.....		18	1
Coopers.....		18	1
Cooks.....		18	1
Marine corps:			
Lieutenant colonels commandant.....	1	75	6
Captains.....	9	40	3
First lieutenants.....	24	30	3
Second lieutenants.....	16	25	2

NOTE.—Whenever any officer shall be employed in the command of a squadron on separate service, the allowance of rations shall be double during the continuance of such command, and no longer.

22D CONGRESS.]

No. 492.

[2D SESSION.]

ON THE CLAIM OF MASTER COMMANDANT JOHN D. SLOAT OF THE NAVY, TO BE ALLOWED CREDIT ON HIS ACCOUNT, FOR LOSSES ON TREASURY NOTES DISBURSED BY HIM IN THE RECRUITING SERVICE OF THE NAVY.

COMMUNICATED TO THE SENATE JANUARY 9, 1833.

Mr. DALLAS, from the Committee on Naval Affairs, to whom was referred the petition of John D. Sloat, a master commandant in the navy of the United States, reported:

The petitioner, during the late war, in the fall of 1814, being attached as lieutenant to the frigate United States, commanded by Captain John Shaw, was ordered to proceed to New York and recruit for that ship. He did so. The funds he obtained for recruiting purposes from the navy agent were in Treasury notes of large denominations, which were then depreciated seven and a half per cent. He was, in writing, directed by Captain Shaw—who declared, under date of the 17th January, 1815, that "*men must be had before the spring*"—to pay the legal bounty and advance to such seamen as offered, in good paper, at par, and "*to discount the Treasury notes at the best advantage.*" The petitioner accordingly disposed of the Treasury notes, at different times and in different amounts, as the emergencies of the service required, and at discounts which, in the aggregate, equaled \$478.79.

In settling the accounts of the petitioner, a difficulty arose as to allowing him a credit for the loss thus necessarily incurred. The documents exhibited clearly establish the foregoing facts; and that, while the petitioner's accounts were auditing, he filed in the office of Constant Freeman, the Fourth Auditor, the proper vouchers; that the vouchers have been since lost or mislaid, and that the accounting officers, perfectly satisfied that the credit ought to be given, are now, nevertheless, prevented giving it by the absence of the original vouchers themselves.

The committee, therefore, report a bill for his relief.

22D CONGRESS.]

No. 493.

[2D SESSION.]

STATEMENT OF THE SECRETARY OF THE NAVY, THAT NO CASE HAD OCCURRED, WHERE THE PROPER EVIDENCE HAD BEEN PRODUCED, THAT A CLAIM TO A NAVY OR PRIVATEER PENSION HAD NOT BEEN ALLOWED IN 1832.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 9, 1833.

NAVY DEPARTMENT, *January 8, 1833.*

SIR: In compliance with the resolution of Congress, passed on the 29th May, 1830, I have the honor to state that, in relation to applications made during the past year for the benefit of the navy pension and privateer pension funds, no case has occurred in which, when the evidence required by law has been produced to the Department in support of a claim, it has not been allowed.

The several acts of Congress in respect to navy pensions, are believed to be sufficiently clear and explicit

I am, sir, very respectfully, your most obedient servant,
Hon. SPEAKER of the House of Representatives.

LEVI WOODBURY.

22D CONGRESS.]

No. 494.

[2D SESSION.]

ON A CLAIM TO COMPENSATION FOR AN IMPROVEMENT IN THE NEEDLE OF THE MARINER'S AND SURVEYOR'S COMPASS, FOR THE USE OF THE GOVERNMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 15, 1833.

Mr. DEARBORN, from the Committee on Naval Affairs, to whom was referred the memorial of Moses Smith, reported:

That the said Smith represents that he has made an improvement in the mariner's and surveyor's compass needle, and also in the dipping needle, by which the various deviating partial magnetic directions are gathered to the poles of the needle, and thereby giving it more centrality and steadiness, while the annular and other variations may be so controlled as that the needle shall designate the true meridian: he has likewise ascertained that, by striking the needle transversely, near its centre, with a metallic rod, the polarity is immediately restored, after having been destroyed by the firing of cannon, or other violent concussions. From the papers submitted to the committee, it appears that the memorialist presented a petition to Congress during the last session, which was referred to the committee, who reported that "the discoveries for which he now asks the reward of the government" were worthy the patronage of the Navy Department.

On inquiry, it has been ascertained the officers of the Navy Board were well satisfied the improvements of the memorialist might be found very useful to our national and commercial fleets, and that compasses had been prepared by him under the direction of the Secretary of the Navy, and furnished to several of the public ships now cruising in various parts of the world, for the purpose of testing the perfection of the needles, and the efficiency of the mode of restoring their polarity, when disturbed by violent gales, the discharge of cannon, or any other powerful concussion; but that reports had, as yet, been received from only two officers, and it was impossible to decide whether the alleged improvements were of sufficient consequence to entitle the memorialist to compensation, for the use of his patent in the navy, until returns had been made by the commanders of all the ships which had been supplied with the improved needles and apparatus for restoring their disturbed polarity, and other more extensive experiments made, which shall place it beyond all doubt that the needles prepared by the memorialist are superior to all others now in use. Therefore, the committee recommend to the House the following resolution:

Resolved, That the Committee on Naval Affairs be discharged from the further consideration of said memorial.

22D CONGRESS.]

No. 495.

[2D SESSION.]

ON A CLAIM TO COMPENSATION FOR ASSISTING IN THE DESTRUCTION OF THE FRIGATE PHILADELPHIA, AT TRIPOLI, IN 1804.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 15, 1833.

Mr. DEARBORN, from the Committee on Naval Affairs, to whom was referred the petition of Joseph K. Boyd, reported:

That the said Boyd represents that he was one of the volunteers in that memorable expedition, under the command of the late Commodore Stephen Decatur, which eventuated in the capture and destruction of the frigate Philadelphia, in the harbor of Tripoli, on the sixteenth of February, 1804, and that he considers himself entitled to the liberal consideration of the government for his services in that glorious achievement; but, although the committee are decidedly of opinion that the petitioner has merited the gratitude of his country for his participation in a victory which reflected so much honor on the navy and the republic, and that a generous compensation should be granted for his patriotic services, still, as the subject was fully considered during the last session, and a bill rejected, which had been reported "for compensating the widow of Captain Stephen Decatur and others," founded on a like claim, it has not been deemed expedient to report another bill, when there is no probability of its being acted upon during this limited session. Therefore, the committee recommend to the House the following resolution:

Resolved, That the Committee on Naval Affairs be discharged from the further consideration of the said petition.

22D CONGRESS.]

No. 496.

[2D SESSION.]

ON CLAIM OF CAPTAIN CHARLES G. RIDGELY, OF THE NAVY, TO BE ALLOWED TRAVELING EXPENSES OF HIMSELF AND FAMILY FROM PENSACOLA TO BALTIMORE, AND A COMMISSION ON CERTAIN BILLS OF EXCHANGE NEGOTIATED FOR THE NAVAL SERVICE.

COMMUNICATED TO THE SENATE JANUARY 17, 1833.

Mr. DALLAS, from the Committee on Naval Affairs, to whom was referred the memorial of Charles G. Ridgely, a captain in the navy of the United States, reported:

The memorialist asks the legislative interference of Congress, first, that he may be "reimbursed in the whole amount of his actual expenses," or "for the large expenditure incurred in performing a long, toilsome, and expensive journey from Pensacola, by land, with his numerous family," upon being "relieved in his command of the squadron in the West India seas and Gulf of Mexico;" and, secondly, that he may be allowed a commission of two and a half per cent. on the amount of the bills of exchange negotiated by him for the service of the said squadron, provided the same do not exceed the sum of \$2,000 per annum.

The facts and circumstances applicable to each branch of this claim have been principally, by correspondence with the Secretary of the Navy, ascertained to be these:

1. The memorialist was ordered to the command of the squadron in the West India seas in the month of October, 1826, and sailed from New York, for that destination, on the 16th January, 1827. He removed his "family of children," of "tender age," with, as he alleges, the knowledge and acquiescence of the Navy Department, to Pensacola, the ordinary place of rendezvous for the squadron, or headquarters of the command, "trusting that it would be in his power, by personal superintendence, to add more to their comforts, at a greater economy of his limited means, than he could have done had he been entirely separated from them."

He remained on this station nearly three years. By letter, dated 9th April, 1829, addressed to the

Secretary of the Navy, he expressed a desire to be relieved; and was answered, under the date of 3d September, 1829, that Commodore J. D. Elliott was appointed to succeed him. In this letter from the Department it was further remarked: "The Erie may be at Pensacola in the course of a month, as soon, probably, as the transfer of the squadron can be effected, when you may return in the Falmouth; but, should you prefer returning earlier, you have permission to come home in either of the schooners entering the port of Norfolk, when you will announce your arrival to the Department." In a subsequent letter from the Secretary of the Navy, dated 19th September, 1829, the offer of a public vessel, for the return home of the memorialist, was in some degree changed, and he was tendered a passage from Pensacola to New Orleans, and thence in a packet to the north. The offer of the Department, however, was not accepted; the memorialist, with his family, traveled from Pensacola by land; and the reasons for having preferred "this long, toilsome, and expensive journey through an unsettled country," to the course indicated, though, no doubt, as described by the Secretary of the Navy, "deserving of much weight," are not stated in the memorial, nor have they been communicated to the committee.

2. Prior to the appointment of the memorialist to the command of the West India seas, which, as has been mentioned, was made in October, 1826, it had been, for some time, usual to allow to an officer similarly situated a commission of two and a half per cent. for duties and responsibilities in drawing and negotiating bills of exchange for the public service. Between the date of his appointment, however, and the date of his sailing from New York to Pensacola—that is, by letter of the 8th November, 1826, addressed to him as "commanding the West India squadron"—he was directed to "instruct the pursers of the vessels of his squadron, and the commanders of such as had no pursers, to apply to the navy agent at Pensacola for such funds as might, from time to time, be required, except when they were too distant to make requisitions upon him." And it was distinctly added, that "this, for the future, would prevent all difficulty with, and responsibility upon, the persons making drafts for the support of the squadron, and that, thereafter, no premium or percentage would be allowed to officers, of any grade, making such drafts."

To make this new arrangement was certainly within the competency and discretion of the Navy Department. By communication of the Secretary to the Fourth Auditor, dated 9th November, 1826, it appears that instructions, making its purport applicable to all, had been transmitted to the commanders of our several squadrons abroad; and, by another communication of the 10th November, 1826, the allowance, or percentage, was ordered to cease from the time those officers should severally receive their instructions. The memorialist must have received his before he embarked from the city of New York (say at least two months after their date) for Pensacola, or the squadron in the West Indies. If, since the rule was adopted and promulgated, two of the officers in command of squadrons abroad, to wit, Commodores Rogers and Jones, have been allowed the old percentage, or any equivalent, it was because their case fell within the prescribed limit or exception, and they had drawn or negotiated bills before receiving notice of the change established.

Upon this view of the case of the memorialist, the committee entertain the opinion, on its *first branch*, that the government cannot, upon any legal or equitable or prudent principle, reimburse the large expenditure incurred by his family on returning home, whose removal to a distant station was certainly judiciously effected by him, not, however, for public objects, but to add to their own comforts, or to consult his own greater domestic economy, especially when the proper Department had liberally offered the means of a safe and prompt conveyance. And, on its *second branch*, that the abolition of the allowance of two and a half per cent. on bills of exchange having been made and communicated to the memorialist before he entered upon the command of the West India squadron, accompanied by specific instructions as to the course in which funds were to be obtained thereafter, he should not have drawn or negotiated, and, if he did, he was then aware that the Secretary of the Navy had prohibited an allowance being made. The committee therefore report, for adoption, the following:

Resolved, That the prayer of the petitioner ought not to be granted.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of Charles G. Ridgely, a captain in the navy of the United States, respectfully sheweth:

That your memorialist was, in the year 1826, appointed to the command of the squadron assigned to the protection of the commerce of the United States in the West India seas and Gulf of Mexico. As it had always been the custom for commanding officers, in similar service, to be kept on duty for a period of several years, and your memorialist was the father of a family of children, whose tender age required all the parental care and attention that could be devoted to them without detriment to the public service, he determined, with the knowledge and acquiescence of the Navy Department, to remove them to Pensacola, the ordinary place of rendezvous for the West India squadron, or head-quarters of the command; where he would necessarily have frequent opportunities of seeing them, without violating any call of duty, and where he confidently trusted it would be in his power, by personal superintendence, to add more to their comforts at a greater economy of his limited means—a matter of serious importance to him—than he could have done had he entirely separated from them during the three years of his command. In coming to this determination, however, which, as has been before stated, not only met with no objection from, but received the full sanction of the Navy Department, your memorialist did not entertain the remotest apprehension that the long established usages of the service would be suddenly abandoned in his case, and that, when relieved in his command, he would be left to find his way back to his residence in Baltimore, as chance and his own private resources might offer the means. It had been the universal practice of the Navy Department to allow the commanding officer of a squadron, upon the arrival of his successor in command, to return home in one of the public ships; but the late Secretary of the Navy, who is now a member of the honorable House of Representatives, in consequence of the pressing nature of the naval service at that time, felt himself obliged to deny this convenience to your memorialist, who was therefore under the necessity of performing the long, toilsome, and expensive journey from Pensacola by land, with his numerous family, the sufferings and privations of whom, while traveling through an unsettled country, your memorialist will not undertake to describe. To add to the mortification which it was impossible your memorialist could avoid feeling at the manner in which he was

relieved from his command, the accounting officer of the Department has refused to make any allowance to him for the large expenditure which his journey cost him, with the exception of the very inadequate and trifling sum of \$149.75, which, it seems, is the amount of "mileage," at a calculation of fifteen cents per mile; an allowance less than *one-seventh part* of his actual expenses. And the Secretary of the Navy, the honorable gentleman before mentioned, though he admitted to your memorialist the equity of his claim to be reimbursed in the whole amount of his actual expenses thus incurred, declined to order them to be paid, not considering himself invested by law with any discretionary power to act in the case, but recommending to your memorialist to make the appeal which he now does to your honorable body, with a promise that it should have his concurrence and approbation.

Your memorialist would further beg leave respectfully to state, that the commanding officers of squadrons, in consideration of the responsibility which they necessarily assume as drawers or endorsers of all bills of exchange negotiated for the service of their respective squadrons while abroad, had been for many years allowed a commission of two and a half per cent. on the amount of said bills, provided the same did not exceed the sum of \$2,000 per annum. The predecessors of your memorialist, in the command of the West India station, as well as the several commanders of other foreign stations and squadrons, respectively received, in the statement of their accounts, a commutation of \$2,000 per annum as an allowance, with the exception, as your memorialist believes, of Commodore Jones, when commanding the squadron in the Pacific; to whom, for reasons, the justice of which your memorialist pretends neither to understand nor to question, only one thousand dollars allowance was made. To your memorialist, neither the commission here mentioned, nor any commutation therefor, in any shape whatever, has been allowed; and as he cannot recognize the justice of any principle that should give to his predecessors or his cotemporaries, of the same rank, emoluments or privileges which are denied him, he respectfully prays of your honorable body to take such measures, for his relief herein, as may answer the ends of an impartial administration of justice. For which, as in duty bound, &c., &c.

22D CONGRESS.]

No. 497.

[2D SESSION.

ON THE CLAIM OF CAPTAIN ALEXANDER CLAXTON, OF THE NAVY, TO BE REFUNDED COSTS INCURRED IN LEGAL PROCEEDINGS FOR SALVAGE ON AN ENGLISH VESSEL, STRANDED ON THE COAST OF CUBA, AND RESCUED FROM LOSS BY THE VESSEL UNDER HIS COMMAND.

COMMUNICATED TO THE SENATE JANUARY 17, 1833.

The Committee on Naval Affairs, to whom was referred the petition of Alexander Claxton, a captain in the navy of the United States, and late commander of the ship *Hornet*, reported:

The petitioner, for himself and those under his command, prays that a law may be passed, directing the sum of twelve thousand dollars to be distributed among the officers and crew of the ship *Hornet*, or their legal representatives, on account of salvage earned by rescuing from wreck and piracy the English ship *James Mitchell*.

The facts of the transaction, upon which the claim is founded, are these: In June, 1827, the petitioner, commanding the *Hornet*, was at anchor in the harbor of Matanzas; and hearing that an English merchantman had stranded upon the coast of Cuba, he immediately dispatched the necessary means of relief and rescue. The unfortunate vessel proved to be the *James Mitchell*, consigned, with her cargo, to a commercial house at Havana. After much exertion by those whom the petitioner had sent, and some expense, she was got off the shoal, and was taken off the port of her destination. Application was at once made to the consignees for the salvage which had been thus earned, but its payment or security was evaded and refused, upon which, suspicious of a design to defraud himself and his crew in case the vessel were brought into Havana, the petitioner ordered her to be taken to Key West. She was libeled in the proper court at St. Augustine; but the proceeding was dismissed by the judge, and the petitioner decreed to pay the costs, upon the ground that, howmuchsoever he might have been entitled to salvage had he carried the *James Mitchell* into Havana, he had lost his claim by having her brought to Key West, and by thus doing to her owners and shippers, or their consignees, an injury greater than any salvage which could be awarded. This decree became final, as the petitioner had not the means wherewith to prosecute an appeal to a higher tribunal.

The petitioner addressed himself to Congress during the session of 1828-9; and, although the evidence he adduced in relation to his right to salvage was then as imperfect as it now is, and, in relation to the costs and his expenses, was more imperfect, an act was finally passed for his relief, on the 28th of May, 1830, appropriating \$5,264.98 in payment of the costs, and \$872.75 for his own reasonable expenses.

The committee are of the opinion that the former decision of Congress upon this subject, manifested in the act referred to, was exceedingly liberal; that no legal or equitable ground presented itself to sustain a claim of salvage from the United States; and that, to assume to pay the costs of the admiralty proceeding, and to reimburse the expenses of the petitioner, was extending to the officers and crew of the *Hornet* a measure of protection and relief, merited perhaps by their good intentions, but not due by any rule of right. Congress, nevertheless, having virtually undertaken to indemnify the petitioner for his expenses, and the sum heretofore appropriated for that object being inadequate—falling short of what actually had been incurred, by \$637—of which satisfactory proof appears among the documents now on file, but not heretofore presented,—the committee, to that extent, report a bill for the further relief of the petitioner.

22D CONGRESS.]

No. 498.

[2D SESSION.]

ON THE CLAIM OF A PURSER IN THE NAVY TO INDEMNITY FOR LOSSES ON STORES,
OCCASIONED BY HIS SUSPENSION FROM DUTY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 18, 1833.

Mr. ANDERSON, from the Committee on Naval Affairs, to whom was referred the petition of William P. Zantzinger, a purser in the navy, reported:

That in January, 1829, said Zantzinger was ordered on duty as purser of the United States ship *Natchez*, under the command of Captain George Budd. All the purser's stores were laid in by said Zantzinger, under the direction and approbation of said Captain Budd, for a cruise of from eighteen to twenty-four months; and the *Natchez* sailed under the command of Captain Wm. B. Shubrick, for the West Indies, and after a short cruise returned into the port of New York. In July, same year, she sailed again, under command of Captain Alexander Claxton, to the coast of Columbia and the Brazils; and on the 4th of October following, said Zantzinger was suspended from duty by said Captain Claxton, and the captain's clerk appointed acting purser; and on the return of the *Natchez* to the United States, said Zantzinger was put under arrest, tried by a court-martial, on charges preferred by said Claxton, found guilty and cashiered.

After an official approval of the proceedings of said court, at the solicitation of said Zantzinger the whole were re-examined by the Secretary of the Navy, (Mr. Branch,) who had previously approved the sentence; which re-examination resulted in a recommendation from said Secretary to the President of the United States to restore said Zantzinger. The President, upon re-examination of the whole proceedings, was induced to nominate said Zantzinger to the Senate of the United States for reappointment, which nomination was confirmed by the Senate.

At the time of the suspension of said Zantzinger from duty, he was ordered by said Captain Claxton to transfer all that part of the stores laid in for the cruise, denominated "public stores," to his successor; with which order he complied, and was credited to the amount of their cost in his account at the proper department; but the stores denominated "articles of second necessity," and "luxuries," were left on the hands of said Zantzinger. The captain not having ordered or permitted a transfer to his successor, they could not be sold or used during the cruise, and, on the return of the ship to the United States, were, from necessity, sold at a considerable loss from their original cost; for which loss said Zantzinger prays to be indemnified.

The Navy Commissioners' regulation, page 13, section 11, directs that, "When it shall become absolutely necessary to suspend from employment an officer having charge of stores, he (the captain) may appoint another to act in his stead until the pleasure of the Secretary of the Navy be known. He shall present, by the first opportunity, an account of the circumstances which may have caused the suspension, and order a survey to be held, and an inventory taken; one copy of which he shall forward to the Navy Department, and another he shall deliver to the officer taking charge of the stores, who will open accounts of the receipts, returns, conversions and issues, from the period of closing the survey."

From which it will appear, that the captain was authorized and required to order a transfer of the purser's stores, on the suspension of said Zantzinger, to his successor. And as said stores were all laid in under the direction of his commanding officer, purchased with the money advanced by government for that purpose, and with which money the purser has been charged, it would seem but just, when he was deprived of the privilege of disposing of the same to the crew, that his successor should receive them at cost, and a credit to the amount thus transferred given said purser in his account at the Department. The stores thus left on the hands of said Zantzinger amounted at first cost to \$5,923.29, and the net sales of the same, after the return of the *Natchez*, at Norfolk, were \$3,362.53, making a loss of \$2,570.76, for which, the committee are of opinion, said Zantzinger ought to be indemnified.

The remaining claims which have been presented by said petitioner seem to be in the nature of consequential damages, resulting from the supposed injury and injustice of his suspension, arrest and proceedings thereupon. If the facts of the losses, supposed to be sustained by the petitioner in this case, were admitted, however *hard* his case, the committee know of no principle or usage in the service that would justify their allowance. The committee doubt the expediency of introducing this principle into the naval service, and therefore report a bill authorizing the proper accounting officer at the Treasury Department to allow said Zantzinger an additional credit of *two thousand five hundred and seventy dollars and seventy-six cents*, being the difference between the cost of the stores left on his hands and the net sales of the same.

22D CONGRESS.]

No. 499.

[2D SESSION.]

ON CLAIMS OF TWO LIEUTENANTS OF MARINES FOR EXTRA PAY WHILE ACTING AS
ASSISTANT QUARTERMasters ON VESSELS-OF-WAR, AND ON CLAIM OF ONE OF
THEM FOR EXTRA ALLOWANCE AS PROVOST MARSHAL OF NAVAL COURTS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 18, 1833.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom was referred the memorial of Horatio N. Grabb, reported:

That the petitioner is a first lieutenant of marines in the service of the United States, and that, on the 25th of June, 1830, he was appointed to the command of the marine guard of the United States ship-of-war *Concord*, then under the command of Captain Perry, bound for Russia, on special service, and

thence to the Mediterranean, as a component part of the squadron of the United States in that sea; that, upon his appointment to the Concord, he received to the quartermaster of the marine corps for clothing and other stores, for the guard of that ship, sufficient for a cruise of two years; that the Concord arrived at the port of Mahon, in the Mediterranean, on the 4th of November, 1830; that, on the 9th of December, 1830, the memorialist was appointed to the command of the marine guard of the United States frigate Constellation, Captain Wadsworth, and continued as such to the 30th November, 1831, when the cruise of that frigate terminated; that, upon assuming his command on board the frigate Constellation, the memorialist received to the quartermaster's department of the marine corps for clothing and other stores for the guard of that ship; that the memorialist, by thus receiving to the quartermaster's department of the corps for quartermaster's stores, was virtually constituted, and did actually perform, the duties of an assistant quartermaster; and, by the statement which accompanies his petition, it satisfactorily appears that he faithfully accounted for the supplies placed under his charge. It further appears from the letter of Captain Weed, the quartermaster of the corps, "that he held the memorialist *responsible* for all clothing under his charge, and received for by him." And it further appears from the statement of Captain Weed that the duties of the memorialist, as connected with the quartermaster's department of the corps, "were performed in a faithful and prompt manner."

By the regulations of the naval service, established by the Naval Department in 1824, the senior officer of marines attached to a squadron, for his responsibility for the clothing entrusted to *him* for the use of the guards of the squadron, is allowed fifteen dollars a month and double rations. By the certificate of the captain of the Concord, it appears that that ship, from the 25th of June to the 4th November, 1830, was on separate and special duty, and it would follow, of course, that the commanding officer of her marine guard could not look to, or be under the control of, the commanding officer of marines of a squadron. But it further appears by the documents in the case that, instead of the commanding officer of the marines of the squadron in the Mediterranean being held accountable to the government for the marine supplies for the ship Concord, and the Constellation frigate, to which the memorialist was transferred upon his arrival in the Mediterranean, that the memorialist himself was *actually* accountable.

Under these circumstances the committee believe that, as the memorialist performed the duty, incurred the responsibility, was held accountable, and did actually and faithfully account, he is rightfully entitled to the emoluments; and therefore the committee report a bill allowing him fifteen dollars a month for the time he actually performed the duties of assistant quartermaster of the corps.

Your committee beg leave further to report on the memorial of John G. Reynolds, lieutenant in the corps of United States marines, that it appears by the said memorial and accompanying documents that the said Reynolds acted as an assistant quartermaster of the corps from August, 1828, until May, 1831, a period of two years and nine months, during which he faithfully and correctly performed all the duties attached to that department, and incurred all the responsibilities appertaining thereto. On the same principle, therefore, which has governed your committee in allowing the preceding claim of H. N. Crabb, they feel themselves bound to grant the prayer of Reynolds.

It further appears by the said memorial, that the said Reynolds was, at sundry times, while on the Mediterranean station, ordered to perform the extra duty of provost marshal to the several general courts-martial convened on that station, in the performance of which duty, it appears, he was put to the necessity of incurring extra expenses; and, as by a letter of the Fourth Auditor, dated August 17, 1831, it appears that, when the case of extra expenses is fairly made out, the extra allowances follow as a matter of course, your committee therefore report an additional clause, authorizing the Secretary of the Navy to cause to be paid to the said Reynolds the allowances usual in similar cases, and for the periods of time which said Reynolds shall be able fairly to establish.

Your committee hope, in conclusion, that, under the new naval regulations, every claim of the character of the two preceding ones may be fairly met and fully obviated and guarded against in the future.

22D CONGRESS.]

No. 500.

[2D SESSION.]

ON THE IMPORTANCE AND EXPEDIENCY OF ESTABLISHING A NAVAL SCHOOL OR ACADEMY, AND A PROPER LOCATION THEREOF.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 18, 1833.

NAVY DEPARTMENT, *January 14, 1833.*

SIR: In compliance with a resolution of the House of Representatives, passed January 9th, 1833, a diligent search has been made among the records of this Department; and I have found no report "relative to the proper site of a naval school, except the two annexed, (A and B.)

I have the honor to be, very respectfully, your obedient servant,

LEVI WOODBURY.

The Hon. ANDREW STEVENSON, *Speaker of the House of Representatives.*

A.

NAVY DEPARTMENT, *January 25, 1833.*

SIR: In answer to your letter of the 21st instant, relative to a naval school, I would beg leave to observe, that I think the subject is of great importance to the service, both as it respects the young officers themselves, and in their usefulness to their country. The prosperity, as well as ability of such

an institution will, however, depend much upon its commencement. It is advisable, therefore, that the plan should be well matured before any measures are taken for its establishment.

The committee not having suggested any outlines as to their views, or whether it is intended to have one or more institutions of this kind, I am unable to prepare what I presume would be wished—an estimate of the expense of the necessary buildings.

The first inquiry, as a preliminary step, is, whether it is advisable to have one or more of these institutions, and at what place or places are they to be located? It would certainly be most convenient to have one at each of the navy yards—at Boston, New York, and Norfolk; but I am apprehensive that the expense would be so great, that it would be an insuperable objection to the measure. I am inclined, therefore, to think that, at present, one institution only ought to be established; and, if so, New York is the most central and convenient place. I am inclined to think, however, that no suitable site for the building could be spared from the navy yard. I am fearful, also, that there will not be sufficient time, during the present session, to act upon the subject. I would, under these circumstances, respectfully suggest to the committee, whether it would not be the better course for them to express their views upon the importance and utility of the measure; and whether one or more institutions ought to be established, and the place or places at which the same should be located; and to refer the subject to the Department, to report upon at the next session, with the estimates of the cost of a suitable site or sites, and the necessary buildings; and, also, the annual expense of the institution when once organized.

If this should not, however, meet the views of the committee, and they will make their inquiries more specific, I will, without delay, furnish all the information in my power.

As to the inquiry whether it should not be made the duty of some of the younger lieutenants to attend the school, I would remark, that I have no doubt that it would be useful, and, in many instances, absolutely necessary to qualify them for distinction and usefulness in the service; but I am fearful, to make it a duty, would wound the military pride that officers of that class ought to possess. This, however, might depend, in some measure, upon the branches of science taught in the institution, and they ought unquestionably to be admitted, if they should voluntarily request it. It is probable there may be found among the master commandants and senior lieutenants those who are qualified to instruct the midshipmen in some of the branches which will be taught at the seminary.

I am, very respectfully, &c.,

SAMUEL L. SOUTHARD.

HON. TIMOTHY FULLER, *Chairman Naval Committee, House of Representatives.*

B.

NAVY DEPARTMENT, *January 11, 1826.*

SIR: I have had the honor to receive your letter of 29th December, written by direction of the Committee on Naval Affairs, and submit the following answers to your inquiries.

It is apparent that "the number of midshipmen, which the service will require to be attached to the proposed naval school as students," must depend on the extent of the naval force. It ought to be sufficient to instruct all the officers of that grade who belong to the navy, and can be spared from its active duties; and it should be so organized that it can, hereafter, without any material change in its arrangements, receive as many as the future wants of the service may require.

The present number of midshipman may be put at	400
Of these the vessels in commission require about	270
The navy yards	14
Recruiting rendezvous.....	10
Receiving ships	13

— 313

Leaving a little short of one hundred who may be spared from active duty. Of this number, however, a part will necessarily be on furlough or leave of absence, from sickness or other causes. On the other hand, it would be possible to withdraw some from active service if we had a place to which they could be sent, and their instruction in professional science promoted. One hundred may, therefore, be taken as the number which "the service would require to be now attached to the school."

This number must be increased as the navy enlarges. When all the vessels which are authorized to be built shall be completed and in *commission*, they will require one thousand one hundred midshipmen to officer them; and, with one thousand one hundred midshipmen in the service, it is obvious that there ought to be more than one hundred at the institution; two hundred and seventy-five forms the same proportion to one thousand one hundred as one hundred does to four hundred; and that is probably near the *proportion* which it will be found necessary to keep at the school after it shall be perfectly organized.

In determining the number for which provision ought, at present, to be made, another consideration should not be overlooked. System, order, and classification are indispensable to successful results in all schools; but, among the midshipmen now in service, there is so great a diversity of age, information, talent, and acquirement, that it will not be practicable to class them, and give them all the advantages which those will enjoy who enter and progress regularly through the course of instruction.

They must be arranged and taught in the best manner which the intelligence of the instructors can devise; and all who have the opportunity will, no doubt, be greatly profited. But the system must substantially commence with those who are admitted to the school and the navy at the same time, and placed there as the first scene of instruction and duty. While, therefore, as many of the existing midshipmen as can be spared from active employment should be sent to it, a class should be appointed, and commence their service with it: the number of this class ought to be at least fifty. It is a fair calculation that one-half of those appointed will not reach the higher grades of the service. Incapacity, indolence, change of private interests and views, vice, insubordination, sickness, death, will thin their numbers rapidly.

Some of those causes will operate uniformly and permanently, others more actively at the commence-

ment of the school, and until its character and discipline be well established, and well understood by those who are to enter it.

The number which must be annually appointed is matter of speculation; nothing but experience can fix it with precision and safety.

From the preceding statements, however, it would be fair to calculate that the number of appointments, annually, while the navy continues at its present extent, would be about fifty; and I respectfully propose to you that provision be now made upon the calculation that we may place at the institution one hundred of those now in service, and make fifty new appointments as a class with which to commence. These numbers can easily be increased or diminished, should experience prove them to be correct. It does not indeed seem to me to be a matter of much importance to fix the numbers with precision. The same general expenses (with the exception of the buildings) which will be required for the institution of one hundred, would be sufficient for two hundred or three hundred.

I send to you two statements, which seem to justify the numbers assumed by me: they will be useful in any calculations which you may wish to make on the subject.

It is impossible to furnish an estimate which can be relied on of the "amount required for the erection and completing the necessary buildings," until the site shall be selected, and the character and extent of the buildings determined.

Their character must depend somewhat on their location, but they will, probably, resemble those at West Point; their extent and cost being proportioned to the number of students, which, for the present, and perhaps always, will be less than at the Military academy. The draft of a bill which you propose to report, authorizes the President to locate the school on any of the lands now owned by the United States for naval or military purposes. On several places coming within this description there are buildings which would be useful for this establishment, and diminish the expense of those to be erected; for instance, at Governor's Island. Supposing a site to be selected without any improvements on it, and taking the public buildings at West Point as a guide, and reducing the expense in proportion to the numbers, say one-third, and to the present price of labor and materials, there would be \$; but of this sum a small proportion only can be expended during the first year; and, as I have heretofore stated to you, I suppose \$30,000 will be sufficient, at present, for all purposes, of building, professors, books, instruments, and contingent expenses, and enable the President to put the school into operation.

The annual expense, "excepting the pay and subsistence of the midshipmen and navy officers attached to it, or attending as students," will depend upon the number of instructors, and the cost of the books, instruments, &c. The best guide to an estimate on this point is to be found in the annual expense of the West Point academy, and it may be stated at about \$15,000. It is believed that that sum will be sufficient for all the purposes of the school, embracing the vessel which must be attached to it.

I here beg leave to remark that, in matters of this description, experience is the safest guide; that, although the best skill may be exercised in forming the institution, it is prudent not to attempt an enlarged and perfect plan in the first instance.

It will be three years before those appointed at the commencement can pass through it, and, during that period, the arrangements must necessarily be progressive, and will be more or less affected by irregularities arising from the presence of the midshipmen now in service, and who can be only temporarily attached to it, and, while there, cannot be uniformly classed.

Congress will at all times have entire control over its expenditures and extent, and may correct the expenses in the buildings, as well as in other matters.

I have the honor to be, very respectfully,

SAMUEL L. SOUTHARD.

Hon. HENRY R. STORRS, *Chairman of the Committee on Naval Affairs, House of Representatives.*

22D CONGRESS.]

No 501.

[2D SESSION.]

ON THE CLAIM OF CAPTAIN ISAAC HULL, COMMANDANT OF THE NAVY YARD AT WASHINGTON, ON ACCOUNT OF THE PERFORMANCE OF THE DUTIES OF NAVY AGENT, AND FOR AN ALLOWANCE OF CREDIT FOR A PAYMENT MADE UNDER THE ORDER OF THE NAVY COMMISSIONERS.

COMMUNICATED TO THE SENATE JANUARY 23, 1833.

Mr. DALLAS, from the Committee on Naval Affairs, to whom was referred the memorial of Isaac Hull, a captain in the navy of the United States, reported:

The memorialist claims the legislative interference of Congress for his just remuneration and relief in relation to two distinct subjects: the one a performance of extra service, attended by great responsibility and trouble; and the other a disallowance, by the accounting officer at the Treasury Department, of a payment made conformably to orders now alleged to have illegally issued. The facts and circumstances are these:

An act of Congress passed on the 27th of March, 1804, authorized the President to appoint a captain of the navy to take charge of the Navy yard at Washington, and to perform the usual duties of a navy agent. This officer was, by the same law, allowed the pay and emoluments now allowed to all captains stationed at navy yards, and no more. Whether, in fact, in consideration of the wholly distinct duties and liabilities imposed upon him, and through any equitable construction of the acts of Congress, he received a commission or percentage upon his disbursements, during the first nine years, cannot be ascertained, as the then incumbent, the late Commodore Tingey, is deceased, and his accounts were destroyed by the conflagration of 1814.

During the two subsequent years, 1815 and 1816, a regular or ordinary navy agency existed, and the officer was compensated by the customary commission of one per cent., not exceeding, however, two

thousand dollars per annum. Thenceforward a sort of special agency, for the performance of the same service, seems to have been devolved upon one of the clerks in the Treasury Department, who was allowed the like remuneration, and who continued acting in that capacity when the memorialist, Captain Hull, in 1829, was tendered and assumed the command of the naval station. For fifteen years, therefore, prior to his undertaking the duties of the post, the memorialist knew it to be unincumbered by any responsibility or obligation other than such as "belonged properly to the situation of commandant, and was connected with the rank he then held."

Very soon afterwards, however, the agencies, which had endured for these fifteen years, were discovered to be unwarranted by any positive provision of law. The act of the 27th of March, 1804, was recurred to as the only guide; and the memorialist unexpectedly required to fulfill the duties of a navy agent—duties, as he correctly describes them, "equally foreign to his ordinary avocations, and incongruous with the official station he enjoyed in the navy."

Notwithstanding repeated efforts to disburden himself, the memorialist, with great punctuality and fidelity, performed the arduous and hazardous service of a navy agent for three years and three months. In that character only, he disbursed a sum not less than six hundred and eighty thousand dollars; and was undoubtedly obliged to make exertions, and to incur risks, which he had not anticipated, and which could not reasonably be exacted without appropriate reward. He was finally relieved by the act of Congress of the 10th of July, 1832, putting the office of navy agent at Washington on the footing it occupies elsewhere, and manifesting the sense of the national legislature that it had heretofore been injudiciously coupled with that of commandant at the navy yard.

The claim of the memorialist to a fair compensation for this extraordinary service seems to the committee irresistible; and its amount can be at once estimated by the allowance which the law has long made, and still makes, to others who perform the same service. It has been already remarked, that the death of Commodore Tingey, and the loss of his accounts, preclude the possibility of ascertaining the extent of his compensation on this particular score, if, indeed, he received any; but, were it known, it would not furnish a just standard, as the correlative responsibilities and duties have, since 1814, greatly augmented. The agencies, regular or special, to which, for fifteen years afterwards, these responsibilities and duties were confided, afford a more safe rule; and as their respective incumbents were paid by a commission of one per cent., not to exceed \$2,000 per annum, the committee are of opinion that such should be the rate of compensation to be now awarded to Captain Hull.

The other branch of this claim arises from the refusal of the accounting officer of the Treasury Department to give the credit of \$604.84, under the circumstances briefly but fully exhibited in the documents annexed to and printed with the memorial.

Although the committee coincide with the Fourth Auditor in the opinion that "contracts made and filed according to law are the only legal guides to the accounting officers for the settlement of the contractor's accounts;" and although the disallowance in question was on the sole ground that the item was an increase upon the price stated in the contract on file, and therefore not authorized by law; yet, perceiving in the letter written from the Navy Commissioners' office to Commodore Hull, dated the 29th of June, 1831, positive directions to make the payment to the contractor, and those directions complied with on the 15th of July, 1831, as appears by the receipt given on that day; they esteem it a case in which orders, issued in the usual way, from officers who had the general control of the subject to which they related, have been honestly and faithfully executed by the agent to whom they were addressed, and who, therefore, cannot, upon any principle of justice or expediency, be permitted to suffer.

In conformity with the facts and views thus stated, the committee report a bill for the relief of the memorialist.

22D CONGRESS.]

No. 502.

[2D SESSION.]

ON THE CLAIM OF LIEUTENANT ARCHIBALD S. CAMPBELL, OF THE NAVY, FOR EXTRA PAY WHILE ACTING AS NAVAL STOREKEEPER AT PENSACOLA, IN 1825-26.

COMMUNICATED TO THE SENATE JANUARY 23, 1833.

Mr. DALLAS, from the Committee on Naval Affairs, to whom was referred the petition of Archibald S. Campbell, a lieutenant in the navy of the United States, reported:

That it appears, by the only document accompanying the petition, that Lieutenant Campbell was appointed by Commodore Warrington, on the 4th of November, 1825, to take charge of the store belonging to the navy at Pensacola, and that he performed the duties of naval storekeeper from that date up to the 4th of June, 1826. On the following day his successor, Samuel T. Anderson, assumed the post.

For the duties discharged by Lieutenant Campbell, as naval storekeeper, he has received no compensation, though confessedly entitled to it, owing, it is presumed, to an omission on the part of his commanding officer to report his appointment to the proper Department, or to the accidental miscarriage of that report.

By a report obtained from the Treasury Department, it is ascertained that the compensation allowed to the naval storekeeper at Pensacola is \$1,700 per annum. Agreeably to this measure, Lieutenant Campbell is entitled to receive the sum of \$991.66; and the committee report a bill for his relief accordingly.

[2D CONGRESS.]

No. 503.

[2D SESSION.]

ON THE PROPER MODE OF CORRECTING ANY ABUSES ON THE PART OF ANY OFFICER
OF THE NAVAL SERVICE OF THE UNITED STATES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 29, 1833.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom was referred the several resolutions presented on the 17th inst., by the Hon. Mr. Hogan, of this House, with the view to inquire into and prevent certain abuses alleged therein to exist in the naval service of the United States, reported:

That they have duly and maturely considered the same; and having referred the resolutions, with the documents appended thereto, to the Navy Department, and received from the Secretary the annexed letter, dated January 28, 1833, containing his views on the subject, they beg leave respectfully to submit the same to the House, as follows:

NAVY DEPARTMENT, *January 28, 1833.*

SIR: I have received your letters of the 25th inst., in relation to the resolutions of the House of Representatives, passed the 17th inst., on the proper measures to be adopted to prevent certain supposed abuses among the officers of the navy.

My opinion is not asked on the existence of those abuses at this or at any former period, whether practiced by the officer designated in the specifications, or by any other officers in the service; but only whether any "further legislation is necessary, to correct the abuses supposed by said resolution to exist in the service."

In reply to this last inquiry, I can only say that if such abuses have ever occurred, or should occur hereafter, it appears to me no further legislation is necessary to correct them, but that the past and present authority of the Department, through courts of inquiry and courts-martial, is ample for the correction of them; and, it is presumed, no period has existed when that authority would not have been exercised, on due complaint being made for the purpose, supported by such probable evidence of guilt as would justify calling on the officer implicated for official explanation, and, if not given satisfactorily, ordering on him such judicial proceedings as the circumstances appeared to require. The papers enclosed are herewith returned.

I am, very respectfully, sir, your obedient servant,
LEVI WOODBURY.
The Hon. JOHN ANDERSON, *Chairman of the Naval Committee, House of Representatives.*

Your committee avail themselves of the occasion to express their hearty concurrence in these views, expressed by the Secretary of the Navy; and entering as they now do their protest against any such future proceeding, through the medium of this House, against either the naval or military officers of the government, they respectfully ask to be discharged from all further consideration of the subject.

[2D CONGRESS.]

No. 504.

[2D SESSION.]

CLAIM OF JOHN S. STILES TO INDEMNITY FOR LOSSES SUSTAINED BY HIM IN THE
PERFORMANCE OF A CONTRACT FOR THE SUPPLY OF NAVY BREAD.

COMMUNICATED TO THE SENATE FEBRUARY 5, 1833.

To the honorable the Senate and House of Representatives of the United States of America, in Congress assembled:

The memorial of John S. Stiles, of the city of Baltimore, State of Maryland, respectfully sheweth:

That, during the year 1830, a certain advertisement was made by the Navy Commissioners, setting forth that they would receive proposals, until the 25th November, 1830, for the furnishing of the navy bread that might be required for the following year, 1831, for the various naval stations, &c., &c., &c. That your memorialist, being at that time in the possession of a large bake-house, unoccupied by any practical baker, was induced to make the proposals contained in document marked A, which were duly considered and deemed the best for the service; and the contract and bond, usual on the occasion, were signed and secured agreeably to law. That, at the time of offering said proposals, your memorialist not having his bake-house in operation, he did apply to a certain Henry Henderson, master baker, to prepare for him the requisite sample of bread to accompany said proposals, requesting that the bread should be made of one-half fresh fine flour and one-half second middlings. That the sample thus prepared, and marked with the name of "*Henderson*" in full on each biscuit, was handed your memorialist on the 24th, and by him deposited on the 25th of November, 1830, with the Navy Board. That, during the months of December, January, February, March and part of April following, your memorialist did exert himself to comply faithfully with the said contract; and in order the better to accomplish the said object, your memorialist did, in the latter part of December, 1830, ascertain of the Navy Board what quantity of bread would be required of him during the year 1831, which was asserted to be about three thousand barrels for the spring shipment, and about four thousand barrels for the fall shipment; and to enable your memorialist to meet said probable demands, he (being limited in funds,) was constrained to make arrangements with a certain Andrew Hall to advance the requisite funds—your memorialist to pay legal interest on the amount advanced, and the usual commission on the amount of sales. Thus circumstanced, your memorialist furnished himself with the best materials, and the best working hands, and did faithfully bake and prepare the amount of bread stated to be required. That, during that period, viz: January,

1831, your memorialist did receive from the presiding officer of the Navy Board the extraordinary demand of a keg of such bread as he intended to furnish under his contract, although that instrument specified the precise quality of bread he was thereby bound to furnish. He however did, as soon as practicable, forward by a private individual a keg of the bread he was preparing, which was delivered at the Navy Department on the 14th of January, 1831. On the 22d and 23d of said month, your memorialist received a biscuit of bread (not one of those he had deposited) and a letter from the presiding officer of the Navy Board, requiring him to bake his bread agreeably to said biscuit; to this your memorialist respectfully protested to the honorable the Secretary of the Navy, dated 26th January, 1831. About the 17th January, 1831, there was a written requisition made for 125,000 pounds of navy bread, to be prepared for the March shipment to Mahon. Various circumstances impressed the fear that some difficulty would occur in the performance of his contract, and induced your memorialist, on the 12th February, 1831, to address a letter to the Navy Board, stating that he had prepared the 125,000 pounds, and that he was going on to prepare the additional quantity, making the 3,000 barrels, agreeably to the information he had received from the board, as to the quantity which would be required for the spring shipment, and respectfully requested to be informed if a further requisition would be made on him prior to the fall shipment, and inquiring what time the bread then prepared would be inspected; to which your memorialist received no answer, except that, on the 16th February, 1831, your memorialist received another extraordinary demand for another sample of his bread, before that which he had prepared would be inspected. Those extraordinary demands, combined with certain circumstances developed in the course of this period, as will be seen by reference to the correspondence had with the honorable the Secretary of the Navy, created, as they were well calculated to do, great fears and alarm in the mind of your memorialist, and induced him to consult with the most experienced and respectable bakers as to the reason thereof. His mixture of flour, as well as the bread prepared, were duly examined, and by them pronounced to be in conformity with the contract, and the bread to be of a very superior quality. They further stated to your memorialist that the mixture which he made, if prepared in a more favorable season, the winter of 1831 being extremely severe, and worked up for a sample, with extra kneading, rolling, &c., would make bread equal, if not superior to pilot bread of the more common quality. Your memorialist, inexperienced in baking, and fearing that the over friendly aid of Mr. Henderson might have caused him to prepare the sample in a superior manner, did, on the seventeenth February, 1831, express to the Navy Board his belief that Mr. Henderson had made his sample superior to inferior pilot bread, but that he again forwarded to the Navy Board a keg of the bread he had and was preparing, not in any manner altering his mixture from the express terms of the contract. That the qualities of the flour were, in all cases, the same, although there might be some difference in the appearance of the bread. This letter, although animadverted on by the Commissioner at Baltimore, was not drawn before him by either the interrogatories propounded to or answers made by any of the witnesses, nor was it laid before the Commissioners at Washington, which may account to your honorable bodies why it has not been explained before this—it being, in its former state, a contradiction of the facts actually established by the disinterested testimony of the Navy Commissioners themselves. To this letter no answer was received by your memorialist; but, about the 20th February, 1831, three officers of the United States navy came to his bake-house to inspect the bread he had prepared, bringing with them a sealed package, which, when opened, proved to be a number of pieces of biscuit, without even the mark of a single letter, and nowise purporting to be the sample made by Mr. Henderson, and by your memorialist deposited with the Navy Board. This collection of pieces your memorialist denied to be his sample. The inspection was made by the said sample of pieces of biscuit, and on the assertion of Commodore Jacob Jones, commanding this station, dated 22d February, 1831, to the Navy Commissioners, "that the bread made by Mr. Stiles appears to you to be but little inferior, except in color, to the sample sent from the Navy Commissioners' office." The 125,000 pounds of bread were ordered to be taken, on the condition that your memorialist should prove to the said commanding officer that all the bread had been made of equal portions of fresh fine flour and fresh first middlings, although the presiding officer of the Navy Board must have known that both the navy agent and your memorialist, the two immediate contracting parties, construed "cross middlings" to mean "second middlings, Baltimore standard." The letter from that officer, dated 23d February, 1831, to Commodore Jones, adds, "should it appear that any portion of Mr. Stiles' bread is made of this latter grade of flour" (viz: second middlings,) "and you will be particular in ascertaining the facts to your entire satisfaction, the difference between *cross middlings* and middlings must be charged to Mr. Stiles, and deducted from his bill." By this unjust exaction there was deducted from the bill of your memorialist, amounting to nearly \$4,400, the sum of one hundred and forty dollars, the entire difference on the whole amount; allowing that the bread had all been made agreeably to the true acceptation of the term "cross middlings," viz: second middlings would have been one hundred and seventy-five dollars (\$175.) Thus, your memorialist should have been credited for having expended thirty-five dollars (\$35) additional, rather than to have been reduced the above sum of one hundred and forty dollars. To this unjust exaction your memorialist deemed it better to submit than to incur further delay. The above bread was delivered in April and May, 1831, and thereafter the Navy Board refused to take the additional quantity stated to be required for the spring shipment, although various letters were, from time to time, addressed to the board, respectfully requesting to be relieved from the unpleasant and ruinous situation in which he had placed himself by preparing the quantity of bread said by the board to be required; and, at one time, (viz: 30th June, 1831,) your memorialist *threw himself on the mercy of the Navy Commissioners*, begging that they would only permit 50,000 pounds of bread to be received, to enable him to refund the balance of advances made him, but without any effect. Sometime thereafter, your memorialist applied in person to the Hon. the Secretary of the Navy, respectfully requesting to be relieved from the unhappy situation thus caused by the Navy Board annulling his contract; and was answered, that the Department could not interfere with the Navy Board, as respects contracts for supplies. Shortly after this, a number of the most respectable merchants and residents of Baltimore voluntarily addressed a respectful memorial to the Navy Commissioners, stating the facts that your memorialist had faithfully complied with the contract, and that his bread was of that quality; that it could not be sold to the merchant service without great loss, and respectfully requested that the Navy Commissioners "would take the case into favorable consideration." (Memorial signed, William Patterson, Luke Tiernan & Sons, William Howell & Son, Harrison & Sterrett, Jacob G. Davis, Joel Vickers, Finlay & Mosher, Payson & Co., S. Smith.) From such a memorial, something of an amicable nature might have been hoped for in the most desperate case. To this memorial the presiding officer of the Navy Board

addressed a letter to William Patterson and others, dated 6th October, 1831, accusing your memorialist with having denied his sample, and having refused to furnish the bread agreeably to his contract, and endeavored to impress the belief that he had acted a dishonest and dishonorable part; which communication ultimately reached the hands of your memorialist. Thus circumstanced, (the Hon. Secretary having declined any interposition,) your memorialist was constrained to address to his Excellency the President of the United States a candid and respectful representation of his grievances, complaining of the unjust course of the presiding officer of the Navy Board, to which an answer was made by the Hon. Secretary of the Navy, (addressed to the Hon. S. Smith, Senator,) dated 7th November, 1821, as follows: "I have the pleasure to inform you that your letter of the 2d instant, and the documents which accompanied it, relating to the complaint of John S. Stiles, Esq., against the Navy Commissioners, were duly received by the President of the United States. He has examined the subject, and decided that it will be necessary for Mr. Stiles to lay before competent and disinterested dealers in bread, a copy of his contract with the Navy Board, for furnishing navy bread; to place before said dealers, at the same time, samples of the bread which he has offered to deliver under said contract, and to obtain from them, under oath, a statement impeaching the decision of the Commissioners of the Navy on this subject."

On the receipt of this letter, your memorialist sought, and procured, the attendance of three highly respectable and respected persons, who had been long and well acquainted with the navy bread, and the requisite properties to cause it to be good and to remain in a state of preservation during a long voyage, viz: Joel Vickers and William A. Tucker, both formerly master mariners, and now resident merchants of Baltimore, and Andrew Crawford, late ship bread baker and miller, but, at that time, had retired from all mercantile business, who deposed before John Gill, Esq., notary public, that they had duly examined the contract of your memorialist, and likewise the bread prepared by him under said contract, and that they each believed that he had faithfully and honestly complied with said contract, and that the navy bread was of a very superior quality, being made of the best fresh flour of the qualities required by the contract, (they having before them the certificates of the inspectors of flour, stating that the term "cross middlings" was understood in Baltimore, where the contract was made and signed, and the parties residents of said city, as likewise are the securities on the contractor's bond, to mean "second middlings of the Baltimore standard.") This statement, together with a respectful communication, was forwarded to his Excellency the President of the United States, and, as appears, was, by his Excellency, referred to the Hon. the Secretary of the Navy, and by him referred to the Navy Commissioners; and, on the 21st November, 1831, the presiding officer of the Navy Board addressed a letter to the Hon. Secretary, in which he charges your memorialist with having pursued a devious course under the contract, and of having intended an imposition on the government, and that they had discovered it in time to deduct the amount from his account, (alluding to the \$140 before stated,) a copy of which letter was enclosed by the Hon. Secretary, stating: "I have the honor to inform you that the President has received the evidence offered by Mr. Stiles, in reply to a former communication made by you. This has been submitted to the Navy Board for explanation, and they have furnished the enclosed answer." "If any further step is thought necessary, the President is now ready to appoint a commission, and take testimony in presence of all concerned, with a view to elicit the truth, and, finally, to dispose of the whole subject."

Your memorialist forthwith addressed a letter to the President of the United States, rebutting the assertions of the presiding officer of the Navy Board, and respectfully requesting that a commission should be appointed to the full extent stated. Sometime thereafter, your memorialist received from the Secretary of the Navy a letter announcing that the President of the United States had appointed the Hon. Elias Glenn to take testimony at Baltimore, and the Hon. John P. Van Ness to take testimony at Washington: those commissions were duly held, and testimony taken to the fullest extent—the Navy Commissioners having forwarded a book, &c., of interrogatories to be propounded to the witnesses summoned on their behalf, and the President of the United States having forwarded a statement of the points which he required should be especially investigated. Before the commissioner at Baltimore was summoned (by the district attorney, in behalf of the Navy Commissioners) all the millers from whom your memorialist had purchased the flour of which the bread was baked; all of whom, with the exception of *one*, declared that they understood the term "cross middlings" to be "second middlings," Baltimore standard; and they all declared that the flour purchased by your memorialist was fresh from the mills; and the three inspectors of flour for the city of Baltimore declared that the term "cross middlings" was not known to the inspection laws of Baltimore, but that they all understood it to be "second middlings," Baltimore standard; and even the navy agent, who, as before stated, was the contracting party with your memorialist, declared that he understood "cross middlings" to mean "second middlings," Baltimore standard; and, of the number of bakers summoned by the Navy Commissioners, *all*, with the exception of *one*, declared the bread prepared by your memorialist to be of a very superior quality, and that the sample forwarded by the presiding officer of the Navy Board was not navy bread, but was pilot bread. Mr. Henderson, (summoned by the district attorney in behalf of the Navy Commissioners,) who baked the sample, marked with his name in full, and deposited with the Navy Board, declared that the sample sent by the presiding officer of the Navy Board was not one of those manufactured by him for your memorialist, and marked with his name, "Henderson," in full; and that the sample he made was composed of one-half fresh fine flour and one-half fresh second middlings, agreeably to the request of your memorialist. All the testimony, whether adduced by the Navy Commissioners or by your memorialist, agreed in pronouncing the bread prepared under the contract to be of a very superior quality, and superior to anything they had ever seen made for the United States navy, *excepting one baker*.

The commissioner at Washington took the testimony of the bakers of bread, and inspectors of flour, for the cities of Georgetown and Alexandria, summoned by the district attorney in behalf of the Navy Board, and of the chief clerk of the Navy Board, summoned by your memorialist. The bakers of bread, and the inspectors of flour, declared that the term "cross middlings" was not recognized by the inspection laws of their respective cities, and that it was altogether an "arbitrary term."

The testimony thus taken was forwarded to the Hon. Secretary of the Navy, and referred to the Hon. the Attorney General of the United States for his opinion on the several points directed to be investigated, as particularly stated in the order of the President of the United States before referred to. (Letter from the Hon. Secretary to R. B. Taney, Esq., Attorney General, dated 19th June, 1832.) The Attorney General returns the documents, &c., with his opinion, that your memorialist was right in being governed by the acceptations of the terms "cross middlings," as received at Baltimore; *but, for the usage of samples and contracts*, he refers the subject back to the Navy Department, and that Congress alone could make

indemnity in case of injury sustained. The Hon. Secretary, it appears, referred the entire proceedings had under the Commissioners, together with the opinion of the Attorney General, to the Navy Board; and, in answer to the presiding officer, neglects or refuses (your memorialist not being acquainted with the purport of the letter referring the subject to the Navy Board,) to give any statement of the usages of contracts and samples, and contents himself with condemning the bread prepared, in consequence of its inferiority and the length of time it had been baked, which he could not have done had he examined and regarded the testimony which he himself had, by volumes of letters and interrogatories, sought for from more than four-fifths of the entire number of witnesses examined. From this, the fact would appear that, finding his every position rebutted by the facts reported, he now refuses to regard the testimony of those whom he caused to be interrogated in his behalf; for, in his letter to the Hon. the Secretary, accompanying the documents above stated, bearing date 15th February, 1832, he says: "As one of the objects of Mr. Stiles' application to the President is understood to be to substantiate charges against the Navy Board, and especially its presiding member, so impugning his official conduct as to require Executive censure, the Commissioners reserve to themselves, jointly and severally, the right of rejoinder after these interrogatories shall have been answered, contenting themselves, on the present occasion, with a general exposition of facts drawn from and fully substantiated by the papers contained in document A."

The Hon. Secretary of the Navy leaves the entire subject at the disposal of the presiding officer of the Navy Board, and to your memorialist the right of appeal to your honorable bodies for that relief, which it appears cannot be anticipated elsewhere.

Thus left destitute of information on those points which (from being called for by the high authorities above stated) it was to be presumed would have been fully and candidly given by the Navy Board to enable the investigation to be closed on principles of equity and justice, your memorialist would respectfully beg leave to seek that information by a calm, dispassionate and honest review of the testimony received, recorded, and on file in the Navy Department. By the testimony of Capt. Isaac Phillips, navy agent, and Lieut. R. A. Jones, United States navy, it is established that, during the month of January, 1831, they visited the bake-house of your memorialist, by his request, to examine the bread he was preparing under his contract, and that no complaint was then made as to the quality of the bread, but entire satisfaction expressed—Lieut. Jones declaring it to be good, sound navy bread, and appeared to be well baked, and fit for exportation, and such as he would be willing to eat; that samples were taken by the navy agent, which samples are now in possession of the commissioner at Washington; yet it appears, at that distant and important period, the navy agent was not in possession of the original sample deposited with the Navy Board on the 25th November, 1820, although the contract states that the sample is deposited with the navy agent. Why was the sample withheld from the navy agent? Why was the navy agent permitted to be ignorant of the quality of the original sample? The relative connection of that officer with the Navy Board, as to contracts for supplies, would surely justify the belief that he was fully acquainted with the actual quality of the article required. Such was the impression of your memorialist, and he thereafter confidently continued to prepare the quantity required, agreeably to the information derived by him from the Navy Board. Your memorialist would here respectfully state that his declaration of the fact of his having received the above information from the Navy Board was made to the Hon. Secretary of the Navy in January, 1831, and that no refutation of any kind has been communicated to him from that time to the present period. As respects the mixture of flour and the quality of the navy bread made and prepared by your memorialist, it is fully proved by the testimony to have been in strict conformity with *his contract*. As respects the quality of the sample originally deposited with the Navy Board, (which repeated circumstances so often called for, but which has never been exhibited,) no doubt can any longer remain on the most suspicious mind, that the sample produced by the Navy Board was totally destitute of any evidence of its being the one required; and the baker of the original samples declares it not to be of his make, and the sample he made for your memorialist was composed of one-half of fresh fine flour and one-half of fresh second middlings; and, as respects the quality of the bread being such as should have been received under the contract, the fact that a part thereof having passed inspection, and was received by order of the Commissioners, even under a choice sample of their own selection, would establish the fact that your memorialist had done more than he stipulated to do. With regard to the usage of samples and contracts, which the Attorney General deems so important to the ultimate decision of this case, your memorialist would respectfully state that the chief clerk of the Navy Board asserts (in his testimony before the commissioner at Washington, dated 5th May, 1831,) that "the biscuit referred to, sent to Stiles on the 21st January, 1831, was not one of those deposited by him, but was sent chiefly to show the size the Commissioners preferred, as well as *about* the quality they expected his to be, to pass inspection." Again he states, (2d June, 1832,) "the single biscuit was sent, as stated before, that if the bread was as good as that, or even nearly so, although inferior to his first sample, it would be received;" and the presiding officer of the Navy Board states, (in his letter of the 21st January, 1831, referring to said single biscuit,) "the Commissioners expect your bread to be as good, or very nearly so, as the sample now sent to you." Thus your memorialist might have been led to believe that the Navy Board was inclined, and had determined to receive from him bread inferior to the sample by him deposited with the board at the time of making the contract; and if your memorialist had proceeded to bake bread of that inferior quality, it no doubt would have been a just matter of complaint if the Commissioners had thereafter demanded bread of a superior quality, they having deviated from both the original sample and the express stipulations of the contract; this is respectfully stated to show the usage of samples and contracts with the Navy Board. The chief clerk of the Navy Board states, (May 11th, 1832,) in answer to an interrogatory put by your memorialist—"Was or was not the sample you allude to in your answer (meaning the original sample marked 'Henderson,') sent at the time of the contract being signed; if not, at what time was it sent?"—"The sample was sent to Baltimore on the 18th February, 1831; the contract was dated January 10, 1831." Thus it would appear that the only sample to govern your memorialist in the baking of his bread, that was in the city of Baltimore prior to the 18th February, 1831, was the one sent by the presiding officer of the Navy Board on the 21st January, 1831, which is acknowledged to be inferior to the original sample deposited by your memorialist at the time of making his proposals, and by which latter sample he was required to bake his bread, agreeably to the wish of the Commissioners, to pass inspection; yet, on the 18th February, 1831, the presiding officer addresses a letter to Com. Jacob Jones, stating—"You will receive by this day's mail a sample, (the only biscuit remaining in this office of those sent by Mr. Stiles when his offer was made,) by which you will be pleased to cause the parcel ordered to be prepared for Mahon to be inspected,

receiving none inferior to the sample; and should the contractor refuse or fail to furnish the quantity conformably to his contract in time for the shipment to Mahon, you will inform the Commissioners, that the necessary arrangements may be made to obtain the bread elsewhere." Hence it will be seen that had your memorialist baked his bread according to the inferior samples sent on the 21st January, 1831, his bread must have been condemned by this (superior) sample sent by the presiding officer of the Navy Board, and from the sequel of that letter some such result appears to have been anticipated. (Whether this extraordinary event was the result of accident or design, your memorialist deems it most proper to leave to your better judgment.) And yet the bread prepared by your memorialist was inspected by this (superior) sample, and received by the Navy Board, not that it conformed in every particular with the sample sent on the 18th February, 1831, which was uniformly pronounced by all who examined it to be pilot bread, but that it was superior to any navy bread ever previously delivered on this station, and that it could not be rejected even by a comparison with the (superior) sample produced, the commanding officer stating that "the bread was but little inferior, except in color, to the sample sent from this (the Navy Commissioners') office." With regard to the actual quality of the bread, of which many respectable witnesses have given testimony, all agreeing that it was of superior quality, your memorialist would respectfully state that a distinguished member of the Navy Board, (viz., Com. Charles Stewart, on being interrogated whether he had examined the keg of bread sent to the Navy Board on the 14th January, 1831,) states: "I examined, at the request of Com. Rodgers, some bread in a keg, said to be samples of Mr. Stiles' bread, sent from Baltimore; also, some other bread, with which it was compared. I expressed my opinion, after eating a part of a biscuit, that it was sound and sweet bread; that it was not as white as the other, and which I supposed might have been the consequence of baking, or perhaps was caused by a quicker, hotter oven." And again, (when interrogated if the bread was such as in his opinion might have been shipped to a foreign station in September, 1831,) he states: "The bread in that keg appeared to be in good condition for shipping, by keeping it sometimes in drying lofts after baking. Bread that is shipped immediately after baking is apt to mildew in the centre of the biscuit, the vapor being forced towards the interior by the operation of the baking, which dries by keeping in drying rooms. I therefore know no reason why it might not have been shipped abroad."

Your memorialist would further respectfully state, as an explanation of the usages of samples and contracts so much required by the Attorney General, that the proposals advertised by the Navy Commissioners for the succeeding year, 1832, specified "cross midlings" to mean "first middlings," and the contract for that year was obtained by Lewis Barney, Esq., of the city of Baltimore; and that, before the commissioner at Baltimore, your memorialist produced a parcel of the bread, believed to be a true sample, furnished the Navy Department under his, Lewis Barney's, contract, which bread the said Lewis Barney did acknowledge to be his bread, but did not know whether baked by him for the contract, or for merchant service; which parcel of bread was acknowledged, by a high and respectable officer of the United States navy, appointed to inspect the bread of said Lewis Barney, to be a fair sample of the said bread by him inspected and passed for reception, and was so received by the Navy Board, and shipped to a foreign station during said year, viz., the spring of 1832. The bread of your memorialist (viz., the parcel contained in the keg ordered by the navy agent, in January, 1831, as well as certain samples of the bread then had in store, being the remainder of that baked and prepared under his contract, and which samples were brought before the commissioner by persons appointed and authorized by the district attorney to examine said bread, and produce samples thereof,) when put in comparison with that baked by said Barney, was pronounced by all to be fully equal, if not superior to that of Mr. Barney, although then baked and prepared upwards of twelve months. The commissioner, in his report, states (the Hon. Elias Glenn's report, dated Baltimore, 24th March, 1831,) "Mr. Barney's bread, under his present contract, has been produced before me. I send a biscuit, and, upon a comparison, it will appear that Stiles' bread is quite as good as Barney's" Lieutenant R. A. Jones states (testimony before the commissioner at Baltimore) "that he was one of the inspectors of Mr. Barney's bread, inspected by a sample which was furnished him for that purpose; that he knows nothing about Mr. Barney's contract, but the bread inspected was equal to the sample; that Mr. Barney's bread, which was inspected by the deponent, was about equal to the sample now produced by Mr. Stiles, and exhibited to him." Captain McEvers, United States navy, states (see testimony at Baltimore) "that he did inspect Mr. Barney's bread under his last contract; that he considered the bread equal to the sample by which it was examined, which sample was furnished by the Navy Commissioners." Thus, it is established that bread contracted to be made of one-half fresh fine flour, and one-half fresh first middlings, and was no doubt contracted for by a sample of that mixture, was inspected by a sample furnished by the Navy Commissioners, is passed and received, being equal to said sample, and the said bread is not found to be superior to that bread prepared by your memorialist, and rejected by the presiding officer of the Navy Board, which latter bread is acknowledged to have been made with a due regard to equal proportions of fresh fine flour and fresh *second* middlings. Your memorialist is unable to lay before your honorable bodies any more correct statement as to the usage of samples and contracts; and it is with pleasure that he would refer your attention to the actual samples and parcels of bread above alluded to, and which are still in the possession of the Hon. John P. Van Ness, commissioner, at Washington.

Your memorialist would respectfully state that he has declined accompanying this memorial with copies of the numerous and extensive documents connected with the case, under the hope that, as he has specified each event and circumstance, so as to make it manifest to all who are concerned, or in anywise connected with the same, that your honorable bodies will grant his respectful prayer that this memorial be printed, so that it shall be in the possession of all concerned, and undergo a full examination, to the end that, if any errors or omissions have been intentionally or unintentionally made, they may be fully exposed before your honorable bodies.

Your memorialist would further respectfully state that, in consequence of the Navy Board not answering that part of his letter which states "that he was preparing the usual quantity of bread, as he was informed by the Navy Board would be required for the spring shipment, and requesting to be informed if any further requisition would be made on him previous to the fall shipment," he was compelled not only to prepare the quantity therein specified, but, after it was prepared, he was compelled to retain it on hand, lest at any time the order should be made on him for the usual quantity, and he, being deficient, would have rendered himself liable to be sued on his contract and bond, which latter instrument had a security of too delicate a character to be drawn into a lawsuit; and thus was your memorialist compelled

to retain on hand a large quantity of navy bread, even at a time when he could have disposed of the same on more advantageous terms than those established by the contract, viz: John B. Howell, Esq., of the firm of William Howell & Sons, states (see testimony at Baltimore) "the deponent had a large order for bread for the Columbian navy, and applied to Mr. Stiles to purchase bread from him, and that Mr. Stiles could not sell his bread to the deponent, as he had baked it for the navy." By referring to a letter from William Howell & Sons to your memorialist, which was enclosed to the President of the United States, it will be seen that the price paid by Messrs. Howell & Sons for nearly twelve hundred barrels of navy bread was \$3.50 per 100 lbs. and 25 cents for each barrel. Thus, your memorialist was deprived of this very advantageous sale by the want of a proper decision of the Navy Board, or rather from a want of that polite conduct which is uniformly observed between respectable members of society, and should at all times be observed by high and responsible officers of the government.

Your memorialist anxiously awaited the period of the fall shipment, hoping that some relief would then be extended to him, but it would appear that the presiding officer of the Navy Board had determined otherwise; for waiting, as the facts prove, until every other member of the board was absent from the seat of government, he addressed a letter to your memorialist, requiring him to prepare and forward new samples of the bread he would furnish, in case a requisition was made on him for the Mahon shipment.

Your memorialist would respectfully remark that this was the fourth time he had been required to furnish a sample of the bread he intended to furnish under the contract; although, as before stated, that instrument specified the quality of bread that *should* be furnished. The demands were: by the advertisement for proposals, the Commissioners of the Navy required that each proposer should, with his proposal, deposit three biscuit of the bread he intended to furnish; in compliance with which your memorialist did faithfully deposit with his proposal three entire, sound, and well-prepared biscuits of navy bread, stamped in the centre with the word "Henderson," in distinct, large, and legible letters. On the 4th January, 1831, a keg of the bread he intended to furnish, under his contract, was demanded to be sent to the Navy Commissioners' office, which was sent and deposited on the 14th January, 1831. On the 14th February, 1831, the following demand was made: "On the receipt at this office of a sample of your bread, conforming to the contract, and to the sample accompanying your offer to furnish that article, the Commissioners will direct the inspection of the parcel that has been required of you by the navy agent to be prepared for shipment to Mahon." And again, on the 6th August, 1831, the presiding member states: "and previous to giving you an order for bread, &c., &c., they (the Commissioners of the Navy) have now to request of you to prepare a sample of such as it is your intention to furnish." Now, if the sample "of pieces of biscuit" was really the sample deposited by your memorialist, and which was sent with the positive order that no bread inferior thereto should be received from your memorialist, why was it thus voluntarily abandoned? Was it that the sample had gone out of the possession of the commanding officer of the Baltimore station? Such is understood never to be the fact; the sample is retained by the commanding officer, and is to be forthcoming on a proper demand. Or was it that your memorialist was to temporize and bargain anew for the furnishing of the 130,000 lbs. of navy bread to be shipped to Mahon? It would be improper for your memorialist to give any answer to these naturally arising questions, and, with great confidence, he refers the subject to the more dispassionate, calm, and candid consideration of your honorable bodies.

Thus abandoning the samples forwarded to Commodore Jones, on the 18th February, 1831, asserted, by the presiding member of the Navy Board, to be the sample deposited by your memorialist, no doubt because he found it impossible to sustain the same before any impartial tribunal, it is respectfully remarked that this abandonment took place more than seven months before the testimony was taken, either at Baltimore or at Washington, on the subject of the actual quality of that sample.

Your memorialist, in answer to the letter of the 6th August, 1831, respectfully protested to the requirement of a new sample, and threw himself on the terms of the contract as to the actual quality of the bread he should furnish; but ultimately consented to bake such portion as he had not then prepared, agreeably to this new demand, on the condition that the portion then prepared by him under the contract, and remaining on hand, should be taken. This amicable proposition, so well calculated to terminate this unhappy contract, was rejected by the presiding officer of the Navy Board. Your memorialist was constrained to surrender his bread to the friend who had made the requisite advances to enable him to prepare, under the good faith of the contract, the quantity of the bread which he was officially informed would be required of him for the spring shipment, and being unable to find a market for so large a quantity of bread at home, resort was had to shipping in parcels abroad, which required much time for sales and returns, and, in the meantime, the engagements of your memorialist became due, and compelled him to make a serious and very extensive sacrifice of his property to meet the same, which sacrifice would not have been required, had his contract been fairly and honestly executed by the Navy Board. Anxious to save his friends from that destruction so often threatened him, because he did not part with the one-half of his contract to Mr. Lewis Barney, (see correspondence with Secretary of the Navy, dated 8th February and 26th March, 1831,) your memorialist was constrained to part with an interest held under the late treaty made with the King of the French, providing for the indemnity for spoiliations made on American commerce; which he, after various trials, had ultimately to dispose of the amount of \$9,850, for the sum of \$4,350, although secured by a claim existing under the United States Government and real estate in Baltimore; thus incurring a loss of \$5,500 by the improper, and, as he humbly and sincerely believes, unjustifiable conduct of the presiding officer of the Navy Board. The sales of the bread thus thrown on the hands of your memorialist, which, in good faith, should have been received by the Navy Board, amounted to about \$2,660; whereas, had it been received, or had it been declined on the receipt of your memorialist's letter of the 12th February, 1831, they would have amounted to the sum of \$4,282²⁰/₁₀₀, and your memorialist, by this transaction, was involved in a loss of fully the sum of \$1,622²⁰/₁₀₀, independent of nineteen months' delay, loss of business, interest on amounts advanced, and expenses of establishment retained under the contract.

Your memorialist, ever alive to that sense of honor and justice which should govern all who may be involved in engagements of a doubtful result, deemed himself compelled to retain, although at a great expense, his bake-house, and the requisite preparations to enable him to comply with any requisition which the Navy Board might make on him previous to the 31st December, 1831, being the annual term of his contract, and thereby he has been detained and abstracted from the pursuit of any other business or occupation by means of which he might have supported his young but numerous family, for whose support and education he so earnestly sought the contract; and although no personal consideration

should influence a jurist in the execution of a general law, yet, where equity and justice are to be dispensed, a knowledge of the entire circumstances should be had, the better to establish the case.

Having diligently sought relief from every other probable source from which it might be gained, without effect, your memorialist would humbly and respectfully pray your honorable bodies to take his case under consideration, and grant him such relief as, in the wisdom of Congress, shall be deemed just and equitable; and your petitioner will ever pray for the success, tranquillity and happiness of these United States.

JOHN S. STILES.

BALTIMORE, *February*, 1833.

22D CONGRESS.]

No. 505.

[2D SESSION.]

ON THE CLAIM OF CAPTAIN ISAAC HULL, COMMANDANT OF THE NAVY YARD AT WASHINGTON, ON ACCOUNT OF THE PERFORMANCE OF THE DUTIES OF NAVY AGENT, AND FOR THE ALLOWANCE OF CREDIT FOR A PAYMENT MADE UNDER THE ORDER OF THE NAVY COMMISSIONERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 5, 1833.

Mr. DEARBORN, from the Committee on Naval Affairs, to whom was referred the memorial of Captain Isaac Hull, of the navy, reported:

That the said Captain Hull represents that he was appointed commandant of the Navy yard in the city of Washington, during the month of April, 1829, and that he accepted the appointment under the impression that he would only be required to perform such duties as properly belonged to that situation, or were connected with the rank he then held in the navy; but that, soon after he entered on the duties of the station, he was called upon to discharge those of a navy agent, which were foreign to his ordinary avocations, and incongruous with his official standing in the navy.

Aware that the labors, thus unexpectedly imposed upon him, would involve him in great pecuniary responsibilities, and be attended with much personal anxiety, he made strenuous efforts to be relieved from a task so irksome to his feelings and so alien to his accustomed employments, but without success; and, as there was no alternative, he endeavored to make such arrangements as would enable him to discharge those new duties with satisfaction to the Navy Department, and in consequence of which he has been subjected to many difficulties, great labor, and considerable expense.

After the most zealous efforts to perform all that was required, so perplexing and onerous were these extra duties discovered to be, and so hazardous the responsibilities which were accumulated on the memorialist, that from year to year he urged upon the government his anxious desire to be relieved therefrom, as incompatible with the proper exercise of his more immediate and important engagements as superintendent of the various departments of the establishment; for, besides including those common to all the yards, there were extensive manufactories of chain cables, cambooses, blocks, and of numerous other articles for the general service of the national marine, each requiring unremitting attention; and at length, so well satisfied were the Secretary of the Navy, the Board of Commissioners, and Congress, of the incompatibility of the two offices, that a law was passed during the last session, providing for placing the Washington yard on the same footing with the others in various parts of the United States, by authorizing the appointment of an officer who should be specially charged with executing the duties of navy agent.

During the period of more than three years, in which the memorialist acted as navy agent, the disbursements by him made amounted to upwards of \$680,000; and as it has been the uniform practice of the government to allow to all public officers a liberal compensation for extraordinary services not directly connected with the appropriate duties of their stations, it appears but just and equitable that the memorialist should be remunerated by a sum which shall at least be equivalent to that which had been formerly allowed, or is now paid, for the same services.

It appears that, previous to the appointment of the memorialist to the command of the Navy yard in Washington, the duties of navy agent had not been devolved upon his predecessor, but had been executed by an officer in the Treasury Department, who had received for his services a commission upon his disbursements; and the agent who was appointed under the provisions of the act of the last session receives a commission upon his disbursements, limited to two thousand dollars per annum, with an extra compensation of nineteen hundred dollars for clerk hire, office rent, fuel, and other contingencies, making the aggregate annual sum three thousand nine hundred dollars, and, for the period during which the memorialist performed the said duties, would amount to \$12,675, while he only asks to be allowed, less the clerk hire, which has been paid by the government, the sum of \$6,500.

From the correspondence of the Navy Department, accompanying the memorial, it appears that Captain Hull has been refused credit for a sum amounting to \$604.84, paid by him in conformity to directions from the president of the Board of Navy Commissioners, and for which he also prays to be indemnified.

The claim originated in a contract between Peter H. Green and the Navy Commissioners, being an extra allowance on 4,838 $\frac{2}{3}$ cubic feet of live oak timber delivered by said Green at the Navy yard in Washington, at 12 $\frac{1}{2}$ cents per cubic foot. The Fourth Auditor assigns as the reason for not allowing that item of charge in the account of the memorialist, that the Navy Commissioners were not competent to authorize the payment of a higher price to a contractor than that which has been stipulated in his contract; but as the memorialist acted under the positive orders of the Navy Commissioners, as will appear by the letters and statements appended to this report, and as he had neither the means or the right of judging whether or not they were exercising their legal authority, it is obviously unjust that the consequences of their error should be visited upon an individual who had no right to question the legality of their orders, but whose position, while it precluded him from the means of deciding whether they were

right or wrong, rendered obedience to their directions his paramount and obvious duty. From these considerations, the committee are constrained to believe that the memorialist is entitled to compensation for his extra services, as well as to be refunded the sum paid for live oak timber; and therefore report a bill for his relief.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial and petition of Isaac Hull, a captain in the navy of the United States, respectfully sheweth:

That your memorialist, then being a captain in the navy of the United States, was appointed commandant of the Navy yard at the city of Washington, in the month of April, 1829; that he accepted said appointment under the impression and belief that he should be required to perform such duties, and such only, as, from long experience in the navy, he knew belonged properly to the situation of commandant, and were connected with the rank he then held.

Such duties, your memorialist, from long experience in the service, was well aware were equally numerous and important; and he was also apprised that, at the Navy yard at Washington, where the great establishments for the manufacture of chain cables, cambooses and blocks, &c., &c., for the general service of the navy existed, the duties devolved upon the commandant were peculiarly multifarious and responsible. With these impressions, and with this previous knowledge, your memorialist, anxious to discharge his obligations to the navy and the government, accepted the appointment tendered to him, and entered upon the duties appertaining to the office.

Some short time, however, after he had thus assumed these trusts, your memorialist, very unexpectedly, found himself called upon, in addition to what he had contemplated, to perform the highly responsible duties of navy agent; duties equally foreign to his ordinary avocations, as they were incongruous with the official station he enjoyed in the navy. Perfectly aware that this would involve him in great pecuniary responsibilities, and therefore be attended with great personal anxiety, your memorialist made various and strenuous exertions to be relieved from a task so irksome to his feelings and so alien to his ordinary and accustomed employments. In these efforts he was unsuccessful; and to enable him to discharge these duties with satisfaction to the Department and with comfort to himself, he has been compelled to subject himself to great difficulty, labor and expense.

After reiterated exertions, your honorable bodies became satisfied that the employments in which your memorialist was engaged were incompatible with each other, that they should be confided to different hands, and passed an act on the 10th July, 1832, placing the Navy yard at Washington on the same footing with the other navy yards in the Union.

Your memorialist further represents to your honorable bodies that, prior to the period of his appointment to the situation of commandant at Washington, the duties of navy agent had not been devolved upon or performed by his predecessor; they had been executed by an officer in the Treasury Department, who had received, as a compensation for his services, a commission upon his disbursements. Since the change effected by the recent act of Congress, they have been devolved upon a regularly appointed navy agent, with an allowance of a commission upon his disbursements, limited to \$2,000 per annum, with an extra compensation of \$1,900 per annum for clerk hire, office rent, fuel, candles, &c., &c. In some of the other navy yards, this additional is \$1,600, and \$2,400 annually.

Under these circumstances, your memorialist cannot forbear indulging the hope that your honorable bodies will deem it but just that a compensation equivalent to that which the government formerly paid, and now pays, for the same services, should be allowed to him. It is confidently believed that the case of your memorialist forms the only exception to the general practice of government, in all its departments, of compensating extraordinary services by extra allowances. In all other cases, when officers of the navy have been entrusted with the disbursement of public money, or when duties have been imposed upon them wholly disconnected with their appropriate duties, they have received a suitable remuneration, proportionate to the services rendered and the responsibilities incurred.

Your memorialist may be further permitted to observe that, during the time in which he performed these duties, the amount disbursed by him, unconnected with his professional avocations, and fully accounted for with the Treasury, has exceeded the sum of \$680,000. It need not be remarked that so large a responsibility must necessarily be accompanied with great personal anxiety. Even this, however, would, by no means, convey a full idea of the labors devolved upon your memorialist. Such an attention as regard to his own character and prudence would dictate, to the details of a business requiring such an expenditure, must obviously be great and unremitting, demanding the full employment of a large portion of the time of any individual. It has, however, been a source of unqualified gratification to your memorialist, in the performance of these invidious duties, that, in their discharge, it has been his good fortune to give entire satisfaction to the accounting officers of the Treasury Department, and to have been recognized as having faithfully disbursed every cent that has been committed to his care.

In addition to the general claim for compensation which he has preferred, your memorialist feels himself impelled to ask of your honorable bodies to indemnify him for an amount of money paid by him under the particular and express orders of the Commissioners of the Navy Board, but for which he has been refused credit at the Treasury. This disallowance has proceeded upon the exclusive ground, that the Commissioners transcended their authority in directing the payment. The documents accompanying this memorial will clearly show that your memorialist could have no discretion in the case. His orders were peremptory, to pay the sum of \$604.84 to Peter H. Green. The claim originated in a contract between Green and the Commissioners, a subject over which the board was supposed to possess plenary powers. At all events, your memorialist had no means of judging, and no right to judge, whether or not they were exercising their legal authority; he was bound to pursue their instructions. It must appear obviously unjust to your honorable bodies that, if the board has mistaken its powers and its duties, the consequences of their error should be visited upon an individual who had no right to question the legality of their orders, but whose position, while it precluded him from the means of judging whether or not they were wrong, rendered obedience to their directions his paramount and obvious duty.

No. 1.

Statement of the claim of Captain Isaac Hull against the United States, for a payment made by him, and for responsibility, services, &c., as acting navy agent at Washington, D. C.

* Payment made by Captain Isaac Hull, as acting navy agent at Washington, D. C. for an extra allowance on 4,838 $\frac{9}{12}$ cubic feet of live oak timber, delivered by Mr. Peter H. Green, for the use of the navy, at 12 $\frac{1}{2}$ cents per cubic foot	\$604 84
Claim for responsibility, services, &c., as acting navy agent at Washington, D. C., from April, 1829, to July, 1832, 3 years 3 months, \$2,000 per annum.....	6,500 00
Whole amount of claim.....	<u>\$7,104 84</u>

Amount of public money passing through the hands of Captain Hull, during the above time, and for which he was held responsible, \$680,501.42.

No. 2, A.

NAVY COMMISSIONERS' OFFICE, *June 25, 1831.*

SIR: The papers relating to Peter H. Green's timber are herewith returned. If the deficient pieces have been delivered and passed the inspection at the yard under your command, then the old claim of 12 $\frac{1}{2}$ cents per foot on 4,838 cubic feet is to be allowed, as per Commissioner's letter to Mr. Green, of October 12, 1829, a copy of which is herewith enclosed; the whole chargeable to gradual increase. You will take the necessary receipts, and as in full of all demands.

I am, very respectfully, sir, your obedient servant,

JNO. RODGERS.

Com. ISAAC HULL, *commanding, &c., &c., Washington.*

No. 3.

NAVY COMMISSIONERS' OFFICE, *October 12, 1829.*

SIR: Your letter of the 21st ultimo has been received. The Commissioners have again to repeat that they do not feel themselves authorized to allow your claim for the difference of \$1.42 $\frac{1}{2}$ and \$1.55 per cubic foot, for live oak timber delivered by you in 1823, until the pieces deficient in your contract, and of which you were advised, under date of 17th May, 1824, shall have been furnished. When that is done, the difference will be allowed: further than this the Commissioners of the Navy cannot go; and if this is not satisfactory to you, an appeal is open to you to such tribunal as you may think proper to apply.

I am, &c.,

JNO. RODGERS.

PETER H. GREEN, *Bath, Maine.*

No. 4, B.

TREASURY DEPARTMENT, *Fourth Auditor's Office, July 30, 1832.*

SIR: Your letter of 28th instant, with your final statement, &c., is just received. Your account shall be promptly settled.

The sum of \$604.84, in voucher No. 54, 3d quarter, 1831, was disallowed, on the ground that the Navy Commissioners are not competent to authorize the payment of a higher price to a contractor than that which has been stipulated in his contract.

Very respectfully, your obedient servant,

AMOS KENDALL.

Capt. ISAAC HULL, *U. S. Navy, commanding, Washington.*

No. 5.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 23, 1832.*

SIR: Your letter of the 26th instant, asking for a certificate or letter of the rejection of \$604.84, in your account as navy agent, has been received, and the Second Comptroller has referred one to me of the same date, upon the same subject.

It appears that, in 1829, the Board of Navy Commissioners agreed to allow Peter H. Green, a contractor, 12 $\frac{1}{2}$ cents per 100, on 4,838 feet of timber, above the price stipulated in the contract. This allowance, amounting to \$604.84, you paid in pursuance of that decision, on the 15th July, 1831, and charged it in your account.

Contracts made and filed in the Second Comptroller's office, according to law, are the only legal

* The above payment was made under an order from the Navy Commissioners, bearing date 29th June, 1831, copy of which is hereto annexed, marked A, and has been disallowed in the settlement of the accounts of Captain Isaac Hull, as acting navy agent, at the Treasury Department, by the Fourth Auditor and Second Comptroller. (See Fourth Auditor's letter, hereto annexed, marked B.)

guides to the accounting officers for the settlement of the contractor's accounts; and this payment was disallowed to you on the sole ground that the increased price was not authorized by law.

It gives me pleasure to say, that your accounts as navy agent were kept with great accuracy, and that there is no debit against you on the books of this office, except this disallowance, in your capacity as navy agent, or any other.

Very respectfully, your obedient servant,

AMOS KENDALL.

Capt. ISAAC HULL, *commanding Navy Yard, Washington, D. C.*

Voucher No. 54, 3d quarter, 1831.

No. 6.

The United States,

To Peter H. Green, *Dr.*

For amount due him on 4,838 $\frac{9}{12}$ cubic feet live oak timber, delivered at the Navy yard in Washington, on the 29th April, 1824, as appears by the certificate of James Carbery, inspector, approved by Thomas Tingey, at twelve and one-half cents per cubic foot, as allowed by the Navy Board, per their letter of April 2, 1824:

	Feet.
April 29. Sixty-six extra moulded frame pieces for frigates No. 1 and 2.....	1,036
Beam pieces for frigate No. 1.....	2,142 $\frac{5}{12}$
Beam pieces for frigate No. 2.....	1,660 $\frac{4}{12}$
	4,838 $\frac{9}{12}$
4,838 $\frac{9}{12}$ cubic feet, at 12 $\frac{1}{2}$ cents.....	\$604 84
1831.	
June. Eight mould pieces live oak timber, delivered by Messrs. Seabury & Brown, 124 $\frac{8}{11}$ cubic feet, at \$1.42 $\frac{1}{2}$ per foot.....	177 65
	\$782 49

Errors excepted.

PETER H. GREEN.

BATH, *June 11, 1831.*

"Gradual increase."

Pay the amount of the within to the order of Joel Cruttenden.

PETER H. GREEN.

WASHINGTON, *July 15, 1831.*

Received of Commodore Isaac Hull, navy agent, seven hundred eighty-two dollars and forty-nine cents, in full of the within bill, and of all claims against the Navy Department, whether arising under contracts or otherwise. I have signed duplicate receipts.
\$782.49.

JOEL CRUTTENDEN.

No. 7.

Allowances, &c., made to Elias Kane, Esq., navy agent at Washington, D. C.

For clerk hire, office rent, fuel, &c., per annum.....	\$1,900 00
For commission on disbursements, not to exceed, per annum.....	2,000 00
Per annum.....	\$3,900 00
Three years and three months, at \$3,900.00 per annum.....	\$12,675 00
Amount paid by the government for clerk hire, allowed Capt. Isaac Hull whilst navy agent..	2,969 78
Difference in favor of Captain I. Hull.....	\$9,705 22

No. 8.

NAVY DEPARTMENT, *January 31, 1833.*

SIR: I have the honor to acknowledge the receipt of your letter, and have, as requested, perused the proposed bill and report in the case of Commodore Hull.

In answer to your request for me "to communicate any information the files or records of the Department will furnish on the subject," I have the honor to state that the Naval Committee of the Senate requested of me, on the 10th instant, similar information, and I enclose a copy of the reply to their request. The papers are returned.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. G. Y. LANSING, *of the Naval Committee, House of Representatives.*

No. 9.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 16, 1833.*

SIR: Upon the subject of the letter of the Hon. George M. Dallas, chairman of the Committee on Naval Affairs in the Senate, by you referred to me, I have the honor to report that, by an act passed 27th March, 1804, it was made the duty of the captain attached to the naval station at Washington to discharge the duty of navy agent, and certain emoluments were allowed to him.

From that time until November, 1813, those duties were performed by the captain of the station; and it is not known that he received any other compensation than that prescribed by the act of 1804; but his accounts were all destroyed in the conflagration of 1814, and no means are left of ascertaining the fact.

A regular navy agent was then appointed, who performed the duties until November, 1816, and received the regular navy agent's commission of one per cent., not to exceed \$2,000 per annum. From that time until 1829, most of the payments were made by a special agent of the Navy Department, who was also a clerk in the Fourth Auditor's office, and received one per cent. on his disbursements. During the period Commodore Tingey drew and disbursed money, he was allowed no compensation.

In 1829, the special agency was decided to be illegal, and the act of 1804 still in force. The whole duty, therefore, devolved again on the captain of the yard, who was allowed an additional clerk at a salary of \$1,000 per annum, and \$300 more for daily attendance of his clerk at the Navy Department for the payment of small claims, to enable him to discharge the duties of the navy agency. But he has been allowed no commission or other compensation for the performance of its duties, other than the emoluments prescribed in the act of 1804. These, however, have ceased to be special emoluments, because those of other stations, where no such duties are required, have, since been raised to the same, if not a higher point. The papers are returned.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

22D CONGRESS.]

No. 506.

[2D SESSION.]

ON THE CLAIM OF A PURSER OF THE NAVY TO AN ALLOWANCE FOR CLERK HIRE, HOUSE AND OFFICE RENT, AND OTHER ITEMS, AT THE NAVY YARD AT PENSACOLA, FLORIDA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 5, 1833.

Mr. DEARBORN, from the Committee on Naval Affairs, to whom was referred the petition of Samuel Hambleton, a purser in the navy of the United States, reported:

That it appears the petitioner was appointed to his office in 1806, and has been variously employed, nearly the whole time since, in the discharge of his very responsible duties; and that all his accounts have been settled at the proper office, except a few items, amounting to \$1,374.77, growing out of his term of employment of three years at the Navy yard at Pensacola, which have been rejected by the Fourth Auditor.

The principal items for which he claims credit are for clerk hire, and house and office rent, as will appear by the statements, explanations, and letters annexed to this report.

On the arrival of the petitioner at Pensacola, in 1826, he found that his allowances were inadequate, and far below those of the agent, which induced him to represent his situation to the then Fourth Auditor, who stated to him, in a private letter, that he had laid his communication before the Secretary of the Navy, and was directed to announce that he would receive \$950 per annum for house and office rent, and clerk hire. In conformity to this intelligence, the petitioner charged that sum in his annual account, but it was not allowed by the present Auditor, in consequence of there not being any letter on record in the Department, authorizing such a charge. But the petitioner produced a letter from the Hon. Samuel L. Southard, who was Secretary of the Navy at the time the request was made for additional compensation, in which he alleges that he perfectly recollects the question as to house and office rent, and clerk hire, was submitted to him; that he gave directions on the subject, and that he had no cause to doubt the sums stated by the petitioner were those fixed by him and communicated to the Auditor; and that, in deciding on the subject, he was influenced, in a great degree, by the situation of the yard, and the want of accommodations in it.

The negligence of the Auditor to record the order should not, in the opinion of the committee, operate to the injury of the petitioner, provided it is clearly established that he was, in any manner, informed of the decision of the Secretary.

The next considerable item is for traveling expenses from Pensacola to Washington, amounting to \$169.65, which has been rejected in consequence of no order having been issued to the petitioner for his appearance at the seat of government. But the petitioner, having been relieved by the appearance of another person to assume his station, he considered it his duty to repair to Washington without delay, to settle his accounts, in the usual manner; and that, having received similar allowances, without having been ordered to present himself at the Navy Department, he did not anticipate any difficulty, but that the same course would be pursued in this case as in all others, and the charge admitted. If such has been the custom, and it was his duty to report in person his readiness to settle his accounts, the order must have been a mere form, without making any substantial difference as to the character of the transaction.

The other four items, amounting to \$234.28, have been rejected for various reasons; which, according

to the rules of the Department, appear well founded, but admit of such explanations as would warrant their allowance, in part at least.

From these facts and considerations, the committee are of opinion that the first and second items should be allowed to the petitioner, and the others settled on the principles of justice and equity; and therefore report a bill for his relief.

Reconciliation of Samuel Hambleton's account current, dated 30th September, 1831, with the office statement of his account, dated 21st October, 1831.

Balance due to the United States, per office statement.....	\$567 98
Balance due to Samuel Hambleton, by his account current.....	806 79

Difference between account current and office statement.....	<u>\$1,374 77</u>
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The above difference is made as follows, viz:

* Commissions charged by purser for paying marines (disallowed).....	\$24 95
Commissions charged by purser for paying over the money in his hands belonging to the appropriation of "pay, &c., of the marine corps" (disallowed).....	45 99
Charged by purser for office rent and clerk hire (disallowed).....	970 84
Charged by purser for traveling expenses from Pensacola to Washington (disallowed).....	169 65
Charged by purser for horse hire and boatage (suspended).....	130 00
Charged by purser for paying W. Sheppard, clerk to naval storekeeper at Pensacola (disallowed).....	33 34
	<u>\$1,374 77</u>

The reasons for disallowing and suspending the above charges are given in a reconciliation dated 12th October, 1830.

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, October 21, 1831.*

Objections made by Amos Kendall, Esq., Fourth Auditor of the Treasury, to certain items in the accounts of Samuel Hambleton, purser in the navy, with answers thereto, October 13, 1830.

Objection. "Error in paying Mr. Sheppard, clerk to navy storekeeper; paid more than was due him, \$33.34." *Answer.* No error can be discovered. He was allowed at the rate of \$37.50, as paid to the clerk of Samuel T. Anderson, former storekeeper. The present regulation of \$25 per month was not then (2d quarter, 1827) known at the navy yard. When it is considered that he had no quarters, even to sleep in, and had to pay eighteen dollars per month for his board and lodging, the allowance would not, perhaps, be deemed unreasonable. I had no interest whatever in the matter. The account was regularly approved, and I had no right to question its justice or propriety. I select and send two receipts of his predecessor, which, with others, passed at your office without objection.

Objection. "Error in paying marines for undrawn rations; paid 25 instead of 20 cents per ration, \$24.95." *Answer.* There being no contract for the supply of marine rations, as at other yards, the private marines were furnished with a navy ration, just as though they had been on board of a ship. Some of them, by permission of the commanding officer, stopped drawing their rations, and received money in lieu of them. It was of no advantage to me; on the contrary, it gave me much additional labor. I hope I am not to suffer for regulations which I had no right to question or power to control.

Objection. "Charge for paying marines, and paying over the money in your hands belonging to the appropriation of pay of the marine corps, 1 per cent., no authority, \$45.99." *Answer.* I had only verbal authority, which I never expected would be questioned. As the money did not go through the hands of the navy agent, it was thought reasonable that I should have as much for paying it out in small parcels as he would have had for paying it over to me, or some other person in a lump, if this regulation had not been made. I send, herewith, a letter of the late paymaster, which refers to this percentage, which I certainly earned, and always considered myself entitled to.

Objection. "Charge for clerk hire and office rent; no letter recorded in this office which authorizes such a charge. You must produce competent authority for making such a charge, before it can be allowed, \$970.84." *Answer.* That no letter is recorded in your office which authorizes such a charge is no fault of mine. I have filed in your office an extract of a letter of the late Fourth Auditor, to me, on the subject, to the accuracy of which I am ready to swear, dated at a time (August, 1826) when no one, as far as I know, doubted his honor. It was not for me to prescribe to the Secretary the manner of making his decisions, nor to the Fourth Auditor the way in which he should communicate them. I wrote to the late Secretary of the Navy, in October, 1829, quoting said extract, and inquiring whether he had authorized the information therein given? His original answer is before you. I have shown that the person who had the authority made the allowance, which, I trust, is all I have to do. The charges commenced in my first account and ended in my last. They were charged as allowances because so made, but you are much mistaken if you suppose they are emoluments. I paid my clerk, during the greater part of the three years I was at Pensacola, \$600 per annum, as I am prepared to show by his receipts. In all the old navy yards an office is provided for the purser; this was not the case at Pensacola. The allowance of \$200 for house

* This is a mistake: the charge was *not* for commissions. The difference arises from my having paid twenty-five cents for undrawn rations, instead of twenty cents.

rent was for a habitation, in which it could hardly be expected I should transact the public business. My successor has had two rooms assigned to him, in the navy yard, for an office, and has an allowance of \$200 per annum for house rent. I doubt not the intentions of the late Secretary in my favor will be allowed to take effect.

Objection. "Charged, for traveling expenses from Pensacola to Washington, no orders, \$169.65." *Answer.* My tour of duty did not end until I returned to the place it commenced, agreeably to permission from the Secretary of the Navy. I have repeatedly received a similar allowance without orders. Let one instance suffice: After paying off the Columbus '74, at Boston, 1821, I proceeded to Washington, of my own accord, and was, as a matter of course, allowed for traveling expenses. The regulation that "orders" are necessary to entitle an officer to such an allowance is a proper one, calculated to prevent idlers from roaming about the country at the public expense; but surely the rule is not so absolute as to prevent the allowance of traveling expenses to one who anticipates the wishes of the government, and promptly presents himself at the office on the termination of his cruise, or assigned duty, for settlement. I could have had an order by asking for it, but I wanted none. My duty was plain; I should not have performed it had I remained, unnecessarily, a day after I was relieved. My personal attendance at Washington was necessary: it was necessary to bring home my account books, my duplicate vouchers, and my steward's weekly returns for the expenditures of provisions, which could not be sent by mail, and were of too much importance to me to be trusted to the care of an uninterested person. The charge is so reasonable and proper that I doubt not it will be allowed by the honorable Secretary of the Navy.

Objection. "Charge for horse hire and boatage, suspended until it is ascertained whether or not there were accommodations at the yard, \$130." *Answer.* The fact that there were none is now understood to have been ascertained.

Respectfully submitted.

S. HAMBLETON, *Purser.*

NOVEMBER 4, 1830.

Authority relied on by S. Hambleton, for his charge for clerk hire and office rent.

TRENTON, October 17, 1829.

DEAR SIR: Yours of the 30th September is before me. I cannot recollect, particularly, the sums which I decided should be allowed to you, but I recollect perfectly that the question as to house and office rent, and clerk hire, was submitted to me, and that I gave directions on the subject. I see no cause to doubt that the sums stated to you, at the time, by the then Fourth Auditor, were those fixed by me. In deciding on the subject, I was influenced, in a great degree, by the situation of the yard, and the want of accommodations in it.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

S. HAMBLETON, Esq., *Purser U. S. Navy.*

Extract of a letter from the Fourth Auditor of the Treasury to Samuel Hambleton, purser U. S. navy, stationed at Pensacola, dated—

WASHINGTON, August 21, 1826.

"You will be allowed, for the present, that is, until sufficient accommodations are put up by the government, \$350 a year for house rent, &c., and \$600 a year for clerk hire; the first allowance to include your 'office.'"

A true extract.

S. HAMBLETON, *P. U. S. N.*

No such letter on the records of the Fourth Auditor's office.

JOHN C. RIVES.

22D CONGRESS.]

No. 507.

[2D SESSION.]

ON A CLAIM OF THE HEIRS OF CAPTAIN THOMAS TRUXTON, OF THE NAVY, FOR REMUNERATION FOR THE CAPTURE OF THE FRENCH FRIGATE INSURGENT, AND DAMAGE DONE TO THE FRIGATE LA VENGEANCE, BY THE U. S. FRIGATE CONSTELLATION, UNDER HIS COMMAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 8, 1833.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom was referred the memorial of John H. Houston, on behalf the heirs of Thomas Truxton, late a post captain in the navy of the United States, reported:

That, by said memorial, it appears the claimants ask to be remunerated, in the first instance, for the damage inflicted by the gallant Truxton in an action had while on the West India station, on _____ day of _____, while in command of the United States frigate Constellation, on the French frigate La Vengeance, in consequence of which damage the French frigate subsequently fell an unresisting prey to a British

frigate of inferior force. For this claim your committee are clearly of opinion there exists no ground whatever. That the gallant commander and crew of the Constellation faithfully performed their duty, and heroically sustained the honor of their country's flag, is a fact abundantly evident from the annals of the day, and, if need be, most fully sustained by the annexed document, the only evidence at present to be found on the records of the Navy Department on this subject. In justice to these brave men, your committee beg leave to insert the same in the body of this report.

B.

Extract of a letter from the Secretary of the Navy, dated March 12, 1800, addressed to Thomas Truxton, of the Constellation, Kingston, Jamaica.

"SIR: I am honored with your letter of the 3d ultimo, enclosing an extract from your journal relative to your glorious action with a French ship of force greatly superior to your own, on the 2d ——. Both the letter and the extract have been laid before the President, who directs me to give you the strongest assurances of his high approbation of your own judicious and gallant conduct, and to request that you will present to the officers and crew of the Constellation his thanks for so nobly seconding your efforts to raise the character of their country, and to maintain the honor of its flag."

It is further admitted by the memorialists that the commander, his officers and crew, received the thanks of both Houses of Congress, and were voted gold medals in commemoration of this glorious act.

The memorialists further claim compensation for the capture of the French frigate *Insurgent*, taken after a gallant action of ——— hours, on the ——— day of ———, and subsequently condemned and taken into the service of the United States. In reference to this claim, your committee beg leave to submit the following letters, deemed conclusive against it:

NAVY DEPARTMENT, *January 24, 1833.*

SIR: I have the honor, in reply to your communication of the 19th instant, enclosing the memorial of the heirs of Commodore Truxton, and to the request of Mr. John H. Houston, in behalf of said heirs, to furnish the following information.

No original letters can now be found on the files of this Department from Commodore Truxton, or other officers, relating to the capture of the French frigate *Insurgent* by the United States frigate *Constellation*, nor to the action with the *Vengeance*.

The annexed copy of a letter (A) from this Department, of 9th July, 1779, will show that the *Insurgent* was condemned as the property of the captors, and that the then Secretary of the Navy offered them \$84,500, which, from the charge of that sum on the books of the accountant of the navy for her purchase, appears to have been accepted by them.

The prize law of the 2d of March, 1799, was not in existence at the time of the condemnation of the *Insurgent*, but passed subsequent to her capture.

The enclosed extract (B) of a letter from the Secretary of the Navy, of 12th March, 1800, contains all the information which the records of this Department furnish relative to the action with the *Vengeance*.

For further information upon the subject, I refer you to pages 130 and 166 of the "Naval Chronicle," published in 1824, as containing particulars of the actions with those vessels, extracted from the letter and journal of Commodore Truxton.

The letters generally from captains of ships-of-war, prior to 1805, have been either lost or destroyed.

The captors of the *Macedonian* were paid \$200,000 under a decree of the District Court of New York, which declared them to be entitled to the whole value of the vessel, &c.

The relative force, in a legal sense, of the *Insurgent* and *Constellation*, and *Macedonian* and United States frigates, was determined by the respective decrees in those cases, from which it would appear that the contending vessels were of equal, if not superior, force so far as regards the enemy.

The memorial, as requested, is herewith returned.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. JOHN G. WATMOUGH, *of the Naval Committee, House of Representatives.*

A.

NAVY DEPARTMENT, *July 9, 1799.*

SIR: By the decree of the court, the *Insurgent* is the private property of the captors, who may sell her to the public, or to individuals at private or public sale, at their pleasure.

I cannot but think, on a full consideration of all circumstances, the opinion of the court erroneous, so far as respects the comparative force of the *Insurgent* and her conquerors; and it is my opinion that the Superior Court, on an appeal, would reverse the decree.

I wish to avoid the disagreeable circumstance of a contest between the United States and the officers and seamen in the public service, and with this view I offer you, and the officers and seamen of the *Constellation* interested in the *Insurgent*, eighty-four thousand five hundred dollars for all your claim to that ship.

I hope this offer will be agreeable: you know the principle upon which I make it, and I really think it ought to be satisfactory. I cannot extend it.

If this offer should not be agreeable, then I propose that the ship shall be valued by competent persons indifferently chosen, and I will immediately pay into the hands of your agent one-half the amount of that valuation, the property of the other half to depend upon the decision of the Superior Court on an appeal which, in this case, shall be instituted; or it may depend upon the decision of any three or five of our naval commanders as to the comparative force of the *Constellation* and the *Insurgent*.

I am, &c.,

BENJAMIN STODDART.

Commodore TRUXTON.

All which being respectfully submitted, your committee ask to be discharged from the further consideration of the same.

22D CONGRESS.]

No. 508.

[2D SESSION.]

ON THE CLAIM OF JOHN PERCIVAL, MASTER COMMANDANT OF THE NAVY, FOR EXPENSES INCURRED IN OBTAINING THE RELEASE OF AMERICAN SEAMEN FROM THE NATIVES OF THE MULGRAVE ISLANDS, AND IN VISITING THE SANDWICH ISLANDS, IN 1825 AND 1826.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 9, 1833.

Mr. ANDERSON, from the Committee on Naval Affairs, to whom was referred the petition of John Percival, a master commandant in the navy of the United States, reported:

That the petitioner, as he sets forth, was, in August, 1825, in command of the United States schooner Dolphin, and was dispatched by Commodore Hull, the commander of the United States squadron in the Pacific ocean, on a voyage to the Mulgrave Islands, to relieve a part of the crew of the American whale ship Globe, who had been there left by mutineers of that ship. That he was directed to return by the Sandwich Islands, and, in the course of his cruise, to make scientific observations and discoveries, and to cultivate friendly relations with the natives on the various groups of islands he might visit. That he was absent over eleven months, and was the first American ship-of-war that ever visited the Mulgrave or Sandwich Islands; and, to effect the object of his cruise, was put to considerable private expense in presents to the natives and their chiefs: without which presents the delivery of the survivors of the crew of the Globe would not have been effected; and that all these presents were made in the name of the President of the United States. For these expenses, amounting in the whole to five hundred dollars, he asks remuneration. In support of his petition, the orders of Commodore Hull, issued, it appears, in obedience to orders from the Navy Department, are produced; also, the deposition of the purser as to the amount of the extraordinary expense the petitioner was subjected to in executing these orders; which go fully to sustain the claim.

As vouchers could not be had for such expenditures, the amount is estimated by the petitioner and purser under oath; and is far less than has been allowed to other officers, for like expenditures, who have subsequently visited a part only of these same islands.

As he was absent on this cruise nearly a year; visited upwards of twenty islands, to the chiefs of which he made presents; was obliged to spend over two months at one island to overhaul and repair his vessel, the committee are of opinion that the sum claimed is reasonable, and report a bill for his relief.

To the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of John Percival, a master commandant in the navy of the United States, respectfully sheweth:

That, in the month of August of the year 1825, your memorialist, being then in command of the United States schooner Dolphin, was dispatched by the commander of the squadron in the Pacific on a voyage to the Mulgrave Islands, to relieve a part of the crew of the ship Globe, who had been there left by mutineers of that ship; that his orders directed your memorialist to return by the Sandwich Islands, and, in the course of the cruise, to make scientific observations and discoveries, and cultivate friendly relations with the natives on the various groups of islands he might visit; that your memorialist was absent on this cruise upwards of eleven months; that the Dolphin was the first government vessel which had ever visited the Mulgrave and Sandwich Islands; and, in fulfilling his instructions, your memorialist was put to considerable private expense in presents to the natives and their chiefs, and otherwise; and without making such presents the delivery of the survivors of the crew of the Globe would not have been effected. These presents were given in the name of the President of the United States, as were those subsequently made in the visit to the other islands.

Wherefore your memorialist prays that he may be remunerated for the extraordinary expenses thus incurred by him in the discharge of his official duty.

J. PERCIVAL.

List of expenses incurred by Captain Percival, as near as can now be ascertained.

Articles purchased on the coast of Peru, and charged by Purser Bates.....	\$100 00
Calicoes, fish-hooks, clothing, &c.	70 00
Two principal entertainments to the chiefs of Sandwich Islands, given on board the Dolphin, &c.	200 00
Entertainments on shore to the chiefs, and presents of wine, &c., to them; also extraordinary expenses of Captain Percival while on shore, when the Dolphin was undergoing repairs..	130 00
	<u>\$500 00</u>

J. PERCIVAL.

Boston, January 11, 1833.

United States of America, Massachusetts District, ss:

Personally appeared Master Commandant John Percival, and made oath that the above list and estimate of expenses incurred by him is just and true.

Before me,

JNO. M. DAVIS,
Justice of Peace, and Clerk of Mass. Dist. Court.

I, John A. Bates, a purser in the navy of the United States, declare that I was acting purser of the United States schooner *Dolphin*, in the years 1825 and 1826, while under the command of Lieutenant Commandant John Percival, when she was dispatched to the Mulgrave Islands to relieve the crew of the whale ship *Globe*, and during her subsequent cruise. Before leaving the coast of Peru, by direction of Lieutenant Percival, I purchased numerous small articles with the view of their being distributed as presents among the natives of the various islands we might visit, and charged them to him. I have not preserved a particular account of all the articles so purchased; among others, however, I remember and find a memorandum of a charge of them against Lieutenant Percival, of sundry articles of jewelry and ornaments, beads, handkerchiefs, combs and knives, and cotton cloths; the amount of these was about one hundred dollars. I know of Lieutenant Percival's purchasing, for the purpose above mentioned, calicoes, fish-hooks, and probably other small articles, the names of which I cannot now recall to mind.

On our arrival at the Mulgrave Islands, the officers dispatched on shore were provided with these presents in order to open communications with the natives, and without propitiating them in this mode, it was considered that our object might not have been effected. During our cruise we were at the Marquesas, and visited about twenty islands, including the Sandwich Islands. At most of these islands, to facilitate our intercourse, presents were made by Captain Percival of the articles above enumerated, as well as of articles of clothing. At the Sandwich Islands much more expense was incurred than at any of the other islands; two public entertainments were given to the chiefs and principal natives, and it being necessary to strip the *Dolphin* in order to her repair, Captain Percival was obliged to take lodgings on shore, and remained there over two months. During this period he was put to considerable expense by the frequent visits of the chiefs. And, on the whole, I am of opinion that a sum of less than five hundred dollars would not indemnify him for the private expenses incurred and presents made as before stated, for which proper vouchers could not be procured.

JOHN A. BATES.

BOSTON, *January 11, 1833.*

United States of America, Massachusetts District, ss:

Personally appeared the above named John A. Bates, and made oath that the above affidavit, by him subscribed, is true.

Before me,

JOHN W. DAVIS, *Justice of the Peace and Clerk of Mass. Dist. Court.*

U. S. FRIGATE *UNITED STATES, Chorillos, August 14, 1825.*

SIR: Having received instructions from the Hon. Secretary of the Navy to send one of the small vessels to the Mulgrave range, or group of islands, in search of the mutineers of the American whale ship *Globe*, (when the services of one of the vessels under my command can be dispensed with on this coast without injury to our commercial interests,) and as there is not at this time any immediate call for the services of the *Dolphin* under your command, I have to direct that you lose no time in fitting her for sea, and in receiving on board provisions and stores of every kind that she may require for six months, the crew to consist of not more than seventy, including every person on board.

The crew of the *Dolphin* at this time consists of more men than she can stow provisions for to last six months; and, it being doubtful whether she can return short of that time, you will cause the crew to be reduced to not exceeding seventy, by transferring all over that number to this ship, with their accounts. You will likewise cause the accounts of the officers and crew of the *Dolphin* that remain on board to be made out, and all the purser's accounts settled, and a list furnished, showing the name, rank, &c., of the officers and crew that will remain in her. As soon as you have received on board your provisions and stores, as directed, you will proceed with as little delay as practicable, with the *Dolphin* under your command, to the Mulgrave range, or group of islands, and use all the means in your power to ascertain whether the mutineers of the *Globe* are still at the islands; and should it appear that they are, you will use such measures as to you may appear best calculated to get them on board your vessel, and to secure them, preferring a mild and friendly course, as regards the natives of the islands, to that of using force, to obtain them. If, however, they will not be given up, and you can get into your possession some of the chiefs of the natives and detain them, there cannot be a doubt that their friends will deliver those men to you, on your giving to them a pledge that the chiefs detained by you shall be given up. In that, as well as in all matters relating to the cruise, much must be left to your discretion and good judgment.

That you may be made acquainted with all the circumstances relating to that unfortunate affair, I have caused copies of all the papers on the subject, that have come to my hands, to be made out for your information, which are herewith enclosed.

You will observe that the men left at the islands had with them two good boats and a quantity of provisions. It is therefore possible that they may have left the island where they first landed, and have gone to some other. In that case, it will be necessary for you to endeavor to ascertain what course they took, and where they probably may be found, and go in search of them, should it appear that your provisions and situation will admit of your doing so.

Should you be so fortunate as to find those men, you will return with them to this station, touching at the Sandwich Islands on your way, provided your provisions will allow you to do so. Should, however, your provisions run short, from the time you are necessarily detained in search of the men, you will return by the route that may be thought best to enable you to make a short passage to this coast.

As there have been lately discovered a large number of islands, reefs, and banks of coral, in the Pacific ocean, many of which may lay in your route, I herewith enclose you a list of such as have come to my knowledge, and I need not recommend your running at all times with great caution, particularly at night, as you are aware of the importance of keeping a good look out, and of the many dangers your vessel will be exposed to, from the many islands and shoals not laid down on the charts, and particularly in the route you will probably take, say between the latitude of 10 degrees south and 5 to 10 degrees north, and the longitude of this place and that of the islands you are about to visit.

Should you, during your absence, discover islands or shoals or dangers of any sort, you are to be very particular in ascertaining their precise situation, and of islands, whether inhabited or not, and whe-

ther they produce wood or any other articles that would offer commercial or any other advantage to our enterprising citizens, should they think proper to visit them.

Should you determine on returning by the way of the Sandwich Islands, you will ascertain the state of those islands as to the government, and their feelings towards the citizens of the United States that visit them, and whether the same privileges are granted to vessels of the United States as to those of other nations, &c. And as the natives owe large sums of money, it would be desirable to ascertain whether the present King or individuals of the islands who owe American citizens have the means and disposition to pay their debts. In short, I wish you to possess yourself of the best information you can on all subjects, the knowledge of which will be beneficial to the government or citizens of the United States. With that view I recommend to your particular attention Mr. Stewart; he has resided there a long time, and I understand he is a man of great respectability and well informed, and I presume no one at the islands can give you more correct information on all subjects than Mr. Stewart.

Should Mr. Stewart or any other person at those islands have collected plants, seeds, or roots of any sort that they wish to send to the United States, you will receive them on board, to be delivered as directed by them; and at all the islands that you may visit during your cruise, you will be very particular in collecting seeds, plants, or vines, as well as specimens of minerals, should you discover any worthy of notice. Indeed, it is desirable to make your cruise useful, independent of the great object for which you are dispatched.

Wishing you a pleasant cruise, I remain, respectfully, your obedient servant,

ISAAC HULL.

Lieutenant Commandant JOHN PERCIVAL, *commanding United States Schooner Dolphin.*

WEST BARNSTABLE, *January 17, 1833.*

DEAR SIR: My friend Mr. Reed will, ere this, have presented my petition to Congress for relief for expenses incurred by me while in command of the United States schooner Dolphin on her cruise to the Mulgrave and other islands in the Pacific, in pursuit of the mutineers of the whale ship Globe. It was necessary, Mr. Anderson, in order to facilitate my intercourse with the chiefs and natives, to make them presents to induce an amicable understanding; and at the Mulgraves, where the survivors of that ill-fated ship were found, I was twelve days employed in a pacific intercourse to accomplish their surrender without bloodshed: and subsequent information derived from the survivors justified the belief that, if I had not conciliated the natives in the manner I did, they would have been put to death; for, as they told me, there were several councils held by the chiefs after my arrival to decide whether they should put them to death or not, when it was urged by the friends of the survivors that our conduct and liberality towards the natives showed anything rather than hostility, and that, if they were murdered, and no satisfactory account could be given, they would be punished, while, on the other hand, if they were spared, they would plead in their favor, and from our pacific intercourse with those of the natives we met with, and our liberality, they concluded to deliver them.

On their delivery I felt it a duty, as well as good policy, to give them substantial proofs of my approbation of their conduct, to induce them to treat any others who might by misfortune be thrown on their islands with humanity and protection.

At the Sandwich Islands there was, and had been, a distinction made by the chiefs between our whale ships and those of the English, of an expense of nearly one-third more to our ships than to the English. To do this away, it was necessary for me to obtain an influence over the chiefs who administered the government; and this could only be accomplished by a course of liberal entertainments to them, and by which I obtained an ascendancy sufficient to get the obnoxious regulation repealed, with a solemn assurance that no advantage should be granted to the vessels of any nation over those of the United States from that period. It should be recollected that, at this period, the natives of the Sandwich Islands were not, *if they are now*, in that state of civilization which they were described to be, at the subsequent visits of the Vincennes, Captain Finch, by his chaplain, who is a missionary, and that the Dolphin, under my command, was the first vessel-of-war of the United States that had visited these islands since their discovery; and I have frequently heard it asserted by gentlemen who are engaged in commerce, that the visit of the Dolphin had a more salutary effect than any subsequent vessel which has been there. I enclose you the Secretary's reply to a letter of mine, by which you will see that Captain Jones, of the Peacock, received \$690, and the last session of Congress gave Captain Finch \$5,000. To your justice I submit the direction of my case, and the gentlemen composing the Naval Committee, with a full reliance that the subject will be treated according to its merits, and in conformity with previous precedents.

Very respectfully, I have the honor to be, your obedient servant,

J. PERCIVAL.

Hon. JOHN ANDERSON, *Member of Congress.*

An allusion is made to special instructions (by the Secretary) to Captain Jones; my instructions also directed me to cultivate good feelings and a friendly intercourse wherever I went.

WEST BARNSTABLE, *Mass., October 28, 1832.*

SIR: During a cruise in the Pacific, in command of the United States schooner Dolphin, while visiting the islands in pursuit of the mutineers of the whale ship Globe, it was necessary, in order to facilitate my intercourse with the chiefs of the numerous islands at which I stopped, to make presents, particularly at the Mulgrave group, where the principal part were bestowed, and where the survivors of that ill-fated ship were found, to induce the chiefs to render them without bloodshed, and to interest them to treat with humanity any others who, through misfortune, might be thrown on their islands. The articles, consisting of various descriptions, were always given as presents from the President of the United States, and in conformity with an ancient and universal usage, coeval with the discovery of the islands, and

practiced by all navigators. On my return I addressed a letter to the Department, dated December 4th, 1827, requesting that I might be allowed remuneration for the same, but was informed that there was no law to authorize the payment. I have since been informed that Captain Jones, of the Peacock, had been allowed compensation under the head of entertainments to the chiefs. For the truth of this I do not pretend to vouch. The difficulties with which I was surrounded on my return in 1827, and which continued until last spring, left me no leisure to look after the subject.

I now address you, Mr. Woodbury, as the head to which I am directly amenable, and the guardian and depository of my rights as an officer, to suggest the proper course for me to pursue, if there is no law authorizing the payment of the same. I should consider that I was deviating from a proper and decorous course in applying to Congress for relief without first placing the subject before you for your consideration, to which it is most respectfully submitted, by, sir,

Your most obedient servant,

J. PERCIVAL.

To the Hon. LEVI WOODBURY, *Secretary of the Navy, Washington.*

NAVY DEPARTMENT, *October 30, 1832.*

SIR: Your letter of the 28th instant has been received. Captain Jones had special instructions to visit islands and cultivate the friendship of the natives, &c., and as the Fourth Auditor has reported that "upon the affidavit of Captain Jones that he had expended \$690 in entertaining and making presents to Indians, for which he could not obtain vouchers, it was allowed to him by Mr. Southard in 1828."

Similar claims have been made since by Captain Finch and Captain Sloat; but since 1828 they have been uniformly referred to Congress. It is, therefore, not in the power of the Department, by its present rules, to make the allowance asked.

I am, respectfully, sir, your obedient servant,

LEVI WOODBURY.

Master Commandant JOHN PERCIVAL, *U. S. Navy, West Barnstable, Mass.*

BOSTON, *January 18, 1833.*

MY DEAR SIR: I regret that I did not see you on your passing through this place for Washington, to thank you in person for the favors conferred upon me during my absence in the West Indies. I hope I may have the pleasure of seeing you on your return. I observe that, in the proceedings of Congress, a bill has been reported in the House of Representatives to change the pay, &c., of the officers of the navy. Will you do me the favor to send me a copy, (if it has been printed) and also of a report of the persons having balances against them on the books of the Fourth Auditor, which has been sent to the House? What is your opinion of the probability of this navy bill's passing the House this session?

Captain Percival has petitioned Congress for remuneration for presents, &c., made to the natives of the several islands visited by him in the Pacific ocean, while in command of the United States schooner Dolphin, and has requested me to write you on the subject, and to solicit your influence in its favor, should you deem it proper to report a bill in his behalf. The petition will be referred to the Committee on Naval Affairs, of course. Captain Jones, whilst in command of the sloop-of-war Peacock, visited the Sandwich and Society Islands, and on his return made a claim upon the Navy Department for about \$690, which was allowed him by Mr. Secretary Southard, upon his making a deposition of the circumstances. Captain Finch made a similar visit in the Vincennes, and an appropriation was made by Congress two years since for his relief, granting him \$5,000, I think, for presents, &c., made during his cruise. The Dolphin, under Captain Percival, was the first vessel of our navy that visited those islands, and many presents were made by him which cannot now be enumerated, for no account was kept of the articles or their value. I have stated in a deposition which accompanies the petition that I purchased articles of jewelry, beads, and other ornaments, handkerchiefs, knives, and combs, and some other articles, which I found charged to Captain Percival in an old memorandum book; and I am knowing to his having purchased calicoes and cotton cloth, all of which were made use of as presents to the natives. On our arrival at the Sandwich Islands an entertainment was given to the chiefs, and another to the young King and chiefs before our departure, to facilitate the arrangements to be made in relation to the claims of American merchants against the government and chiefs; both of which were given at the expense of Captain Percival; in addition to which, during our stay at Woahoo, over three months, he lived on shore, and was constantly receiving the visits of the chiefs and principal natives, which must have considerably increased his expenses. For all these extraordinary expenses I think that the sum of five hundred dollars will not more than remunerate him. As the other gentlemen have been remunerated for similar expenses, and to a greater amount than Captain Percival asks, I see no just grounds for denying it to him, particularly as I consider his visit to the islands of as much importance to the interests of the country as those of any other officer who has visited the islands since 1825, whatever the missionaries or their friends may say to the contrary, notwithstanding.

I made an application about a month since, upon the expiration of my leave of absence, for orders to the Navy yard at Charlestown, should a vacancy occur, as I had understood Mr. Cox was an applicant for sea service, which the Secretary of the Navy informed me had been received and put on file. If it should occur to you, when you meet Mr. Woodbury, will you do me the favor to inquire what would be my chance of receiving orders to that situation should it be vacated? I am not very desirous of going to sea before next summer, and thought that if I could get that situation it would be better than remaining unemployed. If you have any public documents in relation to the navy to spare, I should be gratified to receive them; but please consult your own convenience on the subject, as your constituents may expect your spare documents.

Yours, most truly,

JOHN A. BATES.

Hon. JOHN ANDERSON.

P. S.—I received from Mr. Watson the letters returned to you from the dead letter office, for which accept my thanks.

22D CONGRESS.]

No. 509.

[2D SESSION.

STATEMENT OF THE PRINCIPLES ON WHICH MIDSHIPMEN ARE APPOINTED IN THE NAVY, AND THE NUMBER TAKEN FROM EACH STATE AND TERRITORY FROM 1828 TO 1833.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 19, 1833.

NAVY DEPARTMENT, *February 18, 1833.*

SIR: In compliance with a resolution of the House of Representatives, passed the 14th instant, I have the honor to submit three tabular statements, accompanied by brief explanations of the facts and principles upon which they have been prepared.

These statements and explanations are believed to contain all the information desired by the resolution.

The document marked A, shows the actual number of midshipmen in office from each State and Territory, and from this District, at the several periods indicated in the resolution, including March 12th, 1828, the date of the former report on this subject, made by the Navy Department to the House of Representatives.*

It shows further the number of midshipmen to which each State was entitled at each of those periods, under the census A. D. 1820, and conformably to the ratio of the electoral vote of each, in pursuance of the principle applied in the report before mentioned.

But, as that report assigns a full number to each State, founded on the computation of 400 instead of 450 midshipmen, which latter was the number included in the estimates of that year, it gives a proportion of only $1\frac{1}{3}$ to each electoral vote. Whereas, in order to embrace all the midshipmen included in the estimates of that and most of the subsequent years, and to leave a due number for appointment among the Territories and to this District, the proportion should be about one and two-thirds to each electoral vote. Accordingly, this last proportion has been applied, at each of the periods indicated, to the several States, throwing away any fraction in the result, or allowing a whole number for it as small or large, and dividing the residue of the 450 between the Territories and this District. The number of 450 has been used in the computation at all of the above periods, because the real estimates have differed so little from that number as not materially to affect the general results. The estimates submitted to Congress for—

1828, were.....	450
1829, were.....	450
1830, were.....	445
1831, were.....	454
1832, were.....	444
1833, were.....	450

A column has been added to the document (A), showing what the number to each State, &c., will be under the census of A. D. 1830, and which number has had some influence in some of the selections the past year, and will be considered the only guide as to the strict proportion of each State, after the 3d of March, A. D. 1833. That proportion will be about $1\frac{1}{3}$ to each electoral vote, throwing away the fraction in the result, where the fraction of the population in the State, not represented, is small, and allowing a whole number for it where that fraction is over one-half.

The second document, B, in conformity to the report of March, 1828, shows the number of midshipmen in each State, &c., over or under its due proportion at each of the above periods, predicated on the ratio and estimates adopted in document A.

It is just to remark, however, that some of the apparent inequalities at those different periods are, probably, greater from the circumstance that the corps of midshipmen, as limited by the estimates, was not, at all those periods, equally full; the custom not having been always uniform as to the season of the year when vacancies were filled. But none of those inequalities have arisen from exceeding the estimates, unless on one occasion. Among those periods the very large number appointed beyond the estimates may have increased the excess in some of the States, while it obviously lessened the deficiencies in others of them. The whole number now exactly agrees with the estimates, except that two persons, removed from the corps of midshipmen, in A. D. 1830, having recently been restored. In pursuance of the views submitted by this Department to the House of Representatives, in March, 1828, frequent efforts have been made to correct the inequalities then and before that time existing. But those could be successful only as vacancies occurred in the particular States having an excess: and the process has been made still more slow and difficult by reasons, similar to those, which caused most of the original inequalities, as detailed in the report before named.

At the present period, however, it will be seen that the excesses in particular States, &c., causing an inequality, have become less than at any of the other specific periods; and that the deficiencies, existing chiefly in the western and southwestern States, are also less than at any former period, when the whole number of appointments did not exceed the estimates. By constant efforts hereafter, it is hoped a still greater equality will gradually be attained, though some disproportion and irregularities will always be unavoidable, from various causes enumerated in the report of A. D. 1828; from mistakes in the register and the returns; from doubtful residences of some candidates, and from peculiar circumstances in the personal claims of others. Without making more midshipmen than the estimates justify, or the wants of the service require, it is not possible for all the deficiencies to be supplied till vacancies enough occur in those particular States having an excess: and the difficulties in their gratifying many of those who apply for appointments, and the numerous painful refusals and delays then indispensable, will be manifest, when the facts are communicated that the applications now on file for the situation of midshipman exceed 1,300, or average over 50 from each State, and are weekly increasing, while the whole annual vacancies

* See American State Papers, on Naval Affairs, vol 3, No. 359.

in all the States average only about 35, or less than one and a half to each State, and are not over one-fourth of that number in the particular States having an excess.

The document C shows the number of midshipmen actually employed on the 1st of July and January in each year, since March, 1828.

From the manner of keeping our records, and from the nature of the naval service, slight errors in some of these numbers may have occurred, but they cannot be so large as to influence essentially the general proportions.

The average number, engaged in active duty at any one time, being about 316, there would be left, when the corps was entirely full, about 134 not on such duty. Of these about 30 are usually not on pay, being new appointments, and being left from six months to a year without orders, but preparing for a change in their pursuits, and for a compliance with orders, when the state of the service may permit. Of the residue, about thirty are usually in attendance at the schools at one of the yards; and the remainder, from 60 to 80, are divided into classes of invalids, sick, on leave, and waiting orders, after long cruises, subject, when required and in health, to relieve such others as have been the usual time on duty at the yards and at sea.

From these data, my opinion is, that the number of 450 is not larger than the present size of our naval establishment requires, pursuing the present practice as to new appointments and attendance on school. But it will be seen, that it could be reduced to about 400 without essentially affecting the service, except in that event those recently appointed would sooner, and with less preparation, be placed on pay and on duty, and the opportunities of instruction now enjoyed on shore would become somewhat diminished.

Respectfully, yours,
To the SPEAKER of the House of Representatives.

LEVI WOODBURY.

A.

Statement showing the number of midshipmen in the navy from the several States, &c., on the 12th day of March, 1828; 4th of March, 1829; 12th of May, 1831; and 14th of February, 1833; and the proportion of each State, &c., under the census of 1820 and the census of 1830.

	Proportion under census of 1820.	No. in service on the 12th of March, 1828.	No. in service on the 4th of March, 1829.	No. in service on the 12th of May, 1831.	No. in service on the 14th of February, 1833.	Proportion under census of 1830.
Maine.....	15	8	13	12	14	15
New Hampshire.....	14	10	12	10	11	11
Vermont.....	11	7	9	7	8	11
Massachusetts.....	25	18	20	18	19	21
Rhode Island.....	7	6	8	8	7	6
Connecticut.....	14	15	13	10	13	12
New York.....	60	48	55	43	56	63
New Jersey.....	14	20	26	15	15	12
Pennsylvania.....	46	33	51	39	43	45
Delaware.....	5	5	3	3	4	5
Maryland.....	18	35	35	29	27	15
Virginia.....	40	62	70	68	65	34
North Carolina.....	25	15	22	21	18	22
South Carolina.....	18	10	15	14	17	17
Georgia.....	15	9	14	12	18	16
Alabama.....	8	6	7	6	6	11
Mississippi.....	5	5	4	5	5	6
Louisiana.....	8	9	8	7	6	8
Tennessee.....	18	9	15	13	17	22
Kentucky.....	22	11	22	17	16	22
Ohio.....	26	13	23	18	20	32
Indiana.....	8	7	8	5	8	13
Illinois.....	5	2	4	4	5	7
Missouri.....	5	4	4	3	5	6
Michigan Territory.....	4	2	2	1	2	4
Arkansas.....	4	.....	2	2	2	4
Florida.....	4	4	4	3	4	4
District of Columbia.....	6	23	30	22	21	6
	450	401	499	415	452	450

B.

Statement showing the excess and deficiency of the midshipmen in each State, &c., at the periods and in the proportion named in table A.

	Excess in 1828.	Deficiency in 1828.	Excess in 1829.	Deficiency in 1829.	Excess in 1831.	Deficiency in 1831.	Excess in 1833.	Deficiency in 1833.
Maine		7		2		3		1
New Hampshire.....		4		2		4		3
Vermont.....		4		2		4		3
Massachusetts.....		7		5		7		6
Rhode Island.....		1	1		1			
Connecticut.....	1			1		4		1
New York.....		12		5		17		4
New Jersey.....	6		12		1		1	
Pennsylvania.....		8	5			7		3
Delaware.....				2		2		1
Maryland.....	17		17		11		9	
Virginia.....	22		30		28		25	
North Carolina.....		10		3		4		7
South Carolina.....		8		3		4		1
Georgia.....		6		1		3	3	
Alabama.....		2		1		2		2
Mississippi.....				1				
Louisiana.....	1					1		2
Tennessee.....		9		3		5		1
Kentucky.....		11				5		6
Ohio.....		13		3		8		6
Indiana.....		1				3		
Illinois.....		3		1		1		
Missouri.....		1		1		2		
Michigan Territory.....		2		2		3		2
Arkansas Territory.....		4		2		2		2
Florida Territory.....						1		
District of Columbia.....	17		24		16		15	
	04	113	99	40	57	92	52	51

C.

Statement showing the number of midshipmen actually employed on the 1st day of July, 1829, and on each succeeding 1st day of January and July, up to January, 1833, inclusive.

Time of employment.	Number actually employed
July 1, 1828.....	260
January 1, 1829.....	335
July 1, 1829.....	360
January 1, 1830.....	321
July 1, 1830.....	313
January 1, 1831.....	318
July 1, 1831.....	357
January 1, 1832.....	283
July 1, 1832.....	320
January 1, 1833.....	297

22D CONGRESS.]

No. 510.

[2D SESSION.]

ON THE CLAIM OF CAPTAIN T. AP C. JONES, OF THE NAVY, FOR ARREARS OF PENSION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 25, 1833.

Mr. PATTON, from the Comité on Naval Affairs, to whom was referred the memorial of Thomas Ap. C. Jones, a captain in the navy of the United States, reported:

That it appears, to their satisfaction, that Captain Jones, in an action with the enemy during the late war, in which he commanded a number of gunboats as lieutenant commandant, encountered an overwhelming force of the enemy, received a severe gun-shot wound from a ball passing through and destroying the joint of the left shoulder, causing a permanent, though partial disability; which imposes upon him constant and increased expense, from the necessity of employing, and keeping about his person, an additional servant to assist him even in the ordinary office of dressing and undressing.

It also appears that, immediately after his first return from New Orleans, (in the neighborhood of which the action was fought,) viz: on the 18th of July, 1815, he applied, in person, at the Navy Department, to be admitted on the roll of navy pensioners under the act of Congress passed the 23d April, 1800; and, at that time, deposited with the proper officer full evidence of his having been wounded, and of the extent and kind of disability occasioned thereby. According to this evidence, it is stated by Captain Jones that his pension was to be rated at \$25 per month, being one-half the monthly pay of a lieutenant commanding; and he alleges that he is subjected, by reason of his disability, to an extra expense of from 15 to \$25 per month.

This testimony, consisting of a certificate of the surgeon, countersigned by the commandant of the New Orleans station, was placed in the possession of the then chief clerk of the Navy Department, and Secretary to the commissioners of the navy pension fund. The application was not then acted on, in consequence of the absence of the Secretaries of the Navy and of the Treasury. The memorialist, about this time, was employed on a foreign station, and three years elapsed before he could revive his application. It was not at that time successful, in consequence of a difference of opinion between the commissioners of the pension fund as to the proper construction of the law as applicable to the case of the memorialist.

The question as to the right of Captain Jones to be placed on the pension roll was not decided on until July, 1828, when he was declared to be so entitled, and he was allowed at the rate of \$10 per month, and that made to begin on the 14th of February, 1828, which was the date of the application that was then acted on, and which the commissioners, who made the decision in his favor, as is supposed, took to be the first application he had made. It appears that, at this time, the evidence he had filed at the time of his original application had been mislaid or lost, and has never since been recovered.

Captain Jones was dissatisfied with this decision, both as to the amount of pension and the date from which it was to be estimated, and urged a reconsideration of his claim; and, on the 15th November, 1831, the commissioners of the navy pension fund decided to increase the pension to be allowed Captain Jones to \$20 per month, and ordered a certificate to issue accordingly, but refused to allow the arrears from the date of the first application, on the 18th July, 1815.

The committee are of opinion that the construction which was given to the law by the commissioners of the navy pension fund in 1828, and confirmed by those who increased the amount of it in 1831, is the true construction, and the only one which is consistent with the letter and spirit of the law.

As the failure to make an earlier decision on the claim, and to grant the pension to which the committee think, and the commissioners of the navy fund, on two occasions, have decided that he was entitled, cannot, in any degree, be imputed to Captain Jones, as the evidence on which his original application was founded has been lost or mislaid, without any fault of his, after having been, by him, placed in possession of the proper officer, the committee are of opinion that sheer justice requires that he should now be paid what he would have received if his claim had been originally granted, to commence from the date of his original application; and, for that purpose, they report a bill.

22D CONGRESS.]

No. 511.

[2D SESSION.]

ON THE OBLIGATION OF THE GOVERNMENT TO RESTORE TO THE NAVY PENSION FUND THE AMOUNT OF THAT FUND PLACED BY ITS OFFICERS IN THE BANK OF COLUMBIA AND LOST BY THE FAILURE OF THAT BANK.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 25, 1833.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom was referred several petitions of Emma Thompson, widow of the late Charles Carter Boyd Thompson, a post captain in the navy of the United States, and of Mrs. Rodgers, widow of Captain Geo. W. Rodgers, also late a post captain in the navy of the United States, reported:

That, by the terms of the first-mentioned memorial, it appears that Emma Thompson is the widow of the late Captain Thompson of the navy, and that, by the untimely death of the said Captain Thompson, she has been left with one child, a daughter, in a state of utter destitution.

The character of Captain Thompson was early established and well known: his services had been of the most distinguished grade. Having entered the navy as early as 1802, he bore an active and highly meritorious part in the brilliant war with the Barbary Powers, a war which will be ever memorable in the annals of the world. In 1814, - '15 we find him engaged in the campaign of New Orleans, and, from the

efficiency of his command and the peculiar position he occupied, there is no doubt that a large portion of the honor which redounded to all engaged in the defence of that place is justly due to him. On this service he was severely wounded. It does not clearly appear that his death, which occurred in 1832, can be directly traced to this wound. There is, however, no doubt that he suffered from it long and severely, and that, notwithstanding, he never ceased to sustain his reputation as a devoted and patriotic officer, in the fulfillment, with honorable fidelity, of every duty he owed the service and his country. Your committee, considering all these circumstances, and, further, the peculiarly painful and destitute condition of his wife and child, and believing that the solemn duty of protecting, from the unrelenting grasp of poverty, the widow and the orphan of the brave man who has spent his days in anxious toil for the honor of his country, devolves upon and in justice ought to be assumed by that country, free, happy and prosperous as she is, beg leave, therefore, to submit to the House for adoption a bill, by way of amendment to the act of June, 1832. It is intended to meet the case, not only of Mrs. Thompson, but also that of Mrs. Rodgers, a petitioner under like circumstances, and it is confidently hoped that it will be found sufficient to provide for all other cases that may arise during the period for which said law may be in force.

It is not deemed material to state more in reference to Mrs. Rodgers' petition than that her claim comes before the House equally substantiated with Mrs. Thompson's, by the highly distinguished character and long tried and faithful services of her husband. It is further sustained by the fact that she has been left, by the death of her husband, in a state of great poverty, the widowed mother of six helpless children.

In the second section of the proposed bill, your committee provide the means to meet the additional demands now brought against the navy pension fund, at present inadequate to the purpose; and, by that section, they propose to discharge a debt, believed to be founded on every principle of justice and equity, due from the country to that fund.

The facts are as follows, to wit:

By a reference to the annual reports of the commissioners of navy pensions, for many years back, it will be seen that the commissioners of the navy pension fund thought proper to invest in the stock of the Bank of Columbia an amount of said fund equal to \$99,502⁶⁰/₁₀₀. Several years ago, this institution failed, and it was soon ascertained to be utterly insolvent. Its whole assets, however, have gone into the public Treasury. In the general wreck of the affairs of that bank this large amount was sunk; and from the period of its insolvency to the present, so much of said fund is annually reported to be deficient and altogether unavailable. Your committee cannot see upon what principle of justice this state of affairs should be permitted to continue. In assuming the trust reposed in it by the act of Congress, the government fairly assumed all the responsibilities which that trust involved. In the performance of that trust, serious detriment arose to the fund, and lamentable injury to its proprietors. In stating this fact, which cannot be denied, it is not intended to impute it as a criminal matter on the part of the trustees. It is, however, intended to place in the clearest light the injustice as well as impolicy, on the part of the country, of permitting an injury affecting so deeply the private rights and conveniences of a large and meritorious class of her citizens to remain unatoned, and to urge the obligation to repair a loss inflicted, no matter from what cause, which is proven, by subsequent events, so materially to operate against the most unprotected class of society—the widows and orphans of the very men by whose heroic deeds this fund was first established.

Your committee have, therefore, made provision in the bill, which is herewith reported, for restoring to the navy pension fund the amount lost by the defalcation of the Bank of Columbia.

NAVY DEPARTMENT, *February 22, 1833.*

SIR: Your letter of the 21st instant, requesting, on the part of the Naval Committee of the House of Representatives, information respecting the funds belonging to the navy pension fund, invested in stock of the Bank of Columbia, has been received.

The investments of the navy pension funds in this stock were made at several periods, commencing on the 16th August, 1809, and terminating on the 8th May, 1819, and amount to \$99,502.60.

The Bank of Columbia became embarrassed in its operations, and no dividends were made by the directors after the 20th March, 1823. The dividend declared at that time was not paid until the 10th day of April, 1828.

In regard to the prospect of recovering this money, or any part of it, from the inquiries which have been made, none is believed to exist. The whole amount invested is believed to be entirely lost, in consequence of the insolvency of the bank. Among the papers of the former commissioners of the navy pension fund, no records are to be found to afford the information you request in regard to the authority by which those investments were made, but, from verbal information obtained from a former secretary of the fund, it is understood that the authority to make investments usually proceeded from either the commissioners or from their secretary, and the authority was sometimes given in writing and sometimes verbally.

I am, sir, very respectfully, your most obedient servant,

LEVI WOODBURY.

Hon. Jno. G. WATMOUGH, *of the Naval Committee, House of Representatives.*

[22D CONGRESS.]

No. 512.

[2D SESSION.]

ON THE CLAIM OF A MARINE, DISCHARGED IN A FOREIGN PORT, TO THE MONEY EXPENDED FOR HIS PASSAGE HOME TO THE UNITED STATES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 25, 1833.

Mr. PATTON, from the Committee on Naval Affairs, to whom was referred a resolution relative to the expediency of refunding to David Goorley, late a private in the marine service of the United States, the amount expended by him for his homeward passage from the port of Leghorn, at which he was discharged from the service, reported:

That they have examined the papers which accompany the said resolution, and find that the said Goorley enlisted on the 4th February, 1813, for five years, and that he was discharged and paid on the 24th May, 1818, in the port of Leghorn, by the order of Commodore Stewart; according to the statement of the petitioner himself, he was then discharged at his own request. He, however, asserts that he was induced to make this request in consequence of his having been detained in the service seven months beyond his term of enlistment, and having been repeatedly deceived and disappointed by promises made and violated by his officers to send him home, in various vessels which returned from the Mediterranean after his term of service expired. These allegations, however, are all falsified by the fact stated above, on the information furnished by a letter from the Secretary of the Navy, showing that he was discharged four days after the expiration of his term of service.

The committee therefore report that the said Goorley has no claim to have refunded to him the expenses of his passage home; and they ask to be discharged from the further consideration of the said resolution.

[22D CONGRESS.]

No. 513.

[2D SESSION.]

ON THE CLAIM OF OFFICERS OF THE MARINE CORPS TO THE LIKE PAY AND ALLOWANCES AS OFFICERS OF THE ARMY, OF THE SAME GRADES, WHILE DOING DUTY ON SHORE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 26, 1833.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom was referred the memorial of L. Twiggs, a captain of the United States marine corps, as well for himself as others, reported:

That, having duly examined the same, the memorialists claim the same allowances of pay and rations as, by the act of March 2d, 1827, are granted to captains and subalterns of the army of the United States, on the ground that they are "governed by the same regulations while doing duty on shore, perform the same duties, and are under the same responsibilities with respect to clothing, arms and accoutrements of the respective detachments or posts that may be under their command, as captains of the army of the United States are under while in actual command;" and, further, that they believe "that Congress, in establishing the marine corps, designed to place the officers of said corps on the same footing with officers of like grade in the army, as respects pay and emoluments," &c., &c.; your committee can see no reason why the law of 2d March, 1827, should not be made applicable to the officers of the marines. It is certain they are subject to the same rules and regulations while acting on shore; are at all times subject to the like expense, and frequently to greater, when on foreign stations; and are liable to the same responsibilities with respect to clothing, arms and accoutrements as the officers of the army of the United States. Their duties are certainly not less arduous; and, it is believed, have ever been fulfilled with equal credit to themselves and honor to the country; while, on many points of paramount importance to the soldier and man of honor, their advantages fall far short of those which are extended to similar grades in the army. The principle, then, being admitted of their title to the claim urged of admission to an equal footing with officers of like grades in the army, it is believed that no argument can be brought to bear against their rights to the back pay and allowances which have been allowed to the officers of the army under the act above referred to.

Your committee, therefore, ask leave to introduce a bill.

[22D CONGRESS.]

No. 514.

[2D SESSION.]

ON THE CLAIMS OF THE OFFICERS, SEAMEN, AND MARINES OF THE NAVY, ENGAGED IN THE DESTRUCTION OF THE FRIGATE PHILADELPHIA, AT TRIPOLI, IN 1804, AND THEIR HEIRS, FOR REMUNERATION THEREFOR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 27, 1833.

Mr. DEARBORN, from the Committee on Naval Affairs, to whom was referred the memorial of Mrs. Susan Decatur and the accompanying papers, reported:

That they have examined the various memorials and justificatory documents in support of the claim of the gallant officers, seamen, and marines, and of their heirs and legal representatives, who destroyed the frigate Philadelphia, in the harbor of Tripoli, on the sixteenth day of February, 1804, and are fully satisfied that they are entitled to the bounteous consideration of Congress; but, as the subject was thoroughly investigated during the last session, and after the most mature deliberation the bill which had been reported for their relief rejected, it is not deemed expedient to introduce another at this time, as there is no probability that it could be acted upon during the short period that remains of this limited session; therefore, the committee recommend to the House the following resolution:

Resolved, That the Committee on Naval Affairs be discharged from the further consideration of the subject.

[22D CONGRESS.]

No. 515.

[2D SESSION.]

PROCEEDINGS OF A COURT OF INQUIRY IN THE CASE OF LIEUTENANT ROBERT B. RANDOLPH, OF THE NAVY.

COMMUNICATED TO THE SENATE FEBRUARY 27, 1833.

NAVY DEPARTMENT, *February 27, 1833.*

SIR: I have the honor, in compliance with a resolution of the Senate, of the 16th instant, requesting me to "communicate a copy of the record of proceedings of the court of inquiry, lately held in the case of Lieutenant Robert B. Randolph, of the United States navy," to send herewith, soon as its great length permitted, a copy the record of those proceedings.

Numerous documents, books of records, and papers, are on file, referred to in those proceedings, and in some degree connected with them, which can be communicated forthwith, if desired, for examination; but copies of them, if wanted, could not be prepared short of many weeks' labor.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. HUGH L. WHITE, *President of the Senate of the United States.*

N.

PROCEEDINGS OF THE COURT OF INQUIRY IN THE CASE OF LIEUT. ROBERT B. RANDOLPH, OF THE UNITED STATES NAVY, BEGUN IN JUNE, 1832, AND CONCLUDED IN JANUARY, 1833.

Minutes of the proceedings of a court of inquiry held at the Navy Yard, Charlestown, Massachusetts, in the case of Lieutenant Robert B. Randolph, in pursuance of the precept marked A.

MONDAY, *June 4, 1832.*

The court met this day in pursuance of the precept. Present: Captain Charles Morris, president; Master Commandant Thomas H. Stevens, Master Commandant Joseph Smith, members; Henry M. Morfit, judge advocate, and Lieutenant Robert B. Randolph, of the United States navy.

The precept was read and the court duly organized, by the administration of the oaths to the members and judge advocate, as prescribed in the act of Congress.

The letter B, from the Secretary of the Navy, addressed to Captain Morris, requiring him to notify Masters Commandant Thomas H. Stevens and Joseph Smith of their appointments as members of this court, was read and annexed to the proceedings.

Upon a requisition by the court, for an orderly, Brevet Lieutenant Colonel Wm. H. Freeman, of the United States marine corps, detailed Corporal Spear for that purpose, as per letter C. The orders from Captain Morris to Master Commandant Thomas H. Stevens and Master Commandant Joseph Smith, to appear as members, were then produced, read and marked D and E; and Lieutenant Randolph, being asked if he was ready to proceed in the inquiry, answered that he was not, and asked leave to be aided by counsel in the investigation of evidence, which leave was granted, under the usual rule that all interrogatories to witnesses, and propositions to the court, should be in writing.

The court was then adjourned until to-morrow, at 10 o'clock A. M.

TUESDAY, June 5, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, and Lieutenant Robert B. Randolph.

Lieutenant Randolph having been asked if he was ready to proceed, answered that he was not, as his counsel was engaged in a civil trial to-day. The court, therefore, and to enable the judge advocate to examine the documents to be submitted from the Fourth Auditor's office, adjourned until to-morrow at 10 o'clock A. M.

WEDNESDAY, June 6, 1832.

The court met according to adjournment. Present: all the members, the judge advocate, Lieutenant R. B. Randolph, and his counsel, Wm. C. Alwin, Esq., who was admitted by the court to act as such.

Lieutenant Randolph then handed a paper of the following words: "Lieutenant Randolph moves that the names of all the witnesses summoned be called over, in order to ascertain whether they are in attendance or not." (F.)

The list was accordingly called and the following persons found absent: Mr. Thomas Norman, Mr. Thomas H. Gillis, Mr. James H. Handy.

Upon which Lieutenant Randolph offered a statement and affidavit, marked G, to show that he could not safely proceed to trial without the evidence of Mr. Thomas Norman, whose attendance he had endeavored to obtain, but who is at present sick in Baltimore.

The court was closed to deliberate upon the affidavit and letter of the physician, annexed, and determined to adjourn until to-morrow at 10 o'clock A. M., in the hope that by that time the witness, Mr. Norman, may arrive, or be again heard from, unless Lieutenant Randolph is willing that the evidence of some other witness should be proceeded in.

Lieutenant Randolph, upon the opening of the court, stated, through his counsel, that upon conference, they were averse to taking the testimony of any other witness until it was ascertained whether that of Mr. Norman could or could not be had.

The court was again closed; directed an extra copy of the precept to be furnished, and then adjourned, in pursuance of the previous determination, until to-morrow at 10 o'clock A. M.

THURSDAY, June 7, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant R. B. Randolph, and his counsel. Yesterday's proceedings were read. Lieutenant Randolph was asked if he was ready to proceed; he answered in the negative, and presented paper H, stating that he had written to Baltimore, soliciting the immediate attendance of Mr. Norman.

The court suggested that the evidence of other witnesses might be taken, and the court would then adjourn from day to day, if necessary, to wait for the testimony of Mr. Norman.

Lieutenant Randolph replied, through his counsel, that it would not be prudent to examine any one until the appearance of Mr. Norman, and desired that the court might be delayed until it is ascertained whether he will or will not come. The court replied that Commodore Patterson was under orders to leave the United States, and it was desirable to discharge him as early as possible.

The counsel then offered paper I, objecting to the examination of witnesses.

The court stated that it would adjourn till to-morrow, if Lieutenant Randolph still persists in his objection to proceeding without the witness Mr. Norman. Lieutenant Randolph replied that he still objected.

The court was cleared to consider further on this question, and a letter in the following words, addressed to the Secretary of the Navy by the president, in behalf of the court:

NAVY YARD, Charlestown, Mass., June 7, 1832.

SIR: The court of inquiry, commenced at this place under your directions, to investigate the conduct of Lieutenant R. B. Randolph while acting as purser of the frigate Constitution, was duly organized, according to the precept, on the 4th inst. When the court was ready to commence the inquiry, Lieutenant Randolph stated that he was not ready to proceed until a witness named Thomas Norman was present, and made an affidavit that his testimony was of great importance to him upon several points, and requested that the further proceedings of the court might be delayed until his arrival. He also produced a letter from Baltimore containing a certificate from a physician, which stated that Mr. Norman was sick on the 29th ultimo, and then unable to travel, but was expected to be able to leave there in a few days. Under these circumstances the court has adjourned from day to day. Nothing further has been heard from Mr. Norman, and it is possible he may be prevented from attending at this place at all. The court has deemed it proper to communicate these facts to you, that you may endeavor to procure the early attendance of Mr. Norman, or to give such orders as you may deem necessary, in case he shall not attend within any specified time which you may name.

The court has determined to delay proceedings, and adjourn from day to day, until Mr. Norman shall arrive, or until your further instructions shall be received.

Commodore Patterson will be necessarily detained until some final proceedings are had in the case.

I have the honor to be, your obedient servant,
(Signed)

CHARLES MORRIS, *President of the Court.*

The court was then opened and adjourned until to-morrow, at ten o'clock A. M.

FRIDAY, June 8, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant R. B. Randolph, and his counsel.

The proceedings of yesterday were read. The judge advocate announced that Mr. Thomas Norman had not yet reported himself. Lieutenant Randolph stated, also, that he had not heard from him since the letter presented on the 6th inst., although he had called this morning at the post office. The court asked Lieutenant Randolph if he was willing or prepared to proceed in the examination of the 35th, 38th, 39th, and 40th specifications in the precept of inquiry, as they seem not to be connected with the trans-

actions of Mr. Norman, and with an understanding that no investigation of the matters of the accounts should be had at present, and not until due notice should be given under some further order of the court.

Lieutenant Randolph replied as per paper K, saying the court might proceed according to its discretion, he having no material objection to offer.

Commodore Daniel T. Patterson, of the United States navy, was then duly sworn by the president, and testified, on the 40th specification, as follows:

He deposed that the language and manner of Lieutenant Randolph were exceedingly intemperate. I do not remember the exact language. Among other observations he said he was convinced he could not get justice from their (Mr. Kendall's and Mr. Hill's) hands. He addressed himself to them and not to me. This expression, I believe, was repeated more than once. I considered it as directed to those two gentlemen exclusively, inasmuch as I had no control over the papers and accounts, and that is the reason why I supposed his observations were directed to them. The manner was violent; Lieutenant Randolph evidently under considerable excitement. This took place in the room of the Second Comptroller of the Treasury, Mr. Hill, about the time mentioned in the specification, though I do not recollect the exact period. Another reason why I supposed the language of Lieutenant Randolph was not addressed to me, is, because no conversation had taken place between him and myself in relation to the accounts at that time. I was directed by the President of the United States to be present at the examination of witnesses in relation to the accounts of Lieutenant Randolph, and that was the cause of my being there. Mr. Thomas Norman was present part of the time on that day, as a witness, and was the only one there as such.

Cross-examined by Lieutenant Randolph:

Question. What was the date of the order given by the President? Please produce the same.

Answer. I have not got it with me. It was a written note, but I do not remember whether dated or not. The original note can possibly be produced before this court adjourns.

Ques. (By the same.) Did not Messrs. Kendall and Hill, or one of them, refuse to let Mr. Norman examine the accounts, and was not Mr. Norman the person who had acted as purser's steward to the late Purser Timberlake, at the time of his death?

Ans. Yes; Mr. Kendall, I think, refused; Mr. Norman was the person who acted as purser's steward to the late Purser Timberlake.

Ques. (By the same.) Did not the examination terminate on the refusal to permit Mr. Norman to examine the accounts?

Ans. Yes.

Ques. (By the judge advocate.) Did or did not Lieutenant Randolph require an examination of the accounts by Mr. Norman, by himself?

Ans. I so understood the request, that it should be entirely under Mr. Norman's own direction—evidently by himself, and that he should have unrestrained access.

Ques. (By the same.) Did or did not Mr. Kendall offer to allow Mr. Norman to examine the accounts fully in the presence of a clerk?

Ans. Yes; he did.

Ques. (By the same.) What reply was made by Lieutenant Randolph to this offer?

Ans. He declined the offer, and I think that drew from him the remark, that "he saw he could not obtain justice at their hands."

Ques. (By Lieutenant Randolph.) Did not Mr. Kendall, at the time of mentioning that an examination might be had with one of the clerks, dictate or limit the permission to stating a new account in a particular manner?

Ans. I have no recollection of any such limitation by Mr. Kendall at that time.

Ques. (By the same.) Did Mr. Kendall or Mr. Hill confer with you on the request of granting me permission to examine the accounts with Mr. Norman, before making any reply?

Ans. A refusal was given before consulting me.

Ques. (By the judge advocate.) Did Mr. Kendall consult with you on the subject, after he refused the request of Lieutenant Randolph for an unlimited examination of the books by Mr. Norman, and if yea, what advice was given by you?

Ans. Mr. Kendall and Mr. Hill both consulted me on the subject. I coincided in opinion with them, that Lieutenant Randolph should have access to the books in presence of one of the clerks of the office. The consultation with me was about the propriety of submitting the accounts to the examination of Lieutenant Randolph, with or without there being present one of the clerks of the office.

Ques. (By Lieutenant Randolph.) Did you not, in the conference you have testified to, agree to restrict the examination to a statement of the accounts in a particular manner?

Ans. No.

Ques. (By the same.) Did I object to the presence of a clerk of the Navy Department at the examination of the accounts?

Ans. I do not recollect exactly whether he did or not, on that day, but to the best of my remembrance he did. A good deal of conversation took place between Lieutenant Randolph, Mr. Kendall and Mr. Hill, to which I paid little or no attention.

Ques. (By the court.) Were you directed to assist at the examination of witnesses in respect to Lieutenant Randolph's accounts, or merely to be present at such examination? State as nearly as you can the directions under which you attended.

Ans. I was directed merely to be present. I think that was the tenor of the President's note.

Ques. (By the same.) Was Lieut. Randolph informed of your opinion in relation to the manner in which the examination of the books should be made at the time you concurred with Messrs. Hill and Kendall?

Ans. I have no recollection of having expressed it to him.

Ques. (By Lieutenant Randolph.) Did you know, at the time of the meeting with Messrs. Hill and Kendall for the examination of my accounts, that they had been already allowed and passed by the proper officers of the Treasury and Navy Departments?

Ans. Lieutenant Randolph informed me, in reply to a question, that he had settled his accounts satisfactorily at the Department. I had no information about it but from him.

Ques. (By the court.) What was the conduct of Lieut. Randolph to you, on that occasion, referred to in the 40th specification?

Ans. I do not know whether Lieut. Randolph meant to include me or not. I did not, at the time, consider it as directed to myself at all. I did not consider any part of his conduct to me at that time as disrespectful.

Ques. (By the court.) Was there anything in the mode of conducting the examination, by Mr. Hill and Mr. Kendall, that in your opinion was incorrect and improper? if yea, please to state the particulars.

Ans. In the mode of conducting it I should say there was not. But the conversation between Messrs. Kendall and Hill, and Lieut. Randolph, was very warm. Lieut. Randolph seemed to consider himself much aggrieved by the refusal to grant him the examination of the books, as he had asked.

Commodore Patterson was then requested to examine the 35th, 38th and 39th specifications of the precept, and was asked if he knew anything of the matter therein contained. To which he replied, that of the 35th and 39th specifications he knows nothing.

On the 38th specification he stated, that he recollects hearing Lieut. Randolph say, after he was denied access to those accounts, that he would apply to the Senate of the United States, and endeavor through them to obtain a fair adjustment of his accounts. I think it was at the same time that the examination of the witness Norman took place, as before spoken of. This remark was in the presence of Messrs. Hill and Kendall, and addressed to them.

Commodore Patterson was then dismissed for the present, and Mr. Amos Kendall, Fourth Auditor of the Treasury of the United States, was duly sworn by the president of the court, and testified on the 40th specification as follows:

When some difficulties were found in Mr. Timberlake's and Lieut. Randolph's accounts, Mr. Randolph called on me, I think at my own request, for the purpose of giving explanations. His calls were several times repeated. He demanded of me unrestrained access to the accounts and papers of Purser Timberlake, his predecessor in the pursership of the frigate Constellation. My nomination to the office of the Fourth Auditor was then pending before the Senate. On my refusing to give him unrestrained access to the books and papers of Mr. Timberlake, he became much excited, and said if he could not otherwise accomplish it, he would go to his friends in the Senate, Mr. Tazewell and Mr. Tyler. Upon my replying to that threat, he left me without saying anything more. Some few days afterwards, while myself, the Second Comptroller, Mr. Hill and Commodore Patterson, were together in Mr. Hill's office, investigating the subject of these accounts, Lieut. Randolph again became much excited, and repeated the same threat, that if he could not accomplish his object, (unrestrained access to the papers, for the purpose of making out an account current was the principal object,) he would complain to his friends in the Senate, Mr. Tazewell and Mr. Tyler. The second day after the first threat was made, Lieut. Randolph again called at my office, and told me he had mentioned the subject to Mr. Tazewell.

Ques. (By the judge advocate.) What was the manner of Lieut. Randolph during these remarks? Describe it as near as may be.

Ans. When the threat was made in my room, he had risen from his chair and was walking the room, apparently much agitated. When the threat was made in the Second Comptroller's office, he had also risen from his chair, and was walking the room in the same state. When he informed me he had told Mr. Tazewell, he was sitting in his chair in my room. After receiving my reply, in my room, to his first threat, he opened the door, held it, and looked at me for a few seconds, and went away without a word.

Cross-examined on the fortieth specification:

Ques. Did I use the word *unrestrained*, in soliciting access to the papers and accounts at the interviews you have mentioned?

Ans. I do not remember the word; that was the substance of the demand. His desire was, that they should be placed under the examination of himself and his clerk, Mr. Norman, alone; without anybody else having any supervision of them.

Ques. (By the same.) Did I object to any clerk of the office being in the room at the examination I requested?

Ans. He did not state where he wished to make the examination; nothing was said about my clerks, in any of the conversations, as far as I remember.

Ques. (By the same.) Did I not ask you to allow me Norman, to have access to the books and papers of the late Mr. Timberlake, to make out an account current showing my transactions with the estate of the late Mr. Timberlake?

Ans. He did, for the purpose of showing what he had done with the money received by him as the successor of Mr. Timberlake, when he was appointed acting purser of the Constitution, at Port Mahon; which money had been left by Mr. Timberlake. I do not recollect any other object being mentioned at the time.

Ques. (By the same.) Did you refuse such permission?

Ans. I did, unless Lieut. Randolph would produce to me some evidence, making it probable that he had made payments on Mr. Timberlake's account and taken receipts in Mr. Timberlake's name, and dated before his death. This he did not do.

Ques. (By the same.) Had you not called on me to explain what had become of the money of Mr. Timberlake, which he left at the time of his death?

Ans. I requested Lieut. Randolph to inform me what disposition he had made of the money.

The examination was closed for to-day; and then the court adjourned until to-morrow at ten o'clock A. M.

SATURDAY, June 9, 1832.

The court met pursuant to adjournment. Present: all the members, Lieut. Randolph, and his counsel. The judge advocate read the proceedings of yesterday, and the cross-examination of Mr. Kendall was resumed.

Question. (By Lieut. Randolph.) At the time of your refusal to permit Mr. Norman and myself to examine the accounts and papers of Mr. Timberlake, were the accounts, papers, and vouchers in the Second Comptroller's office or yours?

Answer. In mine.

Ques. (By the same.) Did you and Mr. Hill, the acting Comptroller, refuse permission for the examination of the accounts referred to, unless I gave some particular description of the items paid with the money left by Mr. Timberlake?

Ans. In the first instance, I myself declined giving him access to those books and papers, unless he would give some description of the credits claimed. Afterwards, upon consultation between myself, Mr. Hill, and Commodore Patterson, it was concluded not to give him such access, unless he should give such description of the credits as would make his claim probable. After finishing the examination of Mr. Norman, on the 1st March, 1830—which was my last interview with Lieut. Randolph—we concluded to give him access to the books and papers, upon the conditions mentioned in our letter to him of that date. This is a copy of the letter, marked L, in these words:

WASHINGTON, *March 1, 1830.*

SIR: Mr. Norman will be permitted to have access to the books and papers of Mr. Timberlake, to make out an account current, in the following manner:

A clerk of the Fourth Auditor's office will be associated with him in that duty.

They will first debit you with the amount of money counted and delivered over to you on account of Mr. Timberlake, according to your own memorandums.

They will then proceed to credit you, from the officers' book and the discharge roll, with the amounts alleged to be paid by you, entering each item separately.

They will credit you with the sums which Mr. Norman asserts were paid by you on Timberlake's general receipt roll and other papers, entering each item separately.

The account current, as made out, will be taken as a part of Mr. Norman's statement.

Respectfully, your obedient servants,

AMOS KENDALL.
ISAAC HILL.
DAN'L T. PATTERSON.

P. S.—Mr. Rives will aid Mr. Norman. It is desirable that the business should be concluded to-morrow.

A. K.

Lieutenant ROBERT B. RANDOLPH, *U. S. Navy.* Present.

To that letter Lieutenant Randolph sent the reply, as per paper marked M, in these words, the original letter being in his handwriting, as follows:

NAVY DEPARTMENT, *March 2, 1830.*

GENTLEMEN: Your letter of yesterday's date I have received, and do most solemnly protest against the course prescribed therein. Under the act of Congress passed in March, 1809, article 19, section 4, and article 22, section 9, you will find that you have most willfully violated the laws of your country, as well as principles of honor and propriety, thereby manifesting, in the most conclusive manner, what I charged you with yesterday—that justice was not to be obtained by me at your hands.

Respectfully, your obedient servant,

R. B. RANDOLPH.

Ques. (By the same.) How did you imagine it to be possible that I could give a description of the items claimed and payments made on account of Mr. Timberlake, if the vouchers were in your office, and I debarred access to them?

Ans. I did not find Lieutenant Randolph's name in any of the vouchers to which reference was made. I did not imagine that any person would receive and pay away a large sum of money in that manner, without keeping some private account or memorandum by which he could afterwards explain so uncommon a transaction.

Ques. (By the same.) Is it uncommon for the party settling to give up vouchers when an account is settled, or left for settlement in the Navy Department or its offices?

Ans. The party who settles always surrenders his vouchers. The vouchers referred to were the vouchers of Mr. Timberlake and not those of Lieutenant Randolph.

Ques. (By the same.) Did I not state to you that Mr. Norman alone could point out those items, and that I had no personal recollection of them?

Ans. I believe he did.

Ques. (By the same.) Did not Mr. Norman state, at the time referred to, that if you and Mr. Hill would let him have access to the books and vouchers that he would explain or point out the disbursements made after Mr. Timberlake's decease from the money left by him?

Ans. Something to that effect was stated by Mr. Norman.

Ques. (By the same.) Did I express a wish or desire to take from the office any of the books or vouchers relating to Mr. Timberlake's accounts?

Ans. Nothing was said about taking any of the papers from the office, that I recollect.

Ques. (By the same.) Did you not absolutely refuse all access to the books and vouchers of Mr. Timberlake, unless it were that a Mr. Rives and Mr. Norman should make out an account current between me and Timberlake, in the manner dictated by you?

Ans. No.

Ques. (By the same.) Do you mean to state, or be understood by your last reply, that you gave permission to have access to the books and papers, without an account current was made in the manner required by you?

Ans. Access was refused by me in the first instance, unless Lieutenant Randolph would furnish some evidence making the claim that he set up to my mind probable; access was refused except on that condition, and it was never granted, except on the conditions mentioned in the letter of the first of March, 1830, marked L.

Ques. (By the same.) What claim did I set up on the occasion by you referred to?

Ans. I had been informed, and Lieutenant Randolph admitted, that he had received upwards of

\$11,000 in cash, which was left by Purser Timberlake at the time of his death. This, Lieutenant Randolph asserted, had been paid away upon vouchers taken in Timberlake's name, and dated before his death. The claim set up by him was, that those vouchers should be taken as explaining what disposition he had made of that money. Lieutenant Randolph alleged that the payments had been made after Mr. Timberlake's death, although the receipts were dated before his death, and made no mention of Lieutenant Randolph's name.

Ques. (By the same.) Was my allegation made in reply to your request of explanations, or was it in support of any claim distinctly and formally set up by me?

Ans. It was in reply to my request to be informed what disposition he had made of that money. No claim was set up by Lieutenant Randolph unless he should be charged with the money; in that case he claimed these alleged payments as a set-off.

The cross-examination of this witness was closed for the present, and he then said he could now fix the dates of the conversations with Lieutenant Randolph, mentioned yesterday in his testimony.

He said the first threat made by Lieutenant Randolph, to appeal to his friends in the Senate, was on the 24th February, 1830. He had several times before that time asked access to the books and papers, which had not been granted. It was on the morning of the 26th February, of the same year, that he told me he had informed Mr. Tazewell. It was on the 1st March, 1830, that the threat was repeated, in the Second Comptroller's office, in presence of Mr. Hill, Commodore Patterson and myself.

Witness produced an original letter, marked N, which he said is in the handwriting of Lieutenant Randolph, and was received 1st March, 1830, in these words:

FEBRUARY 1, 1830.

Messrs Kendall and Hill:

GENTLEMEN: It is now about half-past two o'clock; I am both thirsty and hungry, but will call tomorrow to know whether or not you will permit me to have the books and papers desired by me.

Yours, with due respect,

R. B. RANDOLPH

Ques. (By the same.) What is the date of your first request of me for explanations in regard to Mr. Timberlake's accounts, and what are the dates of the subsequent ones, not already stated by you?

Ans. I think it was in November, 1829. The other requests were subsequently made in November, 1829, and in January and February, 1830. It is impossible to speak accurately of the times, or of what was said in the conversations.

Ques. (By the same.) What length of time had I been detained at the office when you received the note bearing date 1st February, 1830?

Ans. I do not know at what time Lieutenant Randolph came; I did not see him that day after receiving the letter.

Ques. (By the same.) In the morning of the day referred to in the note dated the 1st February, did you not, after seeing me, go away from the office to the office of Major Eaton or to the President's. If so, how many hours elapsed before your return?

Ans. I do not recollect going out of the office that day during office hours, except to the Comptroller's office. The investigation took place in the Comptroller's office, and I went there upon that business. I may have gone elsewhere, but do not remember it. I was absent some two or three hours. I do not recollect seeing Lieutenant Randolph anywhere that day, except at the Second Comptroller's office, where the investigation was had.

There is an obvious mistake in the date of the letter of 1st February, as it was received on the 1st March, and the latter was the day of the examination just spoken of.

Ques. (By the same.) Did you not, with Mr. Hill, leave the Second Comptroller's office together, and desire me to remain until you return?

Ans. I have no recollection of it. Lieutenant Randolph left the office before we did, and wrote the letter from another room.

Ques. (By the same.) Did you not write to Mr. Tazewell, of the Senate, in relation to my remarks to you; if so, will you produce a copy of your letter and Mr. Tazewell's reply?

Ans. I wrote to Mr. Tazewell, and received a reply; I have the letters, not in court, but can procure them on Monday.

Ques. (By the court.) Were the accounts of Mr. Timberlake settled at the time when Lieutenant Randolph asked access to his books and papers, and were the vouchers in support of them lodged in the Fourth Auditor's office?

Ans. The accounts were settled and the vouchers lodged in the Fourth Auditor's office.

Ques. (By the same.) Had Mr. Norman any agency in the settlement of those accounts, or did he assist in their settlement?

Ans. Mr. Norman was requested to attend at Washington for the purpose of giving explanations in the settlement of Mr. Timberlake's accounts, which had been under his particular management on board the ship. He did attend, but made no explanations to me, and none to any one else to my knowledge.

Ques. (By the same.) Did you consider Commodore Patterson as associated with Mr. Hill and yourself to examine the accounts of Lieutenant Randolph?

Ans. I did consider Commodore Patterson associated with Mr. Hill and myself to examine the accounts generally.

The witness then proceeded to the 35th specification, and deposed in relation to the first branch of that specification, concerning attempts to embarrass the Fourth Auditor in the settlement of the accounts, saying: I do not recollect anything in addition to the testimony already given upon the 40th specification.

On that part of the 35th point of inquiry which relates to the anonymous letters, he said that two anonymous letters, corresponding with the first and last, as set forth, one signed "Paul Fry," and the other without any signature, were received by me; the last was dated on the 25th of February, 1830, and received by me with my letters on the morning of the 26th of February. On the day preceding its date, the 24th of February, Lieutenant Randolph had made the threat to complain to his friends in the Senate, Mr. Tazewell and Mr. Tyler, no other person than him and myself being present at that time. The letter of 25th of February is now produced and read, marked O, and is as follows:

WASHINGTON CITY, February 25, 1830.

MY DEAR SIR: I have been informed by a friend of Lieutenant Randolph that you refused to permit his clerk to give the explanations touching the business of Timberlake and our intimate friend Eaton, and that he went, immediately after leaving your office, to his friends in the Senate, and made them acquainted with the conduct which you were pursuing towards him. They expressed the utmost indignation as to your procedure—that they would make you suffer for it. I could not learn the names of all; there are five of them. Mr. Tazewell and Mr. Tyler, I am informed, are bosom friends of his. The three others I could not get at, but was told one from Maryland, one from North or South Carolina, and the other from Louisiana, in addition to which a large number from the lower House are interested in his favor. I further learnt that he has a document in his possession, which he showed his friends, that will prostrate you if true, and he is prepared to substantiate the fact. I communicate this as your friend, and would subscribe my name, but do not wish to be drawn into the scrapé.

The witness continued:

On the morning of the 26th February, a few minutes after I had read the letter, Lieutenant Randolph entered the office room and asked me whether I had made up my mind to let him have access to Mr. Timberlake's books and papers, to which I replied as on former occasions. From the circumstance that that subject was very well understood on the 24th February, and Lieutenant Randolph making his appearance at that time, (the 26th,) I could not help suspecting some connection between him and the letter. I took it up and read it to him, and demanded whether he had any agency in producing it, calling his attention to those passages which referred to what had passed between him and myself, without a witness. He said he had mentioned the subject to Mr. Tazewell, but denied all knowledge of the letter. I am now satisfied, from a comparison of the handwriting and other information, that the letter was written by Mr. Thomas Norman. The witness then went on to state a comparison of it with a letter signed "Iago."

At this stage, Lieutenant Randolph objected to any testimony being given in regard to the letter signed "Iago," unless it be produced before the court.

The court was cleared, and determined that any testimony comparing the letter signed "Iago" with any other, unless the original be produced, should be omitted in the evidence; but that the witness may state any facts within his knowledge tending to show that Lieutenant Randolph had any agency in writing a letter of the import of that contained in the precept, purporting to be signed "Iago."

The court was opened, the decision read, and the witness continued. He said: he knows nothing on that point which is not inference from the facts just determined by the court not to be evidence.

He then resumed his evidence, to show a necessary connection between Mr. Norman and Lieutenant Randolph, as the writer of that letter.

In November, 1829, Lieutenant Randolph stated that Mr. Norman was the only person who could explain the transactions of his accounts, and promised to procure his attendance in Washington. After several interviews, he called and told me he had sent money to New York to bring Mr. Norman. Lieut. Tallmadge told me that Lieutenant Randolph had been to New York, and had an interview with Mr. Norman, which fact (the visit to New York,) had not been communicated to me by Lieutenant Randolph, in his interview with me. I inquired of Lieutenant Randolph whether my writing to Mr. Norman would expedite his coming; he informed me he presumed it would. I accordingly wrote to Mr. Norman, and received a letter from his wife, saying that he was ill, but would go to Washington as soon as he was able. My letter to Mr. Norman was dated 1st February, 1830. A few days after Mrs. Norman's letter of the 9th February, I received a letter from Mr. Norman, dated 13th February, stating that he had not the means to bear his expenses, but would go on if they were furnished him. The means were furnished by the navy agent at New York. I was informed on the 22d February, 1830, that Mr. Norman was in the city of Washington. Three or four days afterwards, I saw him at the Fourth Auditor's office. He remained in Washington several days, associated with Lieutenant Randolph in the investigation of his accounts. As regards the letter signed "Iago," I have no knowledge on the subject, except that an original letter was seen by me, addressed to Major Eaton, of the effect of this in the specification signed "Iago," which I compared with the letter to myself, dated 25th February, 1830, as also described in the 35th specification. Such a letter as that signed "Paul Pry," without date, as set forth in the specification, I received. I cannot find the letter on my files. I received it in October, 1829, but do not know of any agency of Lieutenant Randolph in producing it.

Cross-examination:

Question. (By Lieutenant Randolph.) When was the letter signed "Paul Pry" last seen by you, and in whose possession was it then?

Answer. The last I recollect of it, it was in my own possession, which was in the spring of 1830. I thought it was upon the file which contained the other papers, until, on examination before I left home, I found it was not there.

Ques. (By the same.) Has any fire or other casualty happened to your files or papers, by which you can account for not finding the letter "Paul Pry?"

Ans. No fire; there may have been some casualty. It may have been taken off my files without my knowledge. I know not by what means it has been withdrawn from my files.

Ques. (By the same.) Will you please exhibit to the court the letter written to you by Mr. Norman, from New York?

This is the original letter, marked P, in these words:

BROOKLYN, New York, February 13, 1830.

SIR: Mrs. Norman wrote to you on the 8th inst., acknowledging the receipt of your letter requesting my attendance at Washington, to assist in the investigation of Purser Timberlake's accounts, &c. My indisposition has been severe for some days past, but am now so far recovered that I would proceed immediately, had I the means, which are not at my command at present. I applied to Commodore Chauncey to advance my traveling expenses, but he informs me he is not authorized to make advances. I must therefore wait until I hear from you.

I am, very respectfully, sir, your most obedient servant,

THOMAS NORMAN.

AMOS KENDALL, Esq., Fourth Auditor.

The court was here adjourned until Monday morning at 10 o'clock.

MONDAY, June 11, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. Saturday's proceedings were read, and the evidence of Mr. Kendall resumed. He appeared and presented a copy of his letter to Mr. Tazewell, mentioned on Saturday, in these words, marked Q.

FOURTH AUDITOR'S OFFICE, February 24, 1830.

DEAR SIR: Lieutenant R. B. Randolph, of the navy, has just left me, with a threat of appealing to yourself and Mr. Tyler in relation to the course proposed by myself, the Second Comptroller, and Commodore Patterson, in investigating his and J. B. Timberlake's accounts in connection with the pursership of the frigate Constitution. His threat falls powerless. I will not knowingly do him injustice, nor be deterred from doing justice to others. If, however, a complaint shall be made to you, I respectfully request that you and Mr. Tyler will call on me that I may put you in possession of the facts.

With high respect, your obedient servant,

AMOS KENDALL.

The foregoing is copied from the rough draft of a letter to Mr. Tazewell, of the United States Senate, and is believed to be in the precise words of said letter, June 11, 1832.

(Signed)

AMOS KENDALL.

The witness handed also Mr. Tazewell's reply to that letter, as per paper R, being the original letter, in these words:

Mr. Tazewell's compliments to Mr. Kendall, and assures him that should any complaint be made to him against Mr. Kendall's official conduct, which, in the opinion of Mr. Tazewell, requires either explanation or notice from Mr. Kendall, he shall be promptly informed of it.

WASHINGTON, February 24, 1830.

The cross-examination of Mr. Kendall was then continued:

Question. (By Lieutenant Randolph.) Did you see Mr. Norman associated with me at any other place or places than the public offices, or of the Navy Department at Washington?

Answer. I did not.

Ques. (By the same.) Why did you state in your testimony that Mr. Norman remained at Washington associated with me in the investigation of the accounts?

Ans. He appeared at the public offices with Lieutenant Randolph, to give explanations in relation to these accounts, and was brought there at Lieutenant Randolph's request.

Ques. (By the judge advocate, on the 35th specification.) What was the manner of Lieutenant Randolph, in his interview with you on the 24th February, 1830, in relation to obtaining access to the books and papers of Purser Timberlake, deceased?

Ans. It was excited and angry; and when I replied to him that if he expected to swerve me, by any such threat as appealing to his friends in the Senate, from a course which I thought right, he was mistaken, he turned and looked at me for a moment, and then left the room.

On the 38th specification he says he knows nothing in addition to the facts already stated.

Ques. (By the court.) Can you state the precise language used by Mr. Randolph when he said he should apply to his friends in the Senate? If yea, please to state it.

Ans. After a conversation of some length, in which he had repeatedly demanded access to the books and papers of Mr. Timberlake, he used, in reference to that matter, as near as I can recollect, the words: that if he could not get justice there, he would appeal to his friends in the Senate, Mr. Tazewell and Mr. Tyler.

Ques. (By the court.) Did he say in what manner he expected his friends in the Senate would obtain that justice for him which he seemed to think he could not obtain from you?

Ans. He did not point out the mode by which he expected they would secure justice to him, but I have no doubt of his meaning.

Ques. (By Lieutenant Randolph.) Did you make any report to the Secretary of the Navy, of the date of the 24th or 26th February, 1830, on the subject of the interview with me? and if yea, did you in such report make mention of my having used threats towards you?

Ans. I made a report, dated 22d or 24th February, 1830, with a short postscript, dated 26th February, in which no mention was made of these threats.

Ques. (By the court.) Did Lieut. Randolph at any time in person threaten you, and attempt to intimidate you with apprehensions of the loss of your office of Fourth Auditor of the Treasury, as a means of inducing you to comply with his demands in the investigation of his transactions as acting purser of the frigate Constitution; if yea, in what manner?

Ans. I so understood the threats I have previously referred to, from the manner and language, and from the circumstance that I could perceive no other way in which the power of his friends in the Senate could be made to bear upon me.

Ques. (By the judge advocate.) Did you make a report of the threats to the Secretary of the Navy, at any, and if yea, at what time?

Ans. They were mentioned in a report made by me, dated, I believe, the 25th May, 1830.

Ques. (By Lieut. Randolph.) Would not a resolution of the Senate, requesting the President to direct you to permit access to be had by me to the accounts and papers in question, have procured me access to such papers?

Ans. I presume it would not; because the Senate has no control over the settlement of public accounts, and such a resolution would be transcending the sphere of their constitutional duty.

Ques. (By the court.) When did Lieut. Randolph first have permission for access to the books and papers of Mr. Timberlake, without being first required to show some evidence that he had made payments on Mr. Timberlake's account, and taken receipts in his name, and dated before his death?

Ans. On the 1st of March, 1830.

On the 39th specification the witness says he has nothing further to state than that he has already specified under the 35th specification.

This witness was then dismissed for the present, and Mr. John Johnson, a citizen of Washington city, and messenger in the Second Comptroller's office, was then duly sworn by the president, and deposed as follows.

On the 35th specification: Mr. Norman was at the house where I boarded, in Washington city, Pennsylvania avenue, and showed and read me a letter of the substance and import of the one signed "Paul Pry." This was in the winter of 1830. I think in the month of February. There was no direction to that letter then. It had not the signature at that time, but he said he was going to put a signature to it. Whether it was to that or another which he showed me he did not know; but he thought to one he would put "Paul Pry" or "True Blue." He had not determined on the signature of the second letter, now purporting to be signed "Iago." Mr. Norman also showed me at the same time, which was about nine o'clock in the evening, one to the import or effect of that purporting to be now signed "Iago;" but there are two or three words altered in this. I think the word "boil" was not in the letter he showed me. I made a minute of that letter from recollection next day, expecting to see the other in the papers; but I do not know what became of it—I could not find it. He had not put the signature to this at that time. We had some conversation about it. To one he intended to put "Paul Pry" or "True Blue," and for the other he should find a signature. There was no address to this last one at the time.

As to the third letter described in the specification, witness says: Mr. Norman, on the same night, and at the same interview, read to him a letter of the same import, as near as he can recollect, as that dated 25th February, 1830. He does not know who it was addressed to, as he took no copy of it. He does not know whether it had a signature to it or not. He did not take it in his hand; it was only read to him.

On the 39th specification he knows nothing.

Question. (By the judge advocate.) Was Mr. Norman in possession of papers and accounts of Lieut. Randolph, at Washington, in the winter of 1830?

Answer. Yes; I saw one schedule in possession of Mr. Norman, which purported to be an account between Lieut. Randolph and some seaman that had been discharged or paid off. There was quite a number of papers, and I saw Lieut. Randolph's name on that one account.

Ques. (By the same.) Did you see Mr. Norman at any of the public offices, with the accounts of Lieut. Randolph; and did he seem to have charge of them?

Ans. I never saw him at the Navy Department at all. Those papers that I speak of he brought in to read to me, as he got acquainted with me.

Ques. (By the same.) Look at the letter O, corresponding with the third letter in the 35th specification, and say whether it is one of the original letters which Mr. Norman showed and read to you?

Ans. It looks very much like the handwriting; but I cannot say precisely that that is the letter.

Ques. (By the court.) Did you, at any time, see Lieut. Randolph and Mr. Norman in company together, when any conversation occurred between them in relation to the letters to which you have testified, or in relation to any of the accounts or other business of Lieut. Randolph?

Ans. Never.

Ques. (By the same.) Were you a messenger in the Second Comptroller's office, at the time of these conversations?

Ans. I was not.

Ques. (By the judge advocate.) Did Mr. Norman state what was the object of those letters?

Before answering, an objection was made, as per paper S, that hearsay declarations were not evidence. The court was cleared and determined that the question should not be put. The court was opened and the cross-examination commenced.

Ques. (By Lieutenant Randolph.) When were and how did you become acquainted with Mr. Norman, and at whose house was it you boarded with him?

Ans. I became acquainted with him in Washington city, in a public house kept by my son, in the winter of 1830. I think it was in January I became acquainted with him. I did not board at the same house with Mr. Norman. Mr. Norman used to come into the bar-room of the house where I boarded, and get some wine and sit and chat awhile until we became acquainted, and then he mentioned his business in Washington to me. He used to come in two or three times a day sometimes.

Ques. (By the same.) Will you describe the person of Mr. Norman; height, size and appearance?

Ans. He is straight built, taller than me, and I am about five feet ten inches. He is a good looking man, his complexion is neither light nor dark, about middling; when sick he was pale; I visited him three times while he was sick there.

Ques. (By the same.) What led you to make a minute of the letter you have testified to?

Ans. There was a paper got up in Washington called the "True Blue," in which publishers put different scurrilous articles, and my object was to see if it came out in the paper, and no other object.

Ques. (By the same.) When did you last see the minutes of the letter you state to have made, and in whose possession?

Ans. I could not state the last time I saw it; I put it in a trunk with two letters from Mr. Norman and other papers; after I received the summons I looked to find it but could not find it.

Ques. (By the same.) Had you obtained the office of messenger when you first mentioned that you had seen the letters read to you by Norman?

Ans. Yes.

Ques. To whom did you first mention that you had made a minute of such a letter?

Ans. I do not recollect mentioning that I made a minute of it, except within about four weeks, which was to my son, who kept the house where I became acquainted with Norman, and that was because I put it and two letters from Norman in my trunk, and thought they might have got among his papers, as I did not find them there.

Ques. (By Lieutenant Randolph.) How soon after making the minutes you have testified to did you put the minute in your trunk?

Ans. On the same day, perhaps five minutes after.

Ques. (By the same.) How many times have you spoken of the minutes referred to, and to whom by name?

Ans. I know of no other person than my son and the judge advocate; I might have mentioned it to Mr. Kendall since I came here.

Ques. (By the same.) Did you ever see that minute after putting it in your trunk?

Ans. Yes; I saw it once; it was a short time after—a few days after; I looked for one of the letters that Mr. Norman wrote me, and came across the minute.

Ques. (By the same.) How did it become known that you had made such a minute?

Ans. By my hunting for those letters of Mr. Norman, and going to my son and inquiring about them and mentioning it, as I supposed they might be with some of his papers; I know of no other way of its being known except this, and that I mentioned it to the judge advocate a few days ago.

Ques. (By the same.) How does it happen that you can testify to the import or contents of the letters you have spoken of after the lapse of two years?

Ans. They are so singular, and the circumstance was so singular at the time, that the contents of the letters that were read to me are remembered.

Ques. (By the same.) Will you now state any sentences or language contained in these letters without looking at them?

Ans. The one that Norman said was calculated for Major Eaton, and of which I made a minute, I think I can remember something of without looking at it. He commences "Sir: I have written a letter to Mr. Kendall respecting the money that was paid for O'Neale's house." There was an expression in it that "he knew what was meant," and that "he would roast him and bake him," but the word "boil" was not in the one I saw then; that "he had him in his power," that "revenge is sweet."

The first letter on the thirty-fifth specification I do not remember so much of. It related to the business of Mr. Kendall's office concerning some money about the bank. The other letter, the last one on the thirty-fifth specification, being longer, I should not like to state much about as to any particular words; but in the middle one in that specification there are so many singular expressions and words, that I could remember it as long as I could anything.

Ques. (By the same.) How many times since first seeing the letters have you read over copies of them, and when the last time before coming into this court?

Ans. I could not tell how often; three or four times since they were first published in a pamphlet form, last year. I do not recollect reading them but once since then. The pamphlet was in our house; some of them were looking at it, and I read them just before coming here. I read one of the letters to a gentleman at the coffee-house here the other day.

Ques. (By the same.) Who was that gentleman?

Ans. The judge advocate.

Ques. (By the same.) Has your memory always been very strong?

Ans. I do not know that I am a judge of that. I remember some things longer than others.

Ques. (By the same.) Were you not an applicant for an office at the time you became acquainted with Mr. Norman, and through whose agency did you obtain the situation of messenger?

Ans. I had applied prior to that for the situation which I now hold. I cannot tell through whose agency I got the office. The Second Comptroller, Mr. Thornton, who appointed me, was acquainted with me. I was appointed about the 4th April, 1821.

Ques. (By the court.) When did you first mention that you had seen the letters in question in the possession of Mr. Norman, and to whom?

Ans. It was considerably after the publication in the pamphlet form, by Major Eaton, some time about last August. I do not recollect whether it was to the Second Comptroller, or who, that I first mentioned it, but I believe it was to the Second Comptroller, Mr. Thornton.

The witness was then dismissed for the present, and the court directed a letter of the following words to be sent to Commodore Jacob Jones.

NAVY YARD, *Charlestown, June 11, 1832.*

SIR: A court of inquiry, commenced at this place, has been informed that a witness, named Thomas Norman, who has been summoned on the part of the officer whose conduct is to be inquired into, is at Baltimore, and unable to attend from sickness. The court have to request that you will please to cause an inquiry to be instituted whether Norman is in Baltimore; if he is, the state of his health, and whether and when he will probably be able to attend at this place.

Respectfully, your obedient servant,

CHARLES MORRIS, *President of the Court.*

Com. JACOB JONES, *commanding Naval Station, Baltimore, Md.*

The court then adjourned until to-morrow morning at ten o'clock.

TUESDAY, *June 12, 1832.*

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant R. B. Randolph, and his counsel. Yesterday's proceedings were read, except the letter addressed to Commodore Jones.

The judge advocate stated that Mr. Norman, the witness required by Lieutenant R. B. Randolph, had not yet reported himself, and that he had heard nothing from him. A similar declaration was made by Lieutenant Randolph, and there being no farther testimony to offer at this time, on either side, upon the 35th, 38th, 39th and 40th specifications, and there being no answer yet from the Secretary of the Navy, the court therefore adjourned until to-morrow at nine o'clock A. M.

WEDNESDAY, *June 13, 1832.*

The court met according to adjournment. Present: all the members, the judge advocate and Lieutenant Randolph. Yesterday's proceedings were read. No letter having been received from the Secretary of the Navy, and no information from or about Mr. Thomas Norman, the witness, the court adjourned until to-morrow morning at nine o'clock.

THURSDAY, *June 14, 1832.*

The court met pursuant to adjournment. Present: as yesterday. The minutes of the last day were read, and there being still no letter from the Navy Department, and no information about the witness, Mr. Norman, the court adjourned until to-morrow morning at nine o'clock.

FRIDAY, June 15, 1832.

The court met according to adjournment. Present: as yesterday. The minutes were read, as also the following letter received this day from the Secretary of the Navy, original marked T.

NAVY DEPARTMENT, June 11, 1832.

SIR: I have received your letter of the 7th instant in relation to the delay occasioned in the proceedings of the court of inquiry, convened to investigate the conduct of Lieutenant Randolph, and in reply have to inform you that the court must exercise its own discretion on the whole subject. But I can see no reason for delaying to examine a witness bound to sea because another witness has not yet arrived; especially as this is a court of inquiry only, and not a court-martial.

The immediate departure of Commodore Patterson is very important to the public interest; and if any circumstance prevents a person implicated by the proceedings of the court from having a fair opportunity to cross-examine witnesses, the court of course will report it, and he will not be bound by the finding, should a court-martial be afterwards ordered.

I am, sir, very respectfully, your obedient servant,

LEVI WOODBURY.

Commodore CHARLES MORRIS, *Charlestown, Mass.*

Lieutenant Randolph asked the court not to commence any proceedings until 12 o'clock, meridian, as his counsel could not be here before that hour. The court granted the request, though it continued in session.

The counsel of Lieutenant Randolph having arrived and examined the letter from the Secretary marked T, Lieutenant Randolph was apprised that the court proposed to begin with the examination of Commodore Daniel T. Patterson on those specifications which had relation to the accounts, unless some objection was made. Lieutenant Randolph adverted to his affidavit, heretofore offered and marked G, as containing the reasons why he did not wish the proceedings to be commenced on those specifications, and handed a paper marked U, in these words:

Lieutenant Randolph being informed of the determination of the court to proceed in the examination of Commodore Patterson, notwithstanding his affidavit heretofore made, reserves to himself all just exceptions to the course adopted, which he may hereafter think advisable to take, and renews his objections formerly offered.

The court was closed to deliberate upon the course to be taken, and, after much consultation, adjourned until to-morrow at ten o'clock A. M.

SATURDAY, June 16, 1832.

The court met according to adjournment. Present: as yesterday. Lieutenant Randolph and his counsel appearing, the last day's proceedings were read, and an affidavit filed by Lieutenant Randolph, marked V, stating that he had written to Baltimore about his witness, Thomas Norman.

The court determined to proceed with the examination of Commodore Patterson. Lieut. Randolph said that to this course he had nothing more to offer than was contained in his objection already made.

Commodore Daniel T. Patterson, having been heretofore duly sworn by the president, stated in evidence as follows:

On the first specification: J. B. Timberlake was purser of the frigate *Constitution* when I took command of her, on the 14th October, 1825, and until 2d April, 1828, the day of his death.

On the second specification: J. B. Timberlake died at Port Mahon, in the Island of Minorca, on the 2d April, 1828.

On the third specification: I can give no positive answer to the matter of this specification, as I know not what Purser Timberlake left, precisely.

On the fourth specification: I know nothing.

On the fifth specification: Mr. J. B. Timberlake left, on his decease, a sum of money on board the ship, in gold and silver, and a small amount on shore, in his room, amounting in all, to the best of my recollection, to upwards of \$11,000. I state this from the return made me by written report after it was counted.

On the sixth specification: On the death of Mr. J. B. Timberlake, Lieutenant Randolph was appointed acting purser of said frigate, on the 3d of April, 1828, the ship lying at that time in the harbor of Port Mahon. He was verbally appointed by me acting purser, with the consent of Commodore Crane, who then commanded the Mediterranean squadron. I have no recollection of any written appointment. It was upon the condition, too, that he should not be exempted from his duties as lieutenant of the ship.

On the seventh specification: All public stores left by Purser Timberlake, if any there were, on board the ship or on shore, came under the control of Lieutenant Randolph as acting purser, and he had the disposition of them.

On the eighth specification: I have no knowledge of the actual or probable value of those stores.

On the ninth specification: The money left by J. B. Timberlake came into the hands, management and control of Lieutenant Randolph. The amount was upwards of \$11,000. It came into his hands, I think, on the 3d April, 1828, at Port Mahon. It was put in his hands as early as possible, in order that the officers and men requiring pay might not be delayed. I think it was on the 3d of April. I cannot say how it was appropriated.

On the tenth specification: I know nothing of Lieutenant Randolph's resources at the time of his being appointed acting purser.

On the eleventh specification: I know nothing particular about this. I know he received some slops at Port Mahon—I do not know the amount—and \$11,000 in cash at Gibraltar, upon a requisition, with my approval. Out of the \$11,000 received at Gibraltar he paid \$1,000 which he had borrowed at Port Mahon, by my direction, for public purposes. The \$1,000 was borrowed a few days before the ship sailed from Port Mahon, which was on the 28th April, 1828.

On the twelfth specification: There were large payments made to the officers and men by Lieut. Randolph out of the funds which he received after the death of Mr. Timberlake. There were a number of men discharged,

whose accounts I had ordered to be made up to the 31st March, 1828, a few days before the death of Mr. Timberlake, who were paid by Lieutenant Randolph, to the best of my belief, after Mr. Timberlake died. His situation was such as to render him unable to pay them off himself, or give directions for the payment. There were considerable disbursements made for the ship, I presume out of this money, by Lieutenant Randolph, after Mr. Timberlake's death. Lieutenant Randolph drew no other funds of a public nature than the \$1,000 which was borrowed at Port Mahon, to which I formerly referred.

On the thirteenth specification: Lieutenant Randolph purchased and took on board some stores at Mahon, the amount of which I do not know. I recollect there was a box of Havana segars, and some small articles for the comfort of the crew; but I do not recollect what they were or their value. I recollect the sugar, from the circumstance that Lt. Randolph came to me and said there was no sugar to issue, and this was purchased under my authority. There was probably some soap, but I am not positive.

On the fourteenth specification: I presume the things were sold; the sugar was issued to the crew by Lt. Randolph, but I have no knowledge of the amount. The men were, of course, charged with the articles issued by Lt. Randolph, as that is the usual course, and the amount deducted from their pay. I know nothing about the latter part of the specification referring to refunding.

On the fifteenth specification: I have no knowledge of the subject of this specification.

On the sixteenth specification: Of his (Lt. Randolph's) declarations in the Treasury Department I know nothing.

On the seventeenth specification: Lt. Randolph claimed to have paid me by his final account \$695.60; this includes the balance due me at the time of Purser Timberlake's death, but does not include a charge of an allotment ticket in the account for four months, of eighty dollars per month, which was paid in the United States, as is usual. I had nothing charged by Lt. Randolph except as cash. Lt. Randolph paid me the amount of \$695.60, as charged; no part of that was paid by Mr. Timberlake. This statement is given by reference to an account made out by Lt. Randolph from the 1st of April until the 31st July, 1828. This is all the answer I can give to the specification. The account current was filed and marked W.

On the eighteenth specification: I cannot answer any farther than I have testified under the last specification, as to this; except that Lt. Randolph paid me, on the 16th April, 1828, \$96, I have no knowledge of his having paid me anything anterior to that time. I also annex the account current between Mr. Timberlake and myself, made out after his death, up to 31st March, 1828, made out in the handwriting of Mr. Thomas Norman, who was purser's steward. It is now marked X, and not signed. There is also an account current, made up to 31st December, 1827, not signed, but given to me by Mr. Timberlake himself; it is marked Y. There is another in the same handwriting, marked Z, up to 30th September, 1827, signed by Mr. Timberlake. Those quarterly accounts show the balances from one to another.

On the nineteenth specification: He, Lt. Randolph, has claimed credit in his account at the Navy Department, which I have seen, for the issues of private stores subsequent to his appointment as purser, but I know nothing further.

On the twentieth specification: Mr. J. B. Timberlake died on the 2d April, 1828. Whether there were any issues except provisions on that day or not I do not know. I have a strong recollection that I gave an order immediately after the death of Mr. Timberlake that no slops or stores should be issued on Mr. Timberlake's account; that is, that nothing should be issued that could be applied to his accounts which I had ordered to be made up to the 31st March, 1825. I gave the order not to issue, as soon as I heard of his death.

On the twenty-first specification: I do not know what amount of slops Lieutenant Randolph charged himself with, or with what amount he is credited for them.

On the twenty-second specification: The officers' receipt book, No. 8, was shown me, and there appeared to be alterations. The witness here referred to the officers' book No. 1, and says there appear to be erasures, and in some instances sums written in the same places. There appear to be seventeen such alterations and two crossed with a pen; they are under date of 31st March, 1828. I do not know when the alterations were made, as the book was first shown to me at the Navy Department by Mr. Kendall, the Fourth Auditor of the Treasury, after Lieutenant Randolph had told me he had settled his accounts; it must have been in 1829. I have no knowledge of the reduction of the amount or otherwise, nor whether the difference, if any, is carried to the pay roll of Lieutenant Randolph.

On the twenty-third specification: I cannot say whether such erasures were made while the book was under the control of Lieutenant Randolph. I never saw the book after the death of Mr. Timberlake, until in Washington in 1829.

On the twenty-fourth specification: It is within my knowledge that Lieutenant Randolph received \$1,500 after the arrival of the frigate Constitution in Boston in 1828; also a remittance from the Navy Department, through the navy agent at Boston, for \$91,500. I signed the requisition, and to the best of my knowledge Lieutenant Randolph told me he had received that sum.

I recollect seeing Lieutenant Randolph's accounts, in which a sum was credited to the former purser for dead men's clothes and stores sold at auction, but do not recollect the amount. I do not remember the amount paid the officers and men, nor what amount remained on hand.

On the twenty-fifth, twenty-sixth, twenty-seventh, and twenty-eighth specifications: I know nothing.

On the twenty-ninth specification: I have already answered that, to the best of my recollection, J. B. Timberlake left upwards of \$11,000; how much has been accounted for to the government I have no knowledge of.

On the thirtieth specification: I know nothing.

On the thirty-first specification: Upwards of \$11,000 was received at Port Mahon, \$11,000 at Gibraltar, \$1,500 first at Boston, and then the amount of the check of the Treasurer of the United States, through the navy agent at Boston, for \$91,500. I know not what amount he has accounted for, nor what remains to be accounted for.

On the thirty-second, thirty-third, and thirty-fourth specifications: I know nothing.

On the thirty-fifth specification: I have already testified that I know nothing on this specification. (See proceedings of Friday, 8th June, 1832.)

On the 36th specification: Orders were given by me, as commanding officer of the frigate Constitution, the 2d April, 1828, the day of Purser Timberlake's death, to the then first lieutenant, Valette, to cause an inventory of the money and the articles of every description, in charge of the late purser, to be made in conformity with the rules and regulations in such cases. He reported to me that he had directed Lieut. Randolph, second lieutenant of the ship, Midshipman Paine, John Lord, gunner, and Thomas Nor-

man, purser's steward, to perform that duty. Lieut. Valette subsequently informed me that the duty had been performed, with the exception of some articles that were stowed in the bread room and inconvenient to be got at. At the same time he handed me a memorandum of the money which was left by Mr. Timberlake, amounting, as before stated, to upwards of \$11,000 in gold and silver; a large part, to the best of my recollection, was in gold. This memorandum being lost, I am unable to state the precise amount. There was no return made to me in writing, except the memorandum about the money. The key of the iron chest, where a portion of the money was—the gold—was sent by me to Lieut. Randolph, through Lieut. Valette, to enable the persons appointed to take an inventory of the money left, which I took possession of after Mr. Timberlake's death.

On the thirty-seventh specification: On the night of our arrival at the light-house, near Boston, I inquired, to the best of my recollection, of Lt. Randolph, if the inventories which I had directed to be taken of Mr. Timberlake's public stores had been sent to Washington, to the Fourth Auditor of the Treasury; and, to the best of my recollection, I was answered in the affirmative. These are all the facts in relation to this specification that I can recollect.

On the thirty-eighth and thirty-ninth specifications: He knows nothing.

On the fortieth specification: He says he knows nothing.

Questions by the judge advocate, on the seventh specification:

Question. Were or were not any cloths brought from Gibraltar to Mahon, in 1827? and if yea, say whether they were received by Purser Timberlake or not.

Answer. There were cloths brought down by the Java, from Gibraltar to Mahon, for Mr. Timberlake; they arrived previous to his death. I do not know the amount.

Ques. (By the same.) What duty was Mr. Thomas Norman engaged in on the 13th April, 1828?

Ans. In the duty of purser's steward aboard the frigate Constitution.

Ques. (By the same.) Was or was not any cloth served out to you on or about the 13th April, 1828, which came from Gibraltar or elsewhere, to Mahon, for Mr. Timberlake, before his death? If yea, how much, and when?

Ans. On the 13th April, 1828, two yards of cloth was served out to me by Mr. Norman, acting as steward to Lt. Randolph. I think it was some of the same cloth that came from Gibraltar to Mahon for Mr. Timberlake, before his death.

Ques. (By the same.) What private stores in the purser's department were received on board the U. S. frigate Constitution, from January 1, 1828, to her arrival in the United States? Was or was there not any flour, woolen cloths or buttons?

Ans. I have no recollection of any flour having been received on board as private stores, between those periods. Mr. Timberlake purchased a large quantity of woolen cloths as private stores at Mahon—I think, but am not certain, for the use of the crew—which was made up on shore and charged to the men as cash. This may have been after the 1st January, 1828. I think it was, because we did not get out of quarantine until late in December, 1827, or early in January, 1828. There were, probably, buttons for these clothes. I recollect nothing of flour; purchases may have been made on private account for the ward room or cabin.

Ques. (By the same.) Was or was not any flour and sugar charged to you about the 26th April, 1828? if yea, by whom, and how much?

Ans. My quarterly accounts, marked W, contain all the knowledge I have of the subject; it does not state the items.

Ques. (By the same.) Do you know whether Lt. Randolph brought on board the Constitution any lavender-water, buttons, shoes, ribbons, sugar, blankets, paper, combs, stockings, spoons and tape, as stores or otherwise, at any time after the death of Purser Timberlake?

Ans. I have no knowledge of such things being brought on board by Mr. Randolph, after the death of Mr. Timberlake; such things, except blankets, which are public stores, might be brought on board without the knowledge of the captain.

Ques. (By the same.) What articles of private stores, if any, did Lt. Randolph purchase, after the death of Purser Timberlake?

Ans. He purchased, as before stated, a box of sugar and some articles, at Mahon; at Gibraltar, he purchased some linen, which was issued to the crew to make shirts and trowsers, which were made up on board by themselves; they, not being of the nature of public slops, were charged as cash.

Ques. (By the same.) Whose articles must those have been which were served out by Lt. Randolph, as acting purser, before he had purchased like articles?

Ans. If there were any articles served out by Lt. Randolph, previous to his making purchases of similar articles, I presume they must have been the property of the late purser, unless Lt. Randolph had receipted for them, and they had been transferred to his charge.

Ques. (By the same.) Do you know whether Lt. Randolph has ever accounted to the government for such articles as buttons, shoes, ribbons, sugar, blankets, paper, combs, stockings, spoons and tape?

Ans. I do not.

The evidence was read over to the witness, and then Lt. Randolph offered a paper objecting to evidence which refers to a memorandum book. The paper containing his objection is filed as No. 3.

The court was closed, and decided to strike out the questions, naming the book referred to as No. 2, until the same should be properly authenticated; the same were therefore stricken from the record; after which the court was opened, and it adjourned until Monday morning next, at ten o'clock.

MONDAY, June 18, 1832.

The court met, according to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel. Saturday's proceedings were read.

Commodore Daniel T. Patterson resumed his evidence, and added, on the 36th specification, that in consequence of the report of Lieutenant Valette that the duty of taking inventories had been performed, and the reply of Lieutenant Randolph, off the light-house, near Boston, on the 1st or 2d July, 1828, that the inventories had been transmitted to the Fourth Auditor of the Treasury, I concluded that the measures which I had directed had been all carried into effect, and that the Department was in possession of all the information on the subject, until I was informed by Mr. Kendall, the Fourth Auditor of the Treasury,

that the late Mr. Timberlake was not credited with the amount of money on board at his death. The question which I put to Lieutenant Randolph was: whether a copy of the inventories of the articles on board at the death of the late purser, and a statement of the amount of cash, had been transmitted to the office of the Fourth Auditor of the Treasury, and I was answered in the affirmative.

The witness then produced a cabin mess account to show the items which compose the charge in the cabin mess amount, in the account marked W, to which this is annexed.

Question. (By the judge advocate, continued from Saturday.) Do you know when the United States schooner Porpoise arrived at Port Mahon, from Gibraltar, in 1828?

Answer. I believe it was a few days after the death of Mr. Timberlake, in April, 1828.

Ques. (By the same.) Do you know whether she bought any Irish butter, prunes, and navy buttons, for Purser Timberlake?

Ans. I do not recollect anything of the kind; she may have done so.

Ques. (By the same.) Do you know whether Lieutenant Randolph sold any such articles after the death of Mr. Timberlake?

Ans. I do not.

Ques. (By the same.) Did Lieutenant Randolph, as far as you know, bring or have on board any such articles of his own?

Ans. I have no knowledge of his having them.

An account was then offered in evidence, being No. 4. It is an account current with the government, signed in the handwriting of Lieutenant Randolph, which he admitted.

There were four vouchers accompanying the same, marked Nos. 1, 2, 3, and 4, which Lieutenant Randolph also admitted in testimony, but filed paper No. 5, saying that the right to require other vouchers in that account, to be produced by the government, if necessary, would be reserved.

Ques. (By the judge advocate, continued.) In this account current there is a charge of \$1,417.70, as for so much paid John Linzo. Look at page 1, of No. 4, being voucher 6 in the account, in which is included an item of \$800 for a note of hand. Will you state to the court whether you ever saw that note, whose it was, for what, and why, it was given, and what has become of it?

Ans. I know nothing about it. I know perfectly well that Mr. Timberlake stated to me that he kept a running account with this man Linzi, and Mr. Timberlake said he left Gibraltar considerably in debt to him. I recollect directing Lieutenant Randolph to pay all Mr. Timberlake's accounts at that place.

Ques. (By the same.) Is paper No. 6, purporting to be a blank letter of advice, addressed to Richard McCall, navy agent at Gibraltar, and dated December 4, 1827, the handwriting of and signed by J. B. Timberlake? If yea, was any bill drawn in pursuance of that letter?

Ans. It is Mr. Timberlake's handwriting, and an original. I do not know whether any bill of exchange was drawn in pursuance of that letter; I think not.

Ques. (By the same.) Is paper No. 2, of No. 4, dated May 14, 1828, in your handwriting? If yea, did you by that letter design, or mean, that he should pay any other drafts than those drawn by the person specially named therein?

Ans. Not on the authority of that letter; but during our stay at Gibraltar, I directed Lieutenant Randolph to pay all Mr. Timberlake's debts, contracted on public account. I directed him to leave no debts of Mr. Timberlake unpaid.

Ques. (By the same.) Look at paper No. 3, of No. 4, being a draft of Joseph Pulis for \$1,338.28, and dated December 4, 1827, and say whether that is such a draft as was contemplated in your order of May 14, 1828?

Ans. When the letter, No. 6, was written by Mr. Timberlake, he contemplated giving a draft to Mr. Pulis for the amount of his bill, drawn by himself on Richard McCall, navy agent at Gibraltar, which he was prevented from doing by a fair wind springing up and our sailing sooner than was anticipated, in consequence of which Mr. Pulis was obliged to draw on Mr. Timberlake for the amount of his disbursements.

Ques. (By the same.) His draft for \$1,338.28 purports to be a duplicate bill, at ten days, not accepted. Were the first and third presented to you for approval? do you know what has become of them? and do you know that the amount had not been paid by Mr. Timberlake?

Ans. I have no recollection that any of them were presented to me. I do not know that the amount had not been paid by Mr. Timberlake; but he had no opportunity of doing it.

Ques. (By the same.) What is the ordinary time of mercantile intercourse from Malta to Gibraltar, and the season of the year when the bill was drawn?

Ans. There are two modes of intercourse, one by steamboat and the other by sail. It may be done in a week or ten days; it may vary from a week to four weeks.

Ques. (By the same.) This bill is dated December 4, 1827, and credit is claimed for it as paid by Lieutenant Randolph on May 14, 1828. Is it usual for bills or drafts to be so long in transit from Malta to Gibraltar?

Ans. It is a question I cannot answer. It depends upon the holders of the bills as to what time they demand payment.

Ques. (By the same.) This is a second or duplicate of a bill of exchange, and is drawn on J. B. Timberlake, and not accepted by him. Is it usual or proper for a purser to pay bills of that kind?

Ans. It depends entirely upon the will of the person upon whom it is drawn. It would have been proper for Lieutenant Randolph to pay it if no previous one had been paid, as I had ordered that the amount due Mr. Pulis should be paid by Lieutenant Randolph, and I knew that Mr. Pulis had a large account against Mr. Timberlake, the exact amount of which I did not know.

Ques. (By the same.) Look at the account current No. 4, signed by Lieutenant Randolph, where he charges himself with only \$742.50, slops received by him from the consul at Mahon; then look in the same paper where he charges the government with \$764.64, slops turned over to the naval storekeeper at Charlestown, Massachusetts, and tell the court if you know how he could return more slops than he debited himself with?

Ans. I do not know.

Ques. (By the same.) Look at the pay roll of Lieutenant Randolph, No. 7, where he claims credit for slops, and say what is the sum; also at the account current, No. 4, where he returned slops into the public store at Charlestown, and say how much is the excess of issues, if any, over the slops he has charged himself with, and then tell the court, if you know, out of what stock or how he must necessarily have got that excess?

Ans. It is \$851.66 on the footings of the pay roll for slops issued. The amount returned into the store at Charlestown is \$764.64. He has charged himself with \$742.50, slops at Mahon, from Ladico, the consul. The excess is \$873.80. The excess must either have been drawn from the consul at Mahon or Gibraltar, and if not charged, have remained on board from the stock of the late purser.

Ques. (By the same.) Did you give any order to Lieutenant Randolph to charge himself with the money and other property left by Purser Timberlake?

Ans. I did at the time he was appointed by me acting purser. I told him to charge himself with the money and all articles of a public nature that had been left by Purser Timberlake. I think I stated to him that, as a matter of course, he would so charge himself.

Ques. (By the same.) Do you know whether Lieutenant Randolph charged himself with those \$11,000 and other property?

Ans. I do not see the money, the \$11,000, charged in this account No. 4. There is a credit for the proceeds of sales, on account of the late J. B. Timberlake, of \$607.21.

Ques. (By the same.) At the time you were about making the investigation of Lieutenant Randolph's accounts, in company with Messrs. Kendall and Hill, at the Treasury Department, did Lieutenant Randolph exhibit any evidence of payments for Timberlake, or were you able at any time to ascertain whether Lieutenant Randolph had in fact paid anything on Timberlake's account?

Ans. At the period of one of the examinations at Washington, Mr. Norman pointed out, in the presence of Lieutenant Randolph, when called upon for that purpose, several items of charges paid by Lieutenant Randolph for or on account of Mr. Timberlake. I do not know what they were nor what is the amount. They were payments or items in the "officers' receipt book," which is here as No. 8. I think he said that some of those payments dated March 31 were paid by Lieutenant Randolph.

Ques. (By the same.) Did Mr. Norman refer to an item of amount in your account as one of the items which had been paid by Lieutenant Randolph?

Ans. He did not refer to any item in my account which had been paid by Lieutenant Randolph. I showed him the charge of \$674.43 in my account on that book, and asked him what it meant, never having received such a sum, and he could give me no explanation.

Ques. (By the same.) You stated on Saturday, in your evidence on the seventh specification, that all public stores left by Purser Timberlake, if any there were, came to the hands of Lieutenant Randolph. I would ask you whether there were or were not some public stores left at that time on board of the ship?

Ans. There were some public stores, the nature and amount of which I do not know.

The court at this stage adjourned until to-morrow at ten o'clock A. M.

TUESDAY, June 19, 1832.

The court met according to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. Yesterday's proceedings were read, as also a letter, marked No. 9, from Commodore Jacob Jones, saying that Mr. Norman, the witness required in behalf of Lieutenant Randolph, had left Baltimore intending to go to Boston on the 8th inst.

Commodore Patterson resumed his evidence.

Question. (By the judge advocate.) Did Lieutenant Randolph volunteer to assume the duties of purser, or was he requested by you to perform them?

Answer. He did volunteer to perform the duties; that is, he made application to me for the appointment.

Ques. (By the same.) What was the reason Lieutenant Randolph was not permitted to have access to the books and papers of Mr. Timberlake to settle his accounts in the Fourth Auditor's office?

Ans. Because he wished to have unrestrained access to them. I concurred with the other gentlemen, and did not think it proper that he should have access.

Ques. (By the same.) Had you not particularly requested that Thos. Norman, purser's steward, should be present at the counting of the money and taking the inventories?

Ans. I particularly directed Lieutenant Valette, that Thomas Norman, steward of the late Mr. Timberlake, should be present at the counting of the money and making inventories of all property on hand. He, having charge of all articles received and issues made on the purser's account, would be most competent to give such information as would be required by the officers associated with him on that duty, and would be attentive to the interests of his late employer.

Ques. (By the same.) What was the object of producing the officer's receipt book, No. 8, at the Fourth Auditor's office by Mr. Norman in behalf of Lieutenant Randolph?

Ans. To the best of my recollection it was produced by Mr. Kendall, and the object of Mr. Norman was to point out payments made by Lieutenant Randolph in behalf of Mr. Timberlake; that appeared to be his object. He also stated that to be his object in requesting access to the books and papers of Mr. Timberlake.

Ques. (By the same.) Did Lieutenant Randolph, or any person in his behalf or in his presence, claim, to your knowledge, a credit from the United States for any payment to you beyond the amount which you actually received from him? If yea, when, where, and what amount?

Ans. I can only answer by reference to the "officers' receipt book," No. 8.

I understood Mr. Norman, in Lieutenant Randolph's presence, to mean the charge contained in that book of \$674.43 as having been paid me by Lieutenant Randolph on account of Mr. Timberlake, but he made no distinct assertion of it. It was an inference I drew from his opening the book and explaining other items. I inquired what it meant, but he did not explain it to my satisfaction. Lieutenant Randolph being present, made no observation on that subject to my recollection.

Ques. (By the court.) Can you state what value of slop clothing or private stores were issued by Lieutenant Randolph while acting as purser, or the quantity of each or either he was authorized to issue by the regulations of the frigate Constitution at that time?

Ans. The issues of slop clothing is stated from his pay roll in my testimony of yesterday. On the first day of every month a statement was sent in, by the officers of every division, showing the slops and other articles every man had on hand, and another one showing what they required, signed by each officer of division. The issues were made according to my approval or directions. The quantity issued while Mr. Randolph was acting purser was the usual quantity issued, except the article of linen for shirts and

trowsers. I think about two of each to each man, which was issued at or after leaving Gibraltar, issued as private stores and charged as cash, as is usual in such cases.

Ques. (By the court.) What percentage was Lieutenant Randolph authorized by you to charge on these private stores?

Ans. I allowed him to charge a higher percentage than is allowed on public slops. It was from 15 to 20 per cent. It was the same that was allowed to Mr. Timberlake on the jackets and trowsers that he had made up at Mahon.

Ques. (By the judge advocate.) What is the average amount of public slops issued per month on board the frigate Constitution while under your command?

Ans. I am unable to say; I have no memoranda of the issues.

Ques. (By the same.) By the internal regulations of your frigate, could the issues by the purser have been so great as to have produced him a profit of more than \$1,000 per month?

Ans. I should presume not.

Ques. (By the court.) It appears by the pay roll of Mr. Timberlake, now before the court and numbered 10, that the following persons were discharged on the 31st March, 1828, and paid respectively the amount placed opposite their names, in the column headed "amount due and paid by" and duly received by them as having been received from Purser J. B. Timberlake, viz:

No. 35. Nicholas Battelle.....	\$331 53
No. 205. Dominic Sansone.....	191 44
No. 537. Francisco Andree.....	143 39
No. 538. Antonio Pons.....	152 44
No. 539. James Canelus.....	172 54
No. 540. Sebastian Fuza.....	158 31
No. 541. Pedro Andria.....	179 00
No. 552. Thomas Pons.....	132 31
No. 574. Raphael Treay.....	189 28
No. 577. Stanislaus Herot.....	172 35
No. 599. Joseph Landreya.....	88 05
No. 605. Martin Foyes.....	80 10
No. 606. Thomas Cardona.....	81 05
No. 535. Joseph Tappier.....	129 78
No. 647. Michael Lewis.....	55 38
No. 555. Augustus Sloane.....	218 32
No. 649. Joseph Villery, 1st.....	118 96
No. 650. Bartholomew Nourse.....	124 21
No. 651. Joseph Vallery, 2d.....	117 09
No. 652. John Preto.....	125 49
No. 654. Antonio Sintas.....	105 52
No. 547. James Rose.....	175 15

\$3,241 69

Can you state when these men were paid, by whom, and whether paid from moneys belonging to Purser Timberlake, or to some other, and what other person?

Ans. These are the men, as well as I can recollect, whose accounts I directed Mr. Timberlake, in the month of March, to have made out and closed up to the 31st March, 1828, the date on which they were to be paid off and discharged. I cannot say when they were paid, but they remained on board several days after the 31st March without pay or rations. They remained on board at their own desire. I cannot say whether they were paid on the 31st March, or not. I do not know by whom they were paid; my impressions are that they were not paid on the 31st March, but that they were paid by Lieutenant Randolph, Mr. Timberlake not being then in a situation to attend to it, and as there was no other money on board, they must have been paid by money in the possession of, or left by Purser Timberlake, but I do not know when they were paid positively, nor by whom. Mr. Timberlake had money on shore, but the key of the iron chest was in my possession before his death; my impression is that those men were paid after Mr. Timberlake's death.

Ques. (By the judge advocate.) By the internal regulations of the frigate Constitution, while under your command, could the issues of the purser have been so great as to have produced him a profit of five hundred dollars per month.

Lieutenant Randolph objected to the answering of this question, and filed paper No. 11. The court was cleared and the question decided not to be admissible, upon which the judge advocate framed the following, which was decided to be in order, and upon the reopening of the court was put, thus:

Ques. By the internal regulations of the frigate Constitution, while under your command, to what extent could the profits of Lieutenant Randolph on his issues have gone per month?

Ans. Not beyond a thousand dollars.

Ques. (By the same.) At what time did Midshipman Jenkins join the Porpoise from the Constitution?

Ans. He left the Constitution frigate and joined the United States schooner Porpoise, at Port Mahon, on the 21st April, 1828.

Cross-examination:

How long before the death of Mr. Timberlake, was he unable to attend to his official duties?

Ans. A few days. I saw him some four or five days before his death, and he was then attending to his business, giving some directions about it, but he was not able to leave his room or bed; his mind appeared to be clear.

Ques. (By the same.) Was it reported to you at any time, officially, or do you know, that Purser Timberlake cut his throat?

Ans. A few days after we left Smyrna, late in November or early in December, 1827, I think it was in November, the first lieutenant, Vallette, reported to me that Purser Timberlake had attempted suicide, by cutting his throat. On the same day, Surgeon Cornick, of the ship, made a similar report, attributing

the attempt to a temporary mental aberration; I give you the surgeon's words, as near as I can remember them.

Ques. (By the same.) Was Mr. Timberlake ever on board the Constitution, after landing him at the Lazaretto, in Port Mahon, in December, 1827?

Ans. He may have been, but not to my recollection.

Ques. (By the same.) Who transacted the business of Purser Timberlake after he was landed? Did Norman, his steward, or others, and who?

Ans. Mr. Norman conducted the issues on board, for the purser, but Mr. Timberlake transacted business with me frequently. All the requisitions for money, brought from Gibraltar, were signed by him, and presented by him in person to me for approval. Midshipman Stockton aided him in the transaction of his business on shore.

Ques. (By the same.) Did Mr. Timberlake send you the key of the iron chest, in which his money was kept, or how long was the same in your possession prior to his death?

Ans. I took possession of the key a very few days before his death; he did not send it to me.

Ques. (By the same.) Did Purser Timberlake appoint any friend to take charge of his private papers and effects, before his death? and if so, was not that the reason why no inventories of them were taken or returned to you?

Ans. Lieutenant Valette informed me that he had been requested by Mr. Timberlake, in the event of his dying, to take possession of all his personal effects. Inventories were reported to me by Lieutenant Valette, to have been taken, of them. The reason why inventories of his private property or personal effects, such as trunks, &c., were not returned to me, was, I presume, because Mr. Timberlake had selected Lieutenant Valette to take charge of them.

Ques. (By the same.) How much money had been drawn for by Purser Timberlake, on your approval, after you arrived at Port Mahon, and before his death? And was any part of the money, on hand at his death, a portion of what had been so drawn for, or where was it so procured?

Ans. I do not recollect the precise sum, but somewhere about \$28.00. The money remaining on hand at his death was part of the same money, to the best of my knowledge.

Ques. (By the same.) Had this money been charged to Mr. Timberlake, at the Navy Department, when your examination of the accounts took place at Washington?

Ans. I do not know. I saw no accounts of Mr. Timberlake at Washington; the person from whom he may have received this money transmitted the receipts to the Department, I presume, as is usual. The money was brought from Gibraltar by Purser Harris, of the Java.

Ques. (By the same.) You speak of the money left by Mr. Timberlake, in your testimony under the 31st specification, as public money; did you mean to state so positively, as within your knowledge, or because you did not know at the time that the money had been charged to Mr. Timberlake?

Ans. I consider it as public money: it was for public purposes, whether charged to Mr. Timberlake or not. My approval of the requisitions was for public purposes.

Ques. (By the same.) Do you know whether the money so left was all drawn on requisitions, or was part the private property of Mr. Timberlake?

Ans. I do not know, positively; I believe it to have been part of the money thus drawn for public purposes; part of it was in the same packages in which it was received.

Ques. (By the same.) Did you not order me to pay off the men whose times were out and who were to be discharged at Mahon?

Ans. Yes, except those, if any there were, who had been previously paid off.

Ques. (By the same.) Were not those cloths you have stated to have been received by Mr. Timberlake, for the purpose of fitting out the crew with a dress suit, made up by a tailor in Port Mahon, and issued out to the crew, and placed to the credit of the late Timberlake, by your order?

Ans. Yes, the cloths were for a dress suit, and made up by a tailor at Mahon, named Orfila. They were issued to the crew and the amount directed, by me, to be placed to the credit of the late Mr. Timberlake. Lieutenant Randolph asked me whether they should be credited to him or Mr. Timberlake, and I replied, to Mr. Timberlake.

Ques. (By the same.) At or about what time were these dress suits served out to the men?

Ans. A part in the month of February, March and April. They were served out as they were made and sent on board; a part of them was served out after Mr. Timberlake's death, I think.

Ques. (By the same.) Did I not pay Orfila's bill, (the tailor) for making up the dress suits agreeably to your order?

Ans. I believe he did. I think I gave an order to him to pay Orfila's bill; I am perfectly confident of it.

Ques. (By the same.) Did you not ask me, when at my room, in Charlestown, while approving the pay rolls and other vouchers and papers, if I had inventories of all the stores and slops landed from the Constitution and deposited in the public stores, and was or was not my answer to you, that the navy storekeeper had taken an account of them, and was not Midshipman Hoff detailed to attend to that duty?

Ans. Yes.

Ques. (By the same.) In your explanation, this morning, you mention the reason of refusal of access to the papers and vouchers of Mr. Timberlake, because *unrestrained* access was required. Was the word "*unrestrained*" used by me?

Ans. I do not recollect whether that word was used, but that was the impression. I cannot recall what words were exactly used, but the full impression on my mind was, that Lieutenant Randolph wished to have those papers and accounts unrestricted with himself and Mr. Norman alone.

At this stage, Lieutenant Randolph said that, as Commodore Patterson was desirous to leave this place, he would now conclude his examination, with the understanding that if any further interrogatories were necessary, they could be put, and the deposition taken by commission.

Ques. (By the court.) Was the order which you gave Lieutenant Valette, to have an inventory taken of the property left by Mr. Timberlake, written or verbal?

Ans. Verbal.

Ques. (By the same.) Was the memorandum of the amount of money left by Purser Timberlake, which you have stated was handed to you, signed by any person; if yea, by whom?

Ans. I do not recollect whether it was signed or not.

Ques. (By the same.) Were there any terms or conditions stated, upon which Lieutenant Randolph

was to perform the duties of acting purser, other than those which you have already stated; if yea, what were they?

Ans. I know of none other than I have stated.

Ques. (By the same.) In Lieutenant Randolph's application for the office of acting purser, did he assign any reasons, directly or indirectly for wishing to obtain that office; if yea, what were those reasons?

Ans. Lieutenant Randolph assigned none to me.

Ques. (By the same.) Did Lieutenant Randolph, while acting as purser at Port Mahon, pay any demands against his predecessor, Mr. Timberlake, or did you direct him to make any such payment, other than what you have already stated; if yes, to what amount?

Ans. I directed him to pay all bills against Mr. Timberlake at both places—Mahon and Gibraltar. I know nothing about the amount's at Mahon.

The court dismissed Commodore D. T. Patterson, with a request that he would keep it advised as to where he might be found, so that further testimony might be taken by commission, if necessary.

The court then adjourned until to-morrow morning, at 10 o'clock.

WEDNESDAY, June 20, 1832.

The court met pursuant to adjournment. Present; all the members, the judge advocate, Lieutenant Randolph and his counsel. Yesterday's proceedings were read, as also letters Nos. 12 and 13, the former from the Secretary of the Navy, enclosing the copy of a letter from Commodore Jacob Jones, and the latter the said copy, saying that Mr. Norman had left Baltimore on the 8th instant, and that ten days previous he had informed Commodore Jones that he would go to Boston.

The court notified Lieutenant Randolph that they should continue the evidence in support of the inquiry upon his accounts, and were about to call Mr. Amos Kendall for that purpose, when Lieutenant Randolph renewed his objection, and offered paper No. 14, being an argument at some length in support of the same, which, under permission of the court, was read by his counsel. An additional paper, containing other reasons for suspending the further proceedings of the court, on account of the absence of witnesses, was also read as No. 15.

The court was cleared, and taking into consideration the information received from Commodore Jones that Mr. Norman had left Baltimore, and had stated that he intended to proceed to Boston, and desirous to give opportunity to Mr. Randolph to have the evidence of that witness, as well as being anxious to comply with the precept and proceed in the inquiry, if possible without doing injustice to either party, the court therefore determined to adjourn from day to day until they shall deem it proper to make some further order in this matter. In the meantime the court suggest to Lieutenant Randolph the propriety of filing interrogatories to be put, with cross-interrogatories, to the witnesses James H. Handy and Thomas H. Gillis, named in his last paper No. 15, so that their evidence may be secured to be used at any future period, if further proceedings are had in his behalf.

The court was opened, the decision read, and then the court adjourned until to-morrow, at 9 o'clock.

THURSDAY, June 21, 1832.

The court met according to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel. Yesterday's proceedings were read. Lieutenant Randolph was asked if he had heard of Mr. Norman, his witness: he replied that he had not since last Sunday. He was also asked if he had prepared interrogatories to the witnesses in Washington, James H. Handy and Thomas H. Gillis, to which he replied in the affirmative; but before offering them he handed paper No. 16, in which he reserves the right to call for the personal attendance of those persons should it be necessary and it can be had.

The court was cleared, and determined that a part of the interrogatories No. 3, in each set, which refers to the verbal declaration of others, should be stricken out, so as to leave them as they now stand altered.

The judge advocate then filed cross-interrogatories to be put to James H. Handy and Thomas H. Gillis, which, upon the opening of the court, were read and submitted to inspection of Lieut. Randolph and his counsel. Lieutenant Randolph offered an affidavit, No. 19, saying that if his witness, Thomas Norman, is not seeking to avoid attendance, but is merely delayed on the road by a renewal of his illness, then it would take no longer time than would be necessary for a messenger to go from this to Baltimore and make suitable inquiries on the road and return, which would be perhaps ten or twelve days.

This affidavit was filed upon the request of the court, that Lieutenant Randolph would state what time would be required to produce Mr. Norman before this court.

The cross-interrogatories of the judge advocate having been examined, Lieutenant Randolph filed his objection to several of them, as per paper No. 20, which contends that, inasmuch as his account had been settled at the Treasury Department, no inquiry should be directed to the validity of any voucher under which that settlement was made. Lieutenant Randolph offered paper No. 21, being a certificate by T. Watkins, then Fourth Auditor, under date of 23d October, 1828, that Lieut. Randolph's accounts were closed.

The court was closed, and determined that the questions put by the judge advocate for the witnesses James H. Handy and Thomas H. Gillis were admissible, with some slight modifications, which were made. The court was opened and the opinion made known. The court also prepared and annexed to the rest seven interrogatories, with a request that the whole might be answered in writing, and sworn to before one of the judges of the circuit court for the District of Columbia for the county of Washington, and then transmitted to the judge advocate of this court under seal. The interrogatories and cross-interrogatories were then closed, with a letter of instructions by the judge advocate, and addressed to Thomas H. Gillis, acting Fourth Auditor, for execution.

The court was cleared, and, after much deliberation upon the course that ought to be pursued since the filing of the last affidavit, was unable to come to any final decision, and therefore was opened and adjourned until to-morrow morning, at nine o'clock.

FRIDAY, June 22, 1832.

The court met according to adjournment. Present: all the members, the judge advocate, and Lieut. Randolph. Yesterday's proceedings were read. Lieutenant Randolph was asked if he had heard from

his witness, Mr. Thomas Norman; and also if he wished to make any alteration in his affidavit of yesterday; and answering both questions in the negative, the court was cleared to decide upon what course should be taken as to the inquiry.

The court determined, after deliberation, not to go on with the evidence at present, and then adjourned until to-morrow, at 9 o'clock A. M.

SATURDAY, *June 23, 1832.*

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. Yesterday's proceedings were read, and Lieutenant Randolph was asked if he had heard from his witness, Mr. Thomas Norman; to which he replied in the negative. He then handed paper No. 22, being a motion to be furnished, with a list of the accounts of the pay rolls, vouchers, and receipts which the judge advocate proposes to lay before the court of inquiry, as well as the correspondence with Ladico, of Mahon, so as to have an opportunity to inspect them and ascertain whether it is needful for him to interrogate Commodore Patterson or not.

A list was furnished as follows, vide No. 24.

Pay roll of J. B. Timberlake. Pay roll of Lieutenant Randolph. Transfer roll of Lieutenant Randolph. The vouchers in the account current, No. 4. Small book, No. 2, containing entries of slops, stores, and cash, in the time of Timberlake and Randolph. Two small books containing entries of slops and moneys, &c. Lieutenant Randolph's receipt to Ladico, for slops. Lieutenant Randolph's account with the Bank United States, at Boston. The naval storekeeper's receipts at Charlestown, for slops returned. The account current of J. B. Timberlake with the Department, with vouchers, Nos. 309, 311, 312, 319, 320, 321, 322, 323, 324, 327, 328. Letter from Lieutenant Valette. Cash book of J. B. Timberlake. Pratt's bill. Several bills, of Orfila and others. One memorandum book of J. B. Timberlake. Memorandum of Lieutenant Randolph's checks and payments, which do not correspond. Lieutenant Valette's letter to Commodore Patterson, 16th November, 1829. George T. Ladico's letter, 2d September, 1830, and two accounts. George T. Ladico's letter, 2d September, 1830, and four accounts. Lieutenant Randolph's letter, 13th August, 1828, to Mrs. Timberlake. Lieutenant Randolph's letter, 8th April, 1831, to Mr. Kendall. Copies of two letters, one from Commodore Crane to Secretary Southard, dated 8th April, 1828. Copies of two letters, one from Commodore Patterson to Secretary Southard, dated 2d July, 1828. Copies of letters from Fourth Auditor to Mr. Ladico. Timberlake's letter book. Timberlake's account with Carefas, for \$1,433.43. Lieutenant Randolph's account, current with pay rolls, and all the vouchers.

The above are all the papers called for, as near as can be described.

Lieutenant Randolph then offered paper No. 23, in these words: "Lieut. Randolph moves the court to suspend a decision on his motion of Thursday, for delay, till Monday at 11 o'clock, that he may have an opportunity to examine the accounts, vouchers, &c., now produced, and in order to enable him to determine whether it will be necessary to modify that motion, now pending before the court."

The court was cleared, and determined to grant the motion for adjournment until Monday next at 11 o'clock, advising Lieutenant Randolph that if he concludes to put interrogatories to Commodore Patterson, or any other witness, he should come prepared with them at the next sitting of the court.

The court was opened, and, after reading the last entry, was adjourned until Monday next, at 11 o'clock A. M.

MONDAY, *June 25, 1832.*

The court met according to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. The proceedings of Saturday were read. Lieutenant Randolph was asked if he had heard from his witness, Mr. Thomas Norman; and if he had found it necessary to prepare interrogatories to Commodore Patterson, or any other witness; to both of which questions he replied in the negative, as per paper No. 25.

The court asked Lieutenant Randolph if he wished to modify his motion of last Thursday; to which he answered that he did not, but renews the same.

The court was closed, and proceeded to deliberate on his motion, and decided not to proceed in the investigation at this time, but to grant Lieutenant Randolph further delay to produce his witnesses, and for the purpose of preparing himself in all respects for the investigation, at such time as this court may adjourn to.

And the court, after further consideration, agreed that when it does adjourn, it will adjourn to meet at this place, on Monday the 20th August, 1832, at 10 o'clock A. M., unless otherwise directed in the meantime by the Hon. the Secretary of the Navy.

The court was opened, the decision read, notice was given to all persons in attendance of this order, and then the court adjourned until Monday the 20th August, 1832, at 10 o'clock A. M., to meet at the Navy yard, Charlestown, Massachusetts, unless otherwise directed in the interim by the Secretary of the Navy.

NAVY YARD, *Charlestown, Mass., Monday, August 20, 1832.*

The court met according to the adjournment of the 25th June last. Present: Captain Charles Morris, president; Masters Commandant Thomas H. Stevens and Joseph Smith, members.

Lieutenant Robert B. Randolph being present, the president of the court produced a letter from the Secretary of the Navy, addressed to Henry M. Morfit, Esq., judge advocate of the court, dated Navy Department, July 18, 1832, which is annexed and marked No. 27; a letter from Henry M. Morfit, the judge advocate, to the president of the court, dated 2d August, 1832, which is annexed and marked No. 28; and a letter from the Secretary of the Navy to the president of the court, dated Navy Department, August 2d, 1832, which is annexed and marked No. 29; all of which were read.

Lieutenant Randolph was then asked if Mr. Norman was present, or if he had received any information from him; to which he answered in the negative.

Lieutenant Randolph was then asked if he was willing to dispense with the personal attendance of the cashier of the Bank of the United States at Boston, and of the navy storekeeper at the Navy yard at Charlestown, and to admit the statement of the former, as to his (Lieutenant Randolph's) bank accounts in 1828, and of the latter as to the articles returned into the navy store from the frigate Constitution by Lieutenant Randolph, in the summer of 1828, upon their making affidavits respectively of the correctness of their statements; to which Lieutenant Randolph answered in the affirmative.

Whereupon the court, taking into consideration the letters of the Secretary of the Navy, and the circumstances of the case, adjourned to meet in the city of Washington on Monday, the twenty-ninth day of October next, at ten o'clock A. M.

(Signed)

C. MORRIS, *President of the Court.*

MONDAY, December 3, 1832.

The court met pursuant to the letter of adjournment from the Secretary of the Navy, (No. 30) as follows: Present: Captain Charles Morris, president; Master Commandant Thomas H. Stevens, Master Commandant Joseph Smith, and Henry M. Morfit, judge advocate.

OCTOBER 16, 1832.

SIR: As Norman, who is represented to be an important witness, is not yet found, I have, on request made by a majority of the members of the court, deemed it expedient to postpone the meeting of the court of inquiry in the case of Lieutenant Robert B. Randolph until the first Monday of December ensuing, and hereby notify you accordingly.

I am, respectfully, sir, your obedient servant,
(Signed)

LEVI WOODBURY.

The court held its session at 12 o'clock M., in Washington city, F street, in the house occupied by Mrs. Burke. The proceedings from Monday, 25th June, to the date of the letter from the Secretary of the Navy of the 16th October, 1832, addressed to the president of this court, were read.

A letter was received from the adjutant general's office, accounting for the absence of the witness Thomas Norman, who is expected to-day.

ADJUTANT GENERAL'S OFFICE, *Washington, December 3, 1832.*

SIR: Your letter asking for the attendance of private Thomas Norman before the court of inquiry, now in session in this city, has been received. In answer, I have the honor to state that orders were given, on the 22d of October, to the commanding officer at Annapolis to send Norman under a guard, with directions to report at this office on the first Monday in December. The man has not yet arrived, but may be expected in the course of to-day, when he will be placed at the disposal of the court.

I have the honor to be, respectfully, sir, your obedient servant,

S. COOPER, *Aid-de-Camp and Assistant Adjutant General.*

HENRY M. MORFIT, Esq., *Judge Advocate of the Court of Inquiry now in session at Washington, D. C.*

Lieutenant Randolph then presented paper marked No. 32, as follows:

"Lieutenant Randolph is under the necessity of objecting to the court's proceeding in the business now before them, upon the grounds that his counsel cannot attend him until after the city and supreme courts terms expire."

The court was cleared to decide upon the objection of Lieutenant Randolph, and agreed to adjourn until Monday next, (10th inst.) in order to give him time to consult and produce his present counsel, or to procure some other, so as to be ready to proceed in the inquiry on that day.

The court, after appointing Louis F. Jucherez provost, was opened, and the decision read.

The court then adjourned until Monday next, to meet at the present place of sitting, at 12 o'clock M.

The following witnesses were present: Lieutenant Payne, Mr. Getty, Mr. Johnson, and Mr. Francis McKenney.

MONDAY, December 10, 1832.

The court met according to adjournment. Present: all the members, the judge advocate, and Lieut. R. B. Randolph. The last day's proceedings were read, after which Lieutenant Randolph presented paper No. 33, as follows:

"Lieutenant Randolph respectfully asks again of the court to postpone its proceedings until the second Monday in February next, as it is impossible that my counsel, Mr. Coxe, can attend in my behalf until that period. Nor can any other counsel be procured in Washington until after the adjournment of the circuit court, which is now in session, without such a remuneration as he is wholly unable to afford to pay."

The court was cleared to consider the above, and decided that the request for further delay could not be granted, but that the proceedings in the inquiry must be resumed. The court was opened and the decision read.

Mr. Francis McKenney, witness, was called, but did not answer.

Witnesses present: Captain Valette, Lieutenant Payne, Mr. Robert Getty, Mr. Johnson, and Thomas Norman.

Lieutenant Randolph applied for further time, to be assisted by a gentleman who promised to attend.

The court requested the witness, Mr. Robert Getty, clerk in the office of the Fourth Auditor of the Navy, to ask in that Department for the books and papers enumerated in paper No. 24, which was delivered to him for that purpose. In compliance with the request of Lieutenant Randolph, the court then adjourned until to-morrow, at 12 o'clock M.

TUESDAY, December 11, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, and Lieut. Randolph. The proceedings of yesterday were read, and Lieut. Randolph asked to be assisted by Ebenezer H. Cummins, Esq., which permission was granted under the usual rule—that all questions to the witnesses or addresses to the court should be in writing, and nothing verbally. Mr. Francis McKenney was then duly sworn by the president.

Question. (By the judge advocate.) Will you state whether any goods or merchandise were sold or delivered to you by Lieut. Randolph? if yea, state where and when, and of what description.

Answer. Yes; I purchased and received some goods from Lieut. Randolph on the 24th August, 1828, in Charlestown, Mass.; the goods I bought were sugar and coffee; I have a memorandum, which is here. The paper was shown to Lieut. Randolph, and was by him admitted to be correct. The amount of the goods were twelve pounds of linen thread, one hundred and seventy-three pounds of white sugar, one hundred and forty-five pounds coffee; I do not recollect the prices I paid for the articles.

Ques. (By the judge advocate.) Did Lieut. Randolph leave any articles with you for sale on his account; if yea, of what kind and to what amount?

Ans. He left with me for sale on his account thirty-six English calico or gingham gown or robe patterns; I think I sold one or two of them; I do not recollect what they were sold for; they were in rather a damaged state; the rest I delivered to Mr. Randolph's agent by his order.

Ques. Where did those goods come from to you?

Ans. They were sent to me by Lieut. Randolph.

Ques. (By the court.) Do you know whether Lieut. Randolph brought those goods home with him in the Constitution?

Ans. I do not.

No questions were asked by Lieut. Randolph.

Ques. (By the court.) Had you any other transactions with Lieut. Randolph?

Ans. No; I had none other.

The witness not being further wanted by the court or Lieut. Randolph, was discharged from his attendance after this day.

Memorandum of papers.

No. 34. Transfer roll from J. B. Timberlake to Lieut. Randolph.

No. 35. Account current of J. B. Timberlake with the Department, with vouchers.

No. 36. Cash book.

No. 37. Office statement of J. B. Timberlake's account from May 31, 1824, to March 31, 1828.

No. 38. Office statement of R. B. Randolph's account, reported October 27, 1828, and abstract of expenditures.

No. 39. J. B. Timberlake's letter book.

No. 10. Pay roll of J. B. Timberlake.

No. 7. Pay roll of Lieut. Randolph.

No. 4. And the vouchers in the account current, Nos. 1, 2, 3, and 4 of No. 4.

No. 8. Officers' receipt book.

Mr. Robert Getty, a clerk in the Fourth Auditor's office, was then duly sworn by the president.

Question. (By the court.) Is Mr. James H. Handy a clerk now in the Fourth Auditor's office?

Answer. He was a clerk there, but died in August or September last.

Witness was here discharged for the present, and the paper supposed to contain the deposition (No. 40) of Thomas H. Gillis and James H. Handy were then opened, the same having been directed to the judge advocate, with whom they remained under seal until this time.

Letter No. 41, from Thomas H. Gillis to the judge advocate, was found enclosed, accompanying his answers to the interrogatories. The court determined not to read the deposition of Thomas H. Gillis at present, as he is in the city and his attendance can be obtained.

Master Commandant E. A. F. Valette, of the United States navy, was then sworn by the president.

Question. By the court, on the 3d specification.

Answer. I have no knowledge or recollection as to what the private stores consisted of. I know of no articles belonging to him, except his personal effects, such as clothing and small articles. He had a small dressing cases, containing some money and a few rings.

To the 4th specification he says: I have no idea to what the value could have been.

To the 5th specification he says: I know that he left money, but I do not know the amount.

To the 7th specification he says: There were goods or articles came into the possession of Lieut. Randolph, which were left by Mr. Timberlake, but what they were I do not know.

To the 8th specification he says: I could have had no knowledge of the value.

To the 9th specification he says: I know that Mr. Timberlake left money, but do not know the amount; I placed the key of the iron chest, containing the money left by Mr. Timberlake, in the hands of Lieut. Randolph, and saw him counting the money; the key was given to him by direction of Capt. Patterson; I do not know the amount of money; this took place immediately after the death of Mr. Timberlake, on board the Constitution, in the harbor of Mahon; I do not know to what purpose it was appropriated, except from the statement of Lieut. Randolph at that time and after, that it was applied to public purposes.

To the 10th specification he says: I do not know that he possessed any private funds at that time.

To the 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th specifications he says: I know nothing.

To the 19th specification he says: I know nothing of the credits claimed by Lieut. Randolph; I cannot recollect whether the stores were transferred on the day of Mr. Timberlake's death or the day after; I think it was on the day after.

To the 20th and 21st specifications he says: I know nothing.

Specification 22d: The book referred to in this specification was here shown to witness; he answered: I perceive there are erasures and alterations in this book No. 8, but do not know whether they were made before or after the death of Mr. Timberlake, or by whom or for what object.

To the 23d specification he says: I know nothing.

Specification 24th: On reading this specification, Lieut. Randolph said he admitted the receipt of the money, as therein stated. The balance remaining on hand, as set forth in that specification, Lieut. Randolph does not admit. Witness knows nothing of this specification.

To the 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32d, 33d, 34th, 35th specifications, he says he knows nothing.

To the 36th specification he says: When the key of the iron chest was given to me by Captain Patterson, to hand to Lieut. Randolph, I think he directed me to instruct Lieut. Randolph to take or obtain inventories of the public effects left by Purser Timberlake, and at the same time to appoint officers to assist him, Lieut. Randolph. I think I communicated these instructions to Lieut. R. at the time I gave

him the key. I never saw any inventories, but was under the impression they were taken as far as they could be at the time; and the reason why I thought so was, because I received inventories of the private stores from Midshipman Paine, I supposed those of the public stores were also taken. I ordered Midshipman Paine, Gunner Lord, Mr. Norman, purser's steward, to attend to that duty, and I think these officers were designated to me by Captain Patterson himself. I was so confident the inventories were taken, that I assured Captain Patterson they had been, when he subsequently wrote to me on the subject, after the arrival of the ship in the United States.

To the 37th, 38th, 39th, 40th and 41st specifications he says: I know nothing.

The court then adjourned until Thursday next, at 12 meridian.

THURSDAY, December 13, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. The proceedings of yesterday were read. Mr. Robert Getty wished to correct his testimony concerning the death of Mr. James H. Handy, and stated that he had ascertained that Mr. Handy died on the 22d July last.

Master Commandant E. A. F. Valette, of the United States navy, continued in his evidence:

Ques. (By the court.) Do you know whether Lieut. Randolph made any payments, while acting as purser, on account of his predecessor, Mr. Timberlake? if yea, state the circumstances.

Ans. No; I was not a witness to any payments.

Ques. (By the court.) Do you know whether Lieut. Randolph, as acting purser, ever charged any person with any account as paid by him, which was in fact paid by Purser Timberlake, or out of his funds, before his death?

Ans. I do not.

Ques. (By the same.) Can you state the precise amount which was due to you upon the books of the ship at the time of Mr. Timberlake's death, or the amount you actually received from Acting Purser Randolph, after Mr. Timberlake's death?

Ans. I have no recollection as to what was due me by Purser Timberlake, nor what was paid me by Lieut. Randolph; the latter made me but one payment in money, for myself and boy, at Mahon, and one payment on the final discharge of the ship, but I do not recollect how much in either case.

Ques. (By the same.) Did Mr. Timberlake pay or advance on your account, in the month of March, 1828, the sum of twenty dollars, as your part of the expenses of the mess, or was it made by some other person?

Ans. I have no recollection; but from this book, No. 42, (here shown him) the item of twenty dollars appears to have been paid me by him, on the 5th of March, as it is in Timberlake's handwriting.

Ques. (By the same.) Were the provisions and stores left by Purser Timberlake in situations where their amount could be readily ascertained or not; if any were not, of what did they consist and where were they?

Ans. The stores left by Purser Timberlake were not all in a situation where the amount could be readily ascertained. The provisions were stowed away in the hold, as the ship was ready for sea; and there were a variety of other things said to be in the bread room, other than bread. There were, among other articles, some carpets, which were eventually found there. Directions were given, through me, to Lieut. Randolph, by order of Capt. Patterson, not to disturb or have those articles inventoried until after the arrival of the ship at Boston.

Ques. (By the same.) Did Mr. Randolph express a wish to you, to obtain the situation of purser; if yea, did he state any, and what reasons?

Ans. From my knowledge, through himself and others, of his pecuniary embarrassments at home, I was induced to ask him how he would like the situation of purser: he expressed great pleasure at the opportunity; and through my intercession with Captain Patterson, I think, he was appointed to it. I have no recollection of his expressing any reason for wishing it.

Ques. (By the judge advocate.) Did Lt. Randolph, at any time, state to you the amount of money left by Purser Timberlake, which came into his hands?

Ans. Yes; Lt. Randolph told me that Purser Timberlake had left between \$11,000 and \$12,000.

At this stage of the proceedings, Lieut. Randolph admitted that when he assumed the purser'ship, he had received from Purser Timberlake's effects \$11,483, in gold and silver money. He thinks it was the day after Mr. Timberlake's death.

Ques. (By Lieut. Randolph.) Did I not pay all the officers and the discharged men, at Port Mahon, the amount due them up to the 31st day of March, out of the funds left by the late Purser Timberlake?

Ans. I was not witness to his having paid the officers and men there, up to 31st March, but I believe he did pay them. I know men were discharged, and believe he paid them; but I was not a witness. I think he paid me up to 31st March. I presume it was out of funds left by Mr. Timberlake, as I did not know that Lieut. Randolph possessed any funds himself. I think the \$47.56 in the officers' receipt book, as paid on the 31st March, 1828, was all paid me by Lieut. Randolph at that time, in money.

Ques. (By the same.) Do you or do you not know that any private stores of the late Purser Timberlake were issued by Lieut. Randolph, on or before the 2d April, 1828?

Ans. I do not know.

Ques. (By the same.) Do you know what disposition was made of the stores of Purser Timberlake, not surveyed at Port Mahon, and left, after the arrival of the Constitution, at Boston; if yea, by whom were they removed and where deposited?

Ans. The stores that may have been left, when the ship returned, were landed at the Navy yard, Charlestown. They were removed from the ship by the officers of the Constitution. I think Midshipman Hoff was directed to place them where they should be ordered to be put by the officers of the yard.

Ques. (By the same.) What were their quantity and value, and who has been credited for them?

Ans. I do not know.

Ques. (By the same.) Do you know that Lieut. Randolph has ever claimed any credit for those stores?

Ans. I do not know.

The court then adjourned until to-morrow at 12, meridian.

FRIDAY, Dec. 14, 1832.

The court met according to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel. The proceedings of yesterday were read.

Lieut. Randolph, upon being asked if he would consent to the vouchers about to be offered, admitted, under the eleventh specification, that he had received at Mahon—

Slops to the amount of.....	\$742 50
And that he had received, in cash, at Gibraltar.....	11,000 00

On the twenty-fourth specification he admitted that he received—

From the navy agent at Boston.....	\$1,500 00
Also remittance from the Treasury.....	91,500 00
Stores of the former purser, Timberlake, sold at auction.....	607 21
And for dead men's clothes, sold at auction.....	41 09

Making in all.....	<u>\$93,648 30</u>
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Lieutenant Randolph also admits the twenty-third specification.

Lieutenant Amasa Paine, of the U. S. navy, was then duly sworn by the president.

Ques. (By the court.) Were you attached to the frigate Constitution at the time of the late Purser Timberlake's death?

Ans. I was, as midshipman.

Ques. (By same.) Do you know whether there were any stores or provisions left by Purser Timberlake at the time of his death; and, if any, whether they passed into the possession or under the control of Lieutenant Randolph, as acting purser of that ship?

Ans. Yes, there were stores left at the time of Purser Timberlake's death; I do not know that they passed into the possession or under the control of Lieutenant Randolph.

Ques. (By same.) Were you directed to assist in taking an inventory of any articles left by Purser Timberlake at his death; if yea, by whom, and when was it taken?

Ans. I was directed by Lieutenant Valette to take an inventory of his private effects on shore, and in his room on board ship, and pack them away, such as wearing apparel; merely his wardrobe, as I understood it at the time. Whenever I was doubtful of some things that were not wearing apparel, I applied to Lieutenant Valette. Among the things that I did not pack away, and which I found in his room, were 15 or 20 new shirts; they were as I supposed for sale, as Mr. Timberlake's name was not marked on them. They were put into a large chest on the berth deck, among other articles of clothing that Purser Timberlake had for sale on board. I think Lieutenant Randolph had charge of the key at the time the things were put there.

Ques. (By same.) Did you make any written report to Lieutenant Valette of your proceedings under this order?

Ans. I did; I gave him an inventory of the articles that I had packed away in two chests as the private property of Purser Timberlake, which two chests I locked and sealed, and directed to Mrs. Timberlake. I put an inventory in the chests and gave the key to Lieutenant Valette.

Ques. (By same.) What other persons assisted you in taking this inventory?

Ans. I do not recollect being assisted by any person.

Ques. (By same.) Did you assist in taking an inventory of the public stores, or in counting any money left by Purser Timberlake?

Ans. I do not recollect that I ever did.

Ques. (By same.) Did Lieutenant Valette, when you gave him the inventory you have stated, or at any time, say anything to you which led you to believe that he, Mr. Valette, was under the impression that you were to attend with Lieutenant Randolph, Mr. Norman, and Gunner Lord, or either of them, to take an account of the stores left by Mr. Timberlake, and also to assist in counting money?

Ans. I think when I gave Lieutenant Valette the list of the articles I had already taken, as before mentioned, he said to me that he should want me to assist us in taking an inventory of all the other articles left by Mr. Timberlake, when it could be conveniently done, but I never was called upon afterwards to perform that duty. I was under the impression from what Lieutenant Valette said that Lieutenant Valette was to be associated with me in that matter, but I did not know what other person.

Ques. (By same.) Have you any means of knowing, and do you know, what amount of money was in possession of Mr. Timberlake at his decease, or a few days previous?

Ans. I know nothing certain, except that part of a box, supposed originally to contain \$2,000, was remaining on shore at Mr. Timberlake's room, about two or three days before his death. I think there was as much as \$600 in that box at the time.

Ques. (By judge advocate.) Do you know what became of that \$600?

Ans. Lieutenant Randolph came on shore two or three days previous to Mr. Timberlake's death and requested me to have it carried to a room in another building or store at Mahon, occupied by Mr. Norman. I went with two men and saw it put in Mr. Norman's room. I shortly afterwards saw Lieutenant Randolph and Mr. Norman counting it. I understood it was intended to pay the officers, the first of the month, which was near at hand.

Ques. (By the court.) Did Lieutenant Randolph state any reason for directing the removal of the money, and was Mr. Timberlake made acquainted with the fact at the time?

Ans. I do not recollect that Lieutenant Randolph gave any reason. I think Mr. Timberlake did not know that that box was taken out of the room. Mr. T. was senseless at the time.

Ques. (By same.) Was Lieutenant Randolph in the habit of transacting any business for Mr. Timberlake before Mr. Timberlake's death?

Ans. Not to my knowledge; there was, however, a general understanding that Lieutenant Randolph was to act as purser after Mr. Timberlake's death.

Ques. (By same.) Look at the charge in the book, No. 8, page 17, now shown you, purporting to have been paid you by Purser Timberlake on the 31st March, 1828, amounting to \$26.55, and say, if you can, whether that amount was paid you, wholly or in part, by Purser Timberlake, Lieutenant Randolph, or by whom.

Ans. I think a part of it was paid me by Mr. Norman, in money; it might have been all paid in money at one time, but I cannot say; I think it was after the 31st March, but am unable to say whether before or after the death of Mr. Timberlake.

Ques. (By the same.) Were the writing and the figures in the charge alluded to in the preceding answer in their present state, or have they been in any way altered since you received them? If they have been altered, in what manner?

Ans. I have no recollection on the subject at all; but I think if they had been in the state they now are, I should have recollected it. I do not recollect whether I signed for the precise amount of \$26.55 or not.

Ques. (By the same.) Do you recollect whether you had any pay due you or not, on the 31st March, 1828, after signing that receipt?

Ans. I had money due me on the 31st March, 1828, after signing that receipt. After receiving the payment here stated, I had, as I believe, about \$10 due me from the ship.

Ques. (By the same.) Do you know whether Lieutenant Randolph received any purser's stores from the time of Purser Timberlake's death until the arrival of the ship in the United States, and whether any was served out?

Ans. I do not recollect that any purser's stores were received, but there was, I recollect, tea and sugar served out.

Ques. (By judge advocate.) Were any of the goods, with which you put the shirts in the chest on the berth deck, sold or served out by Lieutenant Randolph?

Ans. I do not know.

Ques. (By same.) Can you state what became of these goods?

Ans. I think I saw the chest open the morning I left the ship, and they were preparing to send them on.

Cross-examination:

Ques. (By Lieutenant Randolph.) Did you or did you not make an inventory of such articles as were sent to the chest on the berth deck?

Ans. I think not.

Ques. Do you remember any other articles than the shirts mentioned, in his room on board, which were not included in the inventory you furnished?

Ans. Yes; there was some ottar of roses, some Turkish purses: the latter were first included in the inventory and then struck off. I think there were other articles, but cannot recollect what they were.

Ques. Did you ever examine the contents of the large chest, and can you ascertain whether they did or did not comprise the articles on this list, now shown you, No. 43?

Ans. I think I assisted Mr. Timberlake before his death to examine this chest, and I recollect seeing some articles similar to those mentioned in the list, but some others of them were in the purser's store room.

Ques. Among the effects packed and sent to Mrs. Timberlake, was there any money, and what amount?

Ans. I think there was no money in either of the chests.

Ques. Have you any recollection that any part of the \$26.55 in book No. 8 was paid by any other person than Norman?

Ans. I have not.

Ques. Was not this payment made you at the same time when the other officers were paid for the 31st March; and do you or do you not know that the whole roll was closed after the death of the late Purser Timberlake, up to the 31st March, 1828?

Ans. Other midshipmen were paid at the same time. I do not know anything about the closing of the roll.

Ques. Have you since 31st March, 1828, been paid, and has not your account been made up from that day, with the balance of \$10.69 since stated in the transfer roll, No. 34?

Ans. I have been paid since the 31st March. I was credited by Mr. Randolph with the \$10.69, transferred on the pay roll No. 34.

On reading over the testimony, the witness added that there were some light doubloons on shore at Mahon, in the desk of Mr. Timberlake, of which Lieutenant Valette took charge; they were not entered on the inventory.

The court then adjourned until Monday next, at 12 M.

MONDAY, December 17, 1832.

The court met according to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. The last day's proceedings were read.

The bank account of Lieutenant Randolph, at Boston, was here shown and admitted by Lieutenant Randolph to be correct, as No. 44.

Private Thomas Norman, of the U. S. army, was then duly sworn by the president.

Question. (By the court.) Were you on board the frigate Constitution; if yea, during and up to what time and in what capacity?

Answer. I was on board from the 6th July, 1824, to the 31st July, 1828, as purser's steward.

Ques. (By same.) Who was purser of the Constitution during the period you acted as steward.

Ans. Purser Timberlake, for part of the time, and Lieutenant Randolph for the balance.

Ques. (By the same.) What cause prevented Purser Timberlake from performing the duties of purser during the whole time?

Ans. Death.

Ques. (By same.) Was Purser Timberlake able to attend to his duties as purser until the time of his death, and, if not, who attended to his business during his inability?

Ans. He was not able, at all times, to attend to his duty. Lieutenant Randolph attended to it two or three days previous to his death. At other times when Mr. Timberlake was unable, during the cruise, I attended to it when I was able, and when I was not able, Midshipman Paine, Midshipman Stockton, and others, attended to it.

Ques. (By the same.) Who had charge of Mr. Timberlake's books, and made the charges for articles delivered to the officers and crew, during Mr. Timberlake's inability to attend to his duties?

Ans. I had charge of the books. Sometimes the charges were made by me, and sometimes by other persons; sometimes by a man named Wm. W. Meredith; sometimes by a man named Edward Storer, who occasionally assisted Purser Timberlake; and sometimes by a man named Wm. Morris, who made entries in the day book.

Ques. (By same.) Were the charges which were made by others submitted to Mr. Timberlake, for his examination, and approved, after they were made?

Ans. Yes; in almost every case, until a short time previous to his death, when he was unable to attend to any duty.

Ques. (By same.) By whom were the charges made, during the life of Mr. Timberlake, which were not submitted to him?

Ans. I am unable to answer that question, because a short time previous to Mr. Timberlake's death I was very sick, and cannot say whether the entries were made by me or Wm. Morris.

Ques. (By same.) Who made up the muster rolls, pay rolls, transfer roll, and final receipt rolls of Mr. Timberlake, after his death?

Ans. I did.

Ques. (By same.) Up to what time were those muster rolls, and others, made up?

Ans. To 31st March, 1828.

Ques. (By same.) For what reason did you make them to that particular date?

Ans. I was ordered to make them to that date. I received the order from Lieutenant Randolph, as coming from Captain Patterson.

Ques. (By same.) When was that order given to you, before or after Mr. Timberlake's death?

Ans. I think it was about the time of, or soon after his death.

Ques. (By same.) Who opened and kept Lieutenant Randolph's books, while he acted as purser?

Ans. I did, until the ship arrived in Boston, and a day or two after.

Ques. (By same.) Did you receive any instructions from Lieutenant Randolph as to the manner in which these books should be opened and kept; if yea, what were they?

Ans. He requested me to open the books and to transfer them to him, and directed me to keep them for him as I had hitherto kept them for Mr. Timberlake.

Ques. (By same.) Did you refer to Lieutenant Randolph, at any time, for any instruction relating to any charges to be made, or did he give you any such instructions; if yea, in what manner?

Ans. I referred to him for the prices of articles purchased by him, for the purpose of adding the usual percentage for sales.

Ques. (By same.) Do you know and can you state what stores or effects were left by Purser Timberlake at his death, either on board the Constitution, or at the port where she lay; if yea, state them, as particularly as possible.

Ans. There were some slops and private stores left by Purser Timberlake, such as thread, needles, tapes, shirts; cassimere pantaloons and vests I am certain of, and I think there were white linen pantaloons and vests. I think there were also some tin pots, pans, and jack knives. I am, however, not positive except as to the cassimere pantaloons and vests.

Ques. (By same.) What was the probable value of those articles?

Ans. I think the cost value of the slops and stores was between one and two thousand dollars; nearer two thousand.

Ques. (By same.) Did you assist in taking any inventory of the stores and effects left by Mr. Timberlake?

Ans. I did not assist in taking any inventory, except as to money, and of some articles which Lieutenant Randolph took at cost price, amounting to about six hundred dollars, and an invoice of them was given to Lieutenant Randolph by me.

Ques. (By same.) Did you, in making up the accounts of Mr. Timberlake and Lieutenant Randolph, credit the former and debit the latter with the amounts of these articles?

Ans. I had nothing to do with that; it was an account between Purser Timberlake's estate and Lieutenant Randolph.

Ques. (By same.) Of how much money did you assist in taking an inventory, where was it counted, when and where was it deposited, at the time of Mr. Timberlake's death?

Ans. Of \$750 (seven hundred and fifty); it was counted in my room, on shore, at Port Mahon, a few days, three or four, previous to Mr. Timberlake's death. It was taken on board the ship the next day after it was counted, and before Mr. Timberlake's decease.

Ques. (By same.) How came that money in your room?

Ans. It was brought there by Mr. Paine, with one or two men, and was put there, I presume, for safe keeping.

Ques. (By same.) Do you know the whole amount of money which was left by Mr. Timberlake at his death, on board the Constitution or at Mahon?

Ans. I do not know the whole amount; I do not know of any other money left by Purser Timberlake than the \$750 referred to. I mean I assisted in counting no other money than that.

Ques. (By same.) Do you know whether any other stores left by Purser Timberlake passed into the possession or under the control of Lieutenant Randolph, excepting those you have already stated; if yea, what were they, and what was their probable value?

Ans. I know of none with the exception of provisions.

Ques. (By same.) Do you know whether any of the money left by Mr. Timberlake passed into the possession of Lieutenant Randolph?

Ans. There was money; how much I do not know.

Ques. (By same.) Do you know how any of that money was expended by Lieutenant Randolph? if yea, state as particularly as possible.

Ans. There was a part of it paid Orfila, a tailor at Mahon.

Ques. (By same.) Look at the account now handed you (No. 45), and say, if you can, whether that is the amount you referred to in your last answer, and whether the whole amount was or was not paid from the money left by Mr. Timberlake and received by Lieutenant Randolph?

Ans. This is the amount for \$2,259.50. I presume Lieutenant Randolph paid it out of money left by Mr. Timberlake, because I know of no money he (Lieutenant Randolph) had of his own.

Ques. (By same.) Were there any other payments made by Lieutenant Randolph from that money?

Ans. Some men of the band, and others discharged and paid up to 31st March, 1828, were paid, I presume, from money left by Mr. Timberlake. They remained on board and were not paid until after Mr. Timberlake's death, some time in April.

Ques. (By same.) Look at the final receipt roll (No. 10) of Mr. Timberlake, and point out, if you can, the names of persons, contained in it, who were paid by Lieutenant Randolph with the money left by Mr. Timberlake and, received by Lieutenant Randolph.

Ans. The following were paid out of that money, I presume:

No.		
35.	Nicholas Battel, on roll 10, was paid.....	\$337 53
205.	Dominic Sansone, on roll 10, was paid.....	191 44
537.	Francisco Andree, on roll 10, was paid.....	143 39
538.	Antonio Pons, on roll 10, was paid.....	152 44
539.	James Carelas, on roll 10, was paid.....	172 54
540.	Sebastian Fuza, on roll 10, was paid.....	158 31
541.	Pedro Andrea, on roll 10, was paid.....	179 00
547.	James Rose, on roll 10, was paid.....	175 15
552.	Thomas Pons, on roll 10, was paid.....	132 31
555.	Augustine Sloane, on roll 10, was paid.....	218 32
574.	Raphael Tray, on roll 10, was paid.....	189 28
577.	Stanislaus Herot, on roll 10, was paid.....	172 35
599.	Joseph Landren, on roll 10, was paid.....	88 05
605.	Martin Foyes, on roll 10, was paid.....	80 10
606.	Francis Cordona, on roll 10, was paid.....	81 05
535.	John Toppin, on roll 10, was paid.....	129 78
647.	Michael Lewis, on roll 10, was paid.....	55 38
649.	Joseph Vetry, 1st, on roll 10, was paid.....	118 96
650.	Bartholemew Nourse, on roll 10, was paid.....	124 21
651.	Joseph Vetry, 2d, on roll 10, was paid.....	117 09
652.	John Pretos, on roll 10, was paid.....	125 49
654.	Antonio Sintos, on roll 10, was paid.....	105 52
		\$3,241 69

All the officers, I believe, except Captain Patterson, were paid certain sums out of that money by Lieutenant Randolph, either the day Mr. Timberlake was buried or the day after.

"Officers' receipt book," No. 8, being shown to witness, he stated, before examining it, that all such payments will be found in this book as having been paid on the 31st March, 1828.

He thinks that Lieutenant Valette was paid \$47.06, as charged on page 2; and \$39, as also the following on that book, because they agree with the final receipt roll:

Lieutenant Shields, page 5, \$50.83 and \$127.21.....	\$178 04
Lieutenant Talmadge, page 7.....	104 64
Lieutenant Pope, page 8, \$67.60 and \$67.33.....	134 93
Lieutenant Dulaney, page 10.....	119 60
Midshipman Turner, page 12.....	27 55
Midshipman Marshal, page 13.....	176 62
Midshipman Stockton, page 15.....	26 55
Midshipman Paine, page 17.....	26 55
Midshipman Jenkins, page 18.....	50 99
Midshipman James H. Wood, page 19.....	27 55
Midshipman Edwards, page 20.....	56 55
Midshipman Henry K. Moore, page 22.....	50 60
Midshipman Ingersoll, page 23.....	18 55
Midshipman Charles W. Armstrong, page 25.....	26 56
Midshipman Brent, page 27.....	26 55
Midshipman Paine, page 29.....	26 45
Midshipman Hoff, page 30.....	27 43
Midshipman Bache, page 32.....	26 55
Midshipman Radford, page 33.....	26 55
Midshipman Hansford, page 35.....	26 55
Midshipman Keith, page 36.....	26 55
John Lord, gunner, page 37.....	22 00
Richard Thomas, carpenter, page 38.....	104 90
John Ball, boatswain, page 39.....	52 55
Geo. Jones, schoolmaster, page 41.....	34 67
John F. Brooks, surgeon's mate, page 43.....	90 26
Lieutenant Randolph, page 45.....	257 97
Francis Stinedo, page 50, cash \$50, ration money \$68.75.....	118 75
Dr. Cornick, page 51.....	110 90
La Fayette Randolph, clerk, page 54.....	42 38
Samuel Mosely, surgeon's mate, page 55.....	217 56
John Smith, boatswain, page 56.....	72 87
Wm. Prince, sailmaker, about.....	300 00
And I received myself.....	200 00

The reasons why I think these payments were made of the money left by Purser Timberlake, is, because Mr. Randolph had no money of his own on board. Another reason why I believe they were paid by Lieutenant Randolph is, because I think they were not paid until after Mr. Timberlake's death. I feel

confident that Mr. Timberlake was dead when these payments were made. I saw part of the payments made, and entered the amounts in the book.

The court then adjourned until Thursday next, at 12 o'clock, M.

THURSDAY, December 20, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. The last day's proceedings were read, and the examination of private Thomas Norman was resumed:

Ques. (By the court.) Did you, when you were examined on Monday last, mean the court should understand you to state the total amount noted against each officer in book No. 8, whether receipted or not, had been ascertained by you to correspond with the amount actually entered upon Mr. Timberlake's final receipt roll, No. 10, as having been paid to them respectively, and that such examination was one of your reasons for believing that those amounts had been paid, though not receipted?

Ans. I meant to say, that if those payments did agree with the final receipt roll, it would be one reason why I supposed that they had been actually paid, though not receipted for.

Ques. (By same.) What books were kept by Mr. Timberlake, and what were their names and titles?

Ans. He kept a muster roll, day book (No. 47), receipt slop book, officers' day book, officers' receipt book (No. 8), pocket memorandum books, kept for the purpose of noting down issues made in a hurry, some by Mr. Timberlake, some by myself and others; there was also the "weekly expenditure book of provisions;" Mr. Timberlake kept a journal of accounts, a ledger, and a letter book, which he kept in his own possession, and did all the writing, except a little which may be found in mine; also a "stopped ration, or memorandum book"—this is one of them, marked "cash book," and numbered 36—the letter book is No. 39; this book No. 2 is one of the small memorandum books referred to, and was kept by William Morris; is kept for Mr. Timberlake up to 31st March, 1828, and from 1st April for Mr. Randolph. The other, No. 48, is one of those small memorandum books, and appears to have been kept by Mr. Timberlake himself; it is all in his own writing. There were, perhaps, two or three hundred such books kept during the cruise. There was also a "grog book," and a final pay and receipt roll, (No. 10.)

Ques. (By same.) In making up the final receipt roll (No. 10) of Purser Timberlake to 31st March, 1828, which you have testified to, from what book, memorandum or account did you take the sums debited in that roll in columns, under the head of "amount paid by purser in money?"

Ans. The sums debited in that roll, made under the column "amount paid by purser in money," were taken from the ship's receipt slop book, and the officers' receipt book No. 8.

Ques. (By same.) From what book did you take the amount of cash paid by the purser, and entered in the slop book as amount paid by purser in cash?

Ans. From the day book No. 47.

Ques. (By same.) From what book, memorandum, or account were the entries in the day book taken?

Ans. From the small memorandum books principally; some entries might have been made direct on the day book.

Ques. (By same.) Were receipts taken at the time articles were delivered, on money paid, or when?

Ans. Receipts for articles were not taken at the time of delivery; we took them when we could make it convenient. Sometimes they were taken, in other instances they were not; generally, receipts were taken monthly, when in port, for the money paid the officers. We usually paid off officers on the first of the month what was due them, if they wished it.

Ques. (By same.) Did the receipts, given by officers at the end of a month, include all payments which might have been made to them by the purser subsequent to the last preceding receipt given?

Ans. It did.

Ques. (By same.) Look at the entries in book No. 8, under date of 31st March, 1828, and state, if you can, when the erasures and alterations were made, which appear to have been made in pages 12, 15, 17, 19, 20, 23, 25, 27, 29, 30, 32, 33, 35, 36, 37, 43, or when either of them were made, by whom made, for what reason, and what were the original entries?

Ans. In No. 8, page 12, there has been an alteration; it must have been made before the payment was made; the alteration was made by myself. There was a memorandum roll by which those payments were made at that time; the entry here must have been originally wrong, and I corrected it to correspond with the roll from which those payments were made. I cannot state what was the original entry in any of those accounts, excepting such as still remain. The foregoing answer will apply to all the alterations in the pages marked in the question.

Ques. (By same.) State, if you can, whether the alterations in the entries, which are receipted, were made before or after the receipts were signed.

Ans. Before the receipts were signed, to the best of my recollection.

Ques. (By same.) Have you any means, or can you point out any mode of ascertaining, from any of the books of Purser Timberlake or Lieutenant Randolph, whether the amounts stated in No. 8 to have been paid, on the 31st March, might or might not have been paid in part by Mr. Timberlake before the payment made by Lieutenant Randolph, immediately after Mr. Timberlake's death? if yea, state them to the court.

Ans. The officers' day book and the officers' memorandum roll for March will show whether any of the payments, as under the 31st March, were paid in part by Mr. Timberlake.

Ques. (By same.) Who made the officers' memorandum roll by which they were paid, and receipts taken in No. 8, dated 31st March? By whom were the original entries made in No. 8 of that date? Can you state why the amounts in the pay roll differed from the original entries in No. 8 of that date?

Ans. I made out the roll, and the entries were made by me. I cannot state why the entries on the pay roll differed from the original entries in No. 8 of that date, except that I must have made a mistake in carrying them to No. 8 from the roll. The memorandum roll must have been made from the day book, and the original entries here in No. 8 were transferred from that roll. They were either called off to me incorrectly from that roll, or I copied them off incorrectly; and, upon examination, I discovered it, and made the alterations; or the memorandum roll may have been incorrect.

Ques. (By same.) At the time you discovered the errors in book No. 8, did you find, on reference to the roll, that there were any errors in that roll, which it was necessary to correct?

Ans. I have no recollection whether the error was there or in the original entry in the receipt book; but it was in one or the other.

Ques. (By same.) How often were pay rolls made by Mr. Timberlake, and transmitted to the Department?

Ans. It was twelve months before the first was made; he generally endeavored to make them up every six months. He sent to the Department but four or five pay rolls while we were absent; the first was in about twelve months, and the last one, I think, is dated December 31, 1827.

Ques. (By same.) How were the amounts of the entries upon the officers' receipt book, No. 8, ascertained, previous to that made on March 31, 1828?

Ans. By reference to the officers' day book.

Ques. (By same.) Why was reference made to the memorandum roll, in making the entries on March 31, 1828, instead of referring to the officers' day book?

Ans. Because that roll was made out from the officers' day book, and with reference to the memorandum roll of the previous month.

Ques. (By same.) When you compared the memorandum roll with the officers' receipt book, and found they did not agree, did you compare either with the officers' day book, and correct them by that?

Ans. I am certain I must have referred to the officers' day book, to correct the errors.

The court then adjourned until to-morrow at 12 o'clock M.

FRIDAY, December 21, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. The last day's proceedings were read, and the examination of private Thomas Norman was continued.

Ques. (By the court.) Did you make any entries, or do you know that any other person made entries, in the day book of Mr. Timberlake you have testified to, after the death of Mr. Timberlake; if yea, who made them?

Ans. I think no other person made any entries on those books after Mr. Timberlake's death; the entries generally were made on or by the last of the month.

Ques. (By same.) You have stated that Mr. Randolph received some articles left by Mr. Timberlake, for which you made an invoice, at cost prices. State, if you can, what all or any of those articles were.

Ans. I cannot state what the articles were, more than I have already testified to.

Ques. (By same.) State, if you can, whether any, and, if any, what articles were issued or sold after Mr. Timberlake's death, and credited to Lieutenant Randolph in the books kept by, or for him, which should, of right, have been credited to Mr. Timberlake.

Ans. There were no articles, that I recollect, left by Mr. Timberlake, that were served out by Lieutenant Randolph, except those which were received by Lieutenant Randolph by an invoice which was made out by me, and excepting provisions. I know of nothing which was credited to Lieutenant Randolph which ought to have been credited to Mr. Timberlake.

Ques. (By same.) State, if you can, whether any, and, if any, what articles were purchased by Lieutenant Randolph, at Mahon or at Gibraltar, for the use of the ship, or for distribution or sale to the officers and crew, specifying, if possible, what were procured at each place.

Ans. About 100 to 150 lbs. of tea, and about 12 cwt. of sugar, I am certain were bought at Mahon; part of the tea was bought in the harbor of Mahon, from Purser Butler. I cannot say any more than what I have already stated. Purchases were made by Lieutenant Randolph, at Gibraltar, of tobacco, tea, sugar, silk handkerchiefs, some duck or linen, and various other articles that I cannot recollect. I cannot say anything else with certainty.

Ques. (By the same.) State, if you can, whether any, and, if any, what books, kept by or for Lieutenant Randolph, will show the articles which were purchased or received by him, while in the Mediterranean and acting as purser, and their cost and value.

Ans. The invoices or bills of the articles which were received will show the quantity and cost. Those invoices were filed and left in the possession of Mr. Randolph, but not entered upon any of the books of Lieutenant Randolph, to my knowledge. I seen some of the articles; of others Lieutenant Randolph himself gave me the costs, and I added the percentage; nor were the costs or value of such articles entered on any book, that I know of.

Ques. (By same.) State, if you can, whether any of the duck or linen, purchased by Lieutenant Randolph at Gibraltar, was issued and charged as *slop clothing*, or whether it was issued as private stores, and charged as cash?

Ans. I cannot state, without referring to Lieutenant Randolph's slop book or day book, which will show whether it was issued as private stores or cash.

Ques. (By same.) Look at the items on the right-hand side of Commodore Patterson's account, marked W, being for \$16.80, and say in whose handwriting they are.

Ans. They are in the handwriting of William Morris.

Ques. Do you know when these sums were paid?

Ans. I do not know; the officers' day book ought to show.

Ques. (By the court.) State, if you know when those articles of clothing—referred to in Orfila's bill, of 15th March, 1828, which has been shown you—or any part of them, were received, when they were issued, by whom, and in what book the issues were first entered, and whether they were charged with the advance allowed on slops, or otherwise.

Ans. They were all, or part of them, received in March, 1828. I think the whole amount of them had been received during that month, but I do not know the date. They were issued as the tailor furnished them. The men were measured for their clothes. They were issued by me, on Mr. Timberlake's account. The issues were first entered on the day book, or some on the memorandum book, and then carried to the day book. They were charged, I think, twenty-five per cent., the advance allowed for private stores. I think they were all credited to Mr. Timberlake on the books. I recollect hearing Captain Patterson say to Lieutenant Randolph, that he could not take those things on his own account; as they were made for Mr. Timberlake, they must be charged for his benefit.

Ques. (By same.) Did you receive compensation other than that of steward's pay on board the Constitution? If yea, state what amount, from what period, when and by whom paid.

Ans. My agreement with Mr. Timberlake was for \$600 per annum, and a ration. He was to pay me the difference between \$18 and a ration per month, being steward's pay, and \$600 per year and a ration. I received the whole amount from Mr. Timberlake, at different times, according to that agree-

ment, except \$855 and some cents. I received \$605.97 from Mr. Timberlake besides my steward's pay. I received from Lieutenant Randolph, at Mahon, on account of Mr. Timberlake, \$200. I received \$600 from Lieutenant Randolph, by remittances from Richmond to me, at Brooklyn, on account of Mr. Timberlake, leaving a balance of \$55.86 due from Mr. Timberlake. The first remittance was of \$200, the second of \$400, and both were made to me, I think in the year 1829. I received in 1828, in November or December, from Mr. Randolph, for services rendered to him while attached to the ship, from the 1st April to 31st July, 1828, the sum of \$570. It was an understanding between Lieutenant Randolph and myself, that he was to pay me as Mr. Timberlake paid me, but there was no special agreement between us as to the exact pay for extra compensation. This was all I received from Lieutenant Randolph for services rendered him.

Ques. (By same.) Did you take your rations in money or in kind?

Ans. In money.

Ques. (By same.) Look at this paper now handed you, and marked O, and state, if you can, whether Lieutenant Randolph had any, and, if any, what agency in writing, or directing it to be written, or in rendering it to any individual, or if he saw it before it was sent.

Ans. I cannot; I do not know anything of it.

Ques. (By the same.) Look at the thirty-fifth specification, and state, if you can, whether Lieutenant Randolph wrote, or had any agency, directly or indirectly, in procuring, sanctioning, aiding, abetting, countenancing, or approving the writing of such letters as are stated in that specification, signed "Paul Pry" and "Iago."

Ans. I do not know; I cannot state.

Ques. (By the same.) Do you know whether the handwriting of the letter marked O is that of Lieut. Randolph or not?

Ans. It is different from any of his writing; I do not believe it is his handwriting.

Ques. (By the same.) Do you know that Lieut. Randolph purchased any robes or gown patterns, or if he had any on board the Constitution; if yea, can you state where he got them?

Ans. I do not recollect that he had any.

Ques. (By the same.) Do you know whether Mr. Timberlake left any such articles among his stores?

Ans. I am not positive; he had some, but whether there were any left I cannot say.

The court then adjourned until to-morrow, at 12 M.

SATURDAY, December 22, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel. The last day's proceedings were read.

The witness, private Thomas Norman, having been reported by the provost as unable to attend in consequence of sickness, Mr. George Bates, naval storekeeper at the Navy yard, Charlestown, Massachusetts, was then duly sworn by the president, and testified as follows:

Question. (By the court.) State to the court whether you received into your charge as navy storekeeper, at the Navy yard, Charlestown, Massachusetts, during the year 1828, and, if any, what articles of slop clothing from, and gave receipts to, Lieutenant Randolph, as acting purser of the frigate Constitution, and whether there were any, and if any, what prices annexed to the different articles in the receipts which you may have given to him for them.

Answer. I received into my charge, in August, 1828, from Lieut. Randolph, 19 blue cloth jackets, 7 pea jackets, 5 duck frocks, 15 flannel shirts, 2,489½ yards German linen. There were no prices annexed to the receipts which I gave him for them.

Ques. (By the same.) Did Lieut. Randolph, or any other person acting for him, state to you when, where, or under what circumstances the linen returned to you by him was obtained, and why it was returned as public slop clothing?

Ans. I cannot recollect distinctly; I only recollect generally that the orders of Captain Gallagher, who was the commanding officer of the yard in the absence of the commandant, directed it to be received as slops on account of pay. The order was in writing, because it was attached to the survey, which was approved, as for slop clothing.

Ques. (By the same.) State whether there were any, and if any, what articles of slop clothing landed from the frigate Constitution and placed in your charge at the Navy yard, Charlestown, Massachusetts, in 1828, for which you did not receipt to any person; and state further what disposition was made of such slop clothing, and if you can, whether any, and if any, what person has been since credited with them, and at what value.

Ans. There were articles landed from the Constitution and placed in my charge, in 1828, for which I have no recollection of having given any receipt, nor have I any copy of any receipt, for I did not know to whom they did belong. The articles were 245 blue cloth jackets, 62 blue cloth trowsers, 9 pea jackets, 28 duck frocks, 308 duck trowsers, 590 banyans, 64 flannel shirts, 179 flannel drawers, 10 red vests, 4 blue vests, 698 pairs yarn stockings, 9 blankets, 7 moss mattresses, 25 Guernsey frocks, 6 pairs shoes; most of this was sold at auction, being condemned by survey as damaged. The value of that which was considered good was estimated, and not being so perfect as new articles, they were valued below the then contract prices. Those goods were either served out or condemned under a survey. Of those sold I do not recollect the value. I do not know that any individual was credited with them. The United States frigate Constitution was credited with them by me; that is, they passed generally to the credit of the United States.

Ques. (By the same.) Did Lieut. Randolph, or any person acting for him, or any other person, state to you to whom that slop clothing belonged for which you gave no receipts?

Ans. I do not recollect that he did, or at any rate I had not a sufficient knowledge of who they belonged to, to enable me to pass them to the credit of any particular person. It was a matter of notoriety that Mr. Timberlake had been purser of the ship, but I had no official notice of it.

Ques. (By the same.) Were there any other articles belonging to the purser's department of the Constitution landed from her in 1828, and placed in your charge, for which you gave no receipt?

Ans. None.

Cross-examination by Lieutenant Randolph:

Ques. Can you state who assisted in the delivery, at the store in your care, of the stores or slops brought to the United States in the Constitution in 1828, and can you say whether Lieutenant Randolph was present?

Ans. Lieutenant Randolph was occasionally present; there was the gunner of the yard and another man, I think Midshipman Hoff, who were there; Lord, who was gunner, and this person, Midshipman Hoff, attended principally to the assorting of the articles at the time of the survey.

Ques. (By the same.) Can you enumerate the articles of the late Purser Timberlake, delivered to Mrs. Timberlake or any other person, on the return of the Constitution to the United States?

Ans. I can only say that there were one or two pipes of wine, some carpets, Grecian vases, and minerals, but they were never under my charge.

The witness, Mr. George Bates, was here dismissed from all further attendance.

Application was made to the court for leave to summon General Van Fossen, and a notice was accordingly made out for him.

Master Commandant E. A. F. Valette was again called:

Question. (By the court.) State if you know whether any articles of slop clothing or fine clothes, or blue cloth, which was left on board the frigate Constitution, at Mr. Timberlake's death, was afterwards issued or sold by Lieutenant Randolph?

Answer. I do not know that any of those slops were sold or issued by Lieutenant Randolph after Mr. Timberlake's death.

Ques. (By same.) Did Lieutenant Randolph act for or assist Mr. Timberlake in the performance of his duties, before Mr. Timberlake's death? If yea, for what length of time and to what extent?

Ans. I have no recollection of his having assisted Mr. Timberlake at any time.

Ques. (By same.) Was the appointment of Lieutenant Randolph, as successor to Mr. Timberlake, talked of before the death of the latter? If yea, how long?

Ans. Yes; the probability of Lieutenant Randolph succeeding Mr. Timberlake was spoken of before his death, but I cannot recollect how long; perhaps a week or two before Mr. Timberlake died.

Ques. (By same.) Was your account transferred correctly from the books of Purser Timberlake to those of Lieutenant Randolph, as his successor?

Ans. I believe the accounts were transferred correctly; I never discovered any error. I think I should have discovered errors if there had been any.

Ques. (By same.) Were there any payments made by Lieutenant Randolph to the officers of the frigate Constitution, while she was at Mahon, excepting those made immediately after the death of Mr. Timberlake?

Ans. I have no knowledge of any other payments.

Ques. (By same.) Did you have any knowledge, at the time of Lieutenant Randolph's entering on the duties of purser of the Constitution, of any terms of agreement made between himself and Thomas Norman, relative to the performance of the duties of purser's steward by the latter? If yea, state what you know on the subject.

Ans. I know nothing of their agreement.

Ques. (By Lieutenant Randolph.) Did or did not Lieutenant Randolph continue to do duty as lieutenant of the ship, all the time he acted as purser?

Ans. He did continue to do duty as a lieutenant, except occasionally when in port.

Ques. (By same.) Do you or do you not know that from the death of Purser Timberlake until the Constitution arrived in the United States, Thomas Norman, who had served as purser's steward and clerk of the said Purser Timberlake, was continued in the same duty, and whether he had or had not entire possession of the books and accounts of Lieutenant Randolph?

Ans. I know that he was continued in the same duty, and I believe that the books were in his charge.

The witness was here discharged for the present, and Lieutenant Amasa Paine was again called.

Question. (By the court.) Were there any payments made to officers, by Lieutenant Randolph, at Mahon, excepting those made immediately after Mr. Timberlake's death? If yea, state to whom, as nearly as you can?

Answer. I think there were payments made besides those immediately after Mr. Timberlake's death; I think the payments were general. There was a payment made to myself and some of the other midshipmen at the same time; I cannot state the amount, but I think it was a month's pay; I am, however, not certain that it was not for a ration, merely.

Ques. (By same.) While assisting Mr. Timberlake, did you make deliveries? If yea, in what manner did you note them, and in what books?

Ans. I made deliveries for Mr. Timberlake, but I do not think I noted them in any book. Mr. Timberlake was present always when I made those deliveries for him. Sometimes he entered them, and sometimes I made memorandums of articles delivered, and hung it up where Mr. Timberlake directed.

Ques. (By same.) Do you know whether there was any blue cloth purchased by Lieutenant Randolph, or served out by him, after Mr. Timberlake's death?

Ans. I do not know of either.

Ques. (By same.) Did you have any knowledge of the terms on which Norman performed the duties of purser's steward to Mr. Randolph? If yea, state all you know on the subject.

Ans. All the information I have on the subject is from Mr. Norman. He told me that Mr. Randolph had told him that he wanted him to open a new set of books; that he (Lieut. R.) was to give him (Norman) one-half of what was made by issues, with an understanding that he (Norman) was to keep up the books straight and fair, so that when he (Mr. Randolph) was called upon he should be able to settle them. Mr. Norman stated that Lieut. Randolph was not willing to give him any stated sum, because he might not make anything, but he was willing to share with him for the labor of the business. This conversation occurred within a fortnight after the death of Mr. Timberlake, on board ship at Mahon.

Ques. (By same.) Was or was not Norman in the habit of drinking to intoxication, whilst he was attached to the Constitution?

Ans. I have towards the latter part of the cruise seen him intoxicated, but I cannot say he was in the habit of it. I think he was not so, at the time of this conversation.

Ques. (By Lieutenant Randolph.) When you were paid for the month of March, did you at the same time receive an advance for the month of April?

Ans. I do not know.

The witness was here dismissed, and the court adjourned until Tuesday, 25th inst., at 12 M.

TUESDAY, December 25, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel.

The court then adjourned until to-morrow, at 11 o'clock A. M.

WEDNESDAY, December 26, 1832.

The court met. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. The proceedings of the two last days were read.

Private Thomas Norman was again called:

Question. (By the court.) At or about what day did you cease to perform duty on board the Constitution at Boston, in July, 1828?

Answer. I think the 31st July, 1828, was the last day. On that day I delivered the books, papers and pay roll of Mr. Timberlake to Lieutenant Randolph.

Ques. Did you perform the duties you had previously done up to that day; if yea, did you make up Lieutenant Randolph's final pay and receipt roll?

Ans. I did not make up Lieutenant Randolph's final pay and receipt roll. I did not perform my usual duties; but when in health was engaged in comparing Mr. Timberlake's final receipt roll with the fair transfer roll given to Lieutenant Randolph.

Ques. When and where did you make up the final receipt roll of Mr. Timberlake?

Ans. Part of it was done during the passage from Mahon to Boston. It was completed after the arrival of the Constitution at Boston, during the month of July.

Ques. From what books did you make up the final receipt roll of Mr. Timberlake, and to whom did you deliver those books when you gave up the charge, or finished using them?

Ans. I made up the final receipt roll from the receipt slop book, and officers' day and receipt book. I delivered those books to Mr. Randolph in his room, on shore, at Charlestown, when Lieutenant Randolph was present.

Ques. Did you make out Lieutenant Randolph's final pay and receipt roll, or assist in any way in making out the same; if not, who did?

Ans. I did not. Lieutenant Randolph took possession of his books about the 8th of July, 1828. I had nothing more to do with them after that time. I do not know who kept them afterwards. He employed Mr. Calder after I was taken sick, and I believe he kept them.

Ques. When and where was the transfer roll to Lieutenant Randolph made, and when was it delivered to him?

Ans. The fair transfer roll was made in Boston, at the same time that the final receipt roll of Mr. Timberlake (No. 10) was made. It was delivered to Mr. Randolph the same day—about the 31st July.

Ques. Was it possible for Lieutenant Randolph to make up his final receipt roll, without the transfer roll you have just mentioned?

Ans. Yes; there had been a rough transfer roll made out first, and to Lieutenant Randolph, about the 8th July, after which a fair copy was made. Lieutenant Randolph could have made his transfer roll from the rough one which I made out.

Ques. Did you at any time make or attempt to make, or assist to make, an account current between the government and Mr. Timberlake, or between Mr. Randolph and Mr. Timberlake; if yea, when and where?

Ans. I believe I made some entries in account current for Mr. Timberlake, which I believe he sent home; it was some months, perhaps a year before his death. I never attempted to make out an account current between Lieutenant Randolph and Mr. Timberlake.

Ques. (By court.) Did you ever see an inventory or account of articles of stores left by Mr. Timberlake on board the Constitution; if yea, when and in whose possession?

Ans. None to my knowledge.

Ques. Did you serve out any private stores left by Mr. Timberlake, other than those taken by Lieut. Randolph, upon invoice; if yea, by whose direction or order?

Ans. None.

Ques. Did you serve out any stores of any kind left by Mr. Timberlake, that were taken by invoice on account by Lieut. Randolph; if yea, by whose order?

Ans. I served out the stores that were named in the invoice I made out, already spoken of; I served them out by order of Lieut. Randolph.

Ques. Supposing issues to have been made to the crew of the Constitution after the 31st March, 1828, and before the time when Lieut. Randolph assumed the duties of purser, in whose day book could the charges have been made—that of Lieut. Randolph or of Mr. Timberlake?

Ans. I cannot recollect, but I presume that as Lieut. Randolph assumed the duties on the 1st of April, any such issues to the men would have been credited on his books.

Ques. Did you alter, or did you not, or do you know that any one else did make entries in, use for Mr. Randolph, memorandum books, which had been used and were partly filled by entries on account of Mr. Timberlake? if yea, state particulars.

Ans. I have seen a memorandum book here with entries made in it by Wm. Morris, which appear to have been made in that way, as there are entries after the first of April; I did not use any such memorandum books to make entries in for Lieut. Randolph, that I recollect of, but I may have done so.

Ques. Look at page 43, book No. 8, and state, if you can, why the amount first charged against 31st March, 1828, and the signature of the officer to a receipt for that amount was crossed out, and a small sum inserted under it for which there is no receipt; and, if you can, when the alteration was made.

Ans. I cannot account for it in any other way than that after receiving money he may have returned a part; I once knew him to draw all his money from Mr. Timberlake and then return part of it; the officers' day book might afford some information on the subject.

Ques. Look at page 50, book No. 8, and say, if you can, by whom the figures 440 in red ink were made?

Ans. They are not mine; they look something like Wm. Morris', but I would not swear to them.

Ques. Look at the entry against the 31st December, 1827, which is not receipted, and say, if you can, when it was altered, by whom, for what purpose, and what was the original entry?

Ans. I do not know for what reason, nor when; the entry is mine, but the officers' day book might show it.

Ques. Look at the receipt book No. 8, page 10, at Lieut. Dulaney's account added up as paid, \$2,147.62, then at his account on the pay roll No. 10, which charges \$2,014.80 and say why they disagree, why the account was not transferred to correspond with the receipt book.

Ans. I cannot account for it; the officer's day book may explain it.

Ques. Look at Surgeon Cornick's account in page 51, receipt book No. 8, and see whether the whole amount there paid agrees with the amount on the transfer roll, and if not what is the reason?

Ans. They do not agree; it is evidently an error—I cannot account for it in any other way; perhaps the officers' day book may show.

Ques. Were any of the officers of the Constitution in debt to Lieut. Randolph on her arrival at Boston; if yea, which officers and to what amount?

Ans. I do not know, I have no recollection; the pay rolls of Lieut. Randolph will show.

Ques. Did you have possession of Mr. Timberlake's officers' day book till the time you delivered all the books and papers as stated by you to Lieut. Randolph, and was that officers' book one of them so delivered?

Ans. It was in my charge up to the time I delivered the others to Lieut. Randolph, and that was one of those delivered; I have never seen it since.

Ques. Were you present at the Fourth Auditor's or Second Comptroller's office at any time when Lieut. Randolph requested permission to have access to the books of Mr. Timberlake? if yea, state as nearly as you can the precise terms of the request made by Lieut. Randolph, and the answers of the Fourth Auditor and Second Comptroller, or either of them.

Ans. I was present in the Second Comptroller's office; Commodore Patterson, Mr. Hill, Mr. Kendall, Lieutenant Randolph, and, I think Mr. Getty, were present, when Lieutenant Randolph requested an access to the books of Mr. Timberlake. Lieutenant Randolph requested that I might have *free access* to the books, in order to enable me to make out an account current between Lieutenant Randolph and the estate of Mr. Timberlake. It was not stated whether I was to be alone, or with others; free access only was asked for. It was my understanding that the clerk, who settled those accounts, would be present with me. I think there was no answer made at the time. He repeated the request, and it was Mr. Hill and Mr. Kendall, one or the other answered, "they would consider on it;" this was all that passed at this time. I have no knowledge of his making any other request after that period.

Ques. Did you ever have any conversation with any person in relation to any such letters as are set forth in the thirty-fifth specification, before such, or similar letters were published in some of the papers in this city; if yea, when?

Ans. Never.

Ques. State, if you can, why the transfer roll to Lieutenant Randolph was not made at the time of Mr. Timberlake's death, or sooner than it was made.

Ans. My ill health was the principal cause, besides having a multiplicity of business to do; and also being occupied in opening a new set of books for Lieutenant Randolph.

Ques. Did you make duplicates of the transfer pay roll, delivered to Lieutenant Randolph; if yea, was a copy receipted by him, and to whom was it delivered?

Ans. There were only a rough and fair transfer roll made; a copy was not receipted, I think, by Lieutenant Randolph, but Commodore Patterson approved or signed the fair transfer roll.

Ques. Did Commodore Patterson, or any other officer, ever call on you for an invoice or account of stores left by Mr. Timberlake, or did you ever hear him ask Lieutenant Randolph for such invoice or account? If yea, state all the conversation.

Ans. Commodore Patterson did not, nor did any other officer call on me for an account of stores left by Mr. Timberlake; nor did I ever hear Commodore Patterson ask Lieutenant Randolph for such an account.

The following books were offered by Lieutenant Randolph, and identified by Mr. Norman as kept by him for Lieutenant Randolph, as part of his books as purser:

No. 49. The subsistence abstract.

No. 50. Officers' receipt book.

No. 51. Officers' day book.

No. 52. Men's day book.

No. 53. Receipt slop book.

No. 54. Thomas Norman's account with Mr. Timberlake.

No. 55. Account of John Fernandez with ship Constitution.

No. 56. Ladisco's bill for sugar.

No. 57. Madico's memorandum of slop clothing, and prices annexed.

The court then adjourned until Friday, at 12 M.

FRIDAY, December 28, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel. The last day's proceedings were read, and Lieutenant Randolph offered letter No. 53, being a copy of a letter from him to the Secretary of the Navy, dated 28th July, 1828, and letter No. 59, the answer of the Secretary, dated 1st August, 1828.

Mr. Amos Kendall, Fourth Auditor of the Treasury, who had been heretofore sworn, produced Nos. 60 and 61, as the receipt slop books of Mr. Timberlake. The witness was then examined, and testified as follows:

Question. (By the court.) State to the court whatever you may know respecting any claim made by Lieutenant Randolph, as having paid for the use of the United States \$8,000, more or less, beyond the amount he had received from the government before his arrival at Boston, in July, 1828, and point out if you can the books or vouchers tending to show such an expenditure.

Answer. The vouchers received in support of it are, first—

For slop clothing received at Mahon, per account current No. 4.....	\$742 50
Cash at Gibraltar from McCall, navy agent, same account, No. 4.....	11,000 00
He is credited in account current No. 4 with his expenditures in April and May, 1828, for small bills at Mahon and Gibraltar.....	428 93
Final payments at Gibraltar and Mahon, on the final pay roll No. 7, vide Nos. 22, 35, 71, 92, 93, 156, 166, 193 and 325 on that pay roll No. 7.....	1,365 18
Advances to supernumeraries, by numbers on the last leaf of same roll.....	100 66
Mr. Timberlake's bills paid at Gibraltar, charged in the account current No. 4.....	4,273 84
Advances to officers and men by pay roll No. 7.....	11,959 63
Advances to marines on same roll.....	985 35
Advances in slops, same roll.....	851 66
Slops returned to the store in Charlestown, by account current No. 4.....	764 64
	\$200,729 89

In examining Lieutenant Randolph's loose receipts from the officers of the ship, filed with his account in the office, and now in court, it appears that some of the moneys paid after the ship arrived in Boston are charged on the roll No. 7, in the column of advances, as for previous advances on account of pay, as though previously made.

Fifteenth specification:

Ques. State if you can whether Lieutenant Randolph has claimed credit for any payments which were in fact paid by Mr. Timberlake, and if any, what payments, and by what books or vouchers they can be shown.

Ans. After being called on by me to exhibit what disposition he had made of the money left by Mr. Timberlake, he claimed to have paid out of it all sums charged to the officers on the officers' receipt book No. 8, under date of 31st March, 1828, and I understood from Lieutenant Randolph that he claimed all that was under that date, and also the amount of a discharge roll of men discharged at Mahon, (No. 62) which book and roll were then produced by Thomas Norman for the first time.

He also claimed to be paid a tailor's bill (Orfila's) at Mahon, a copy of which, No. 45, is now here, and was then in the office among Mr. Timberlake's papers, all of which payments were received to Mr. Timberlake, except Orfila's bill. I know of no fact to discredit the vouchers.

Sixteenth specification:

Ques. State to the court what you may know in support of or in relation to the sixteenth specification; of the grounds upon which it was drawn, or the books or vouchers which may explain the same.

Ans. There were memorandum books which contained various articles of money paid and stores furnished to the officers. I took from those books when in Boston a memorandum of payments, which contains the items referred to. Those entries induced me to think that some of the charges made in No. 8, under the 31st March, were in fact part paid by Mr. Timberlake antecedent to that time; for instance, as to Lieutenant W. Shields' account, page 5, in book No. 8, he is charged on the memoranda with the following:

On February 16.....	\$5 00
On February 19.....	10 00
On February 20.....	3 50
On February 21.....	5 00
On February 23.....	16 00
On February 29.....	26 60
On March 3.....	10 00
On March 17.....	21 88
Commodore Patterson was charged in the same memorandum book, dated 1st February.....	60 00
On book No. 2, 20th February.....	9 50
Charged on one or other of those books, March 3.....	100 00
Charged on one or other of those books, March 17.....	7 00
Charged on one or other of those books, March 20.....	200 00
To Assistant Surgeon Mosely's account, in page 55, book 8, he was charged on one of the memorandum books, dated 1st March.....	100 00
Lieutenant Dulany's account, page 10, No. 8, charged in the memorandum book, March 3....	90 50
Midshipman Marshall, charged on one of those memorandum books, under date of March 4...	20 00
Midshipman Marshall, charged on one of those memorandum books, under date of March 5...	20 00
Sailingmaster Pope, page 8, No. 8, charged March 5.....	50 00
Sailingmaster Pope, page 8, No. 8, charged March 17.....	30 76
Lieutenant Valette, page 2, No. 8, charged March 5.....	20 00
Lieutenant Randolph, page 45, No. 8, charged March 3.....	50 00
Lieutenant Randolph, page 45, No. 8, charged March 5.....	20 00

I know of no other books except these memoranda to explain this specification.

Seventeenth specification:

Ques. State what you know of the seventeenth specification, and what books or vouchers can be referred to, to explain or confirm the same.

Ans. All the knowledge I have on this is derived from the receipt book No. 8, the pay roll No. 7, Mr. Timberlake's pay roll No. 10, and the memoranda referred to in the preceding answer.

Ques. State what you know in relation to the eighteenth specification, and what vouchers or books can be referred to as confirming or explaining the same.

Ans. Lieutenant Randolph stated to me early in 1830, that all the sums charged under date of 31st March on the officers' book No. 8, were paid after Mr. Timberlake's death, early in April, 1828. It appears in memorandum book No. 2, page 24, that \$96 was paid on the 16th of April, 1828. There was no book or voucher, to my knowledge, showing that Lieutenant Randolph paid any of the portion of \$770.43, as noted in the book No. 8, under date of 31st March, 1828.

Ques. State what you know in relation to the 19th specification, and what books or vouchers can be referred to in explanation or support of the same.

Ans. All that I know is derived from memorandum book No. 2, page 10, and Mr. Randolph's pay roll No. 7, to which the figures in red ink on the memorandum book appear to refer as the number of the men on that roll.

Twenty-second specification:

Ques. State what you in relation to the twenty-second specification, and what books or vouchers can be referred to in support of the same.

Ans. There are alterations in many of the accounts. I do not know when they were made, but it appears, from the face of the books, that they were made after the accounts were closed, and the sums added up. Neither the alterations nor additions were made in the office; all the alterations were made before the book was handed to me in the Department by Thomas Norman, and it was then in its present state. The mode by which I arrived at the amount of the alterations, was by a careful examination of the remnants of the original figures and letters left by the alterations, and certain pencil marks appearing under where the original additions appear to have been made, and adding the difference between the original and the present amounts to the altered items. In some cases of alterations the original additions in red ink are still left.

Examination on the latter part of the twenty-fourth specification, the former part, as to the amount of receipts, having been previously admitted by Lieutenant Randolph:

Ques. State what amount was paid to the officers and men of the frigate Constitution, at Boston, in 1828, by Lieutenant Randolph, or what books or vouchers will show the same?

<i>Ans.</i> The payments to officers and men, by reference to the pay roll No. 7, will show..	\$66,615 90
To the marines.....	6,407 20
	<hr/>
Deduct final payments at Gibraltar and Mahon.....	\$73,023 10
	1,365 18
	<hr/>
Leaves for payments at Boston	\$71,657 92
	<hr/>
Which deducted from his acknowledged receipts, leaves.....	\$21,990 38
	<hr/> <hr/>

There should be deducted from that balance the sums paid at Boston and entered on the roll under the head of advances as referred to under the eleventh specification, and any other payments that may be found to have been made at Boston.

Twenty-fifth specification:

Ques. State what you know in relation to the twenty-fifth specification, and what vouchers will explain or sustain the same?

Ans. By Lieutenant Randolph's account current No. 4, and the vouchers accompanying it, the following sums of the \$21,990.38, stated in the foregoing answer, appear to have been accounted for:

Commissions allowed Lieutenant Randolph.....	\$2,267 42
Expenses and clerk at Charlestown	90 00
Postage	2 57
Traveling expenses to Washington and settling accounts.....	167 40
His pay for August and September	200 52
To K. Calder for transportation of himself and Timberlake's books to Washington	78 15
Returned into the Treasury	10,257 43
	<hr/>
Making in all	\$13,002 99
	<hr/>
Leaving unaccounted for	\$8,987 39
	<hr/> <hr/>

Twenty-sixth specification:

Ques. State what you know in relation to the twenty-sixth specification, and the books or vouchers by which it can be explained or sustained.

Ans. I know nothing of it.

Twenty-seventh specification:

Ques. State what you know in relation to the twenty-seventh specification, and what books or vouchers refer to or explain the same.

Ans. The witness refers to his answer under the twenty-fifth specification, and adds "that it appears by Lieutenant Randolph's account current No. 4 and pay rolls that he paid away, before the ship arrived at Boston, about \$8,987 more than he has charged himself with before he got home, and after his return he had about that much left after making all payments on account of the ship, with which he has never credited the government, and to complete the process, it appears by his bank account that he drew about that sum from the Bank of the United States at Boston on his private account.

The court then adjourned until to-morrow at 12 M.

SATURDAY, December 29, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel. The proceedings of the last day were read, down to the examination on the twenty-second specification. The examination of Mr. Amos Kendall was then resumed.

Twenty-eighth specification:

Ques. State what you know in relation to the twenty-eighth specification, and what books or vouchers will explain the same.

Ans. I do not know what amount of Mr. Timberlake's private stores came into Lieut. Randolph's possession; he has accounted in his account current No. 4 for \$607.21, proceeds of Mr. Timberlake's private stores, sold at Charlestown. I have no knowledge of his accounting for anything more on that account.

Twenty-ninth specification:

Ques. State what you know in relation the twenty-ninth specification, and what books or vouchers will or ought to explain the same

Ans. I do not know the precise sum left. Lieut. Randolph admitted to me there was upwards of \$10,000 of Timberlake's money. He has accounted for none of this money to the government, as far as I know. There ought to have been an inventory showing the amount received, and it should have been entered on Lieut. Randolph's account current, and the same account current ought to have shown the disposition made of the money.

Thirtieth specification:

Ques. State what you know in relation to the thirtieth specification, and what books or vouchers will or ought to explain the same.

Ans. All I know is from Lieut. Randolph's receipt to Mr. Ladico, and a copy of the same with Mr. Ladico's explanations annexed in No. 63, the prices in No. 57, and Mr. Randolph's account current No. 4.

Thirty-first specification:

Ques. State what you know in relation to the thirty-first specification, and what books or papers will explain it.

Ans. The amount of moneys received will appear by account No. 4, and to the sums there appearing should be added the money left by Mr. Timberlake, whatever it was. As to the manner in which it has been accounted for, I refer to my evidence given under the twenty-fourth and twenty-fifth specifications, and to the account current No. 4.

Thirty-second specification:

Ques. State what you know in relation to the thirty-second specification, and what vouchers or books will explain or support the same.

Ans. I compound the items in Mr. Randolph's bank account No. 44 with the final payments in his roll No. 7, and found the result to be as set forth in paper No. 64, now presented.

Thirty-fourth specification:

Ques. State what you know in relation to the thirty-fourth specification, and what books or vouchers will explain the same.

Ans. The money referred to never has been accounted for to my knowledge, further than stated by me under the twenty-fourth and twenty-fifth specifications. I know of no other books or vouchers than those therein referred to, and the bank account No. 44, to throw any light on the subject.

Forty-first specification:

Ques. State what you know in relation to the forty-first specification, and what vouchers and documents will explain or support the same.

Ans. On the 6th April, 1831, I addressed a letter to Lieutenant Randolph asking for the explanations referred to in the forty-first specification, to which letter I received the answer No. 65, now produced. The statement required has never been furnished.

Cross-examination of Mr. Kendall:

Ques. (By Lieutenant Randolph.) Has or has not the account of the late Purser Timberlake been credited with money and stores, supposed to have been left at his death, if yea, to what amount?

Ans. With the \$607 21, being the proceeds of some stores sold at Charlestown, Mr. Timberlake's account has been credited. I have no recollection of any other credit on that account.

Ques. Has or has not there been found among the vouchers of the late Purser Timberlake an account current corresponding with the pay roll of the men discharged at Mahon, and officers' receipt book, bearing date 31st March, 1823?

Ans. I know of no other account current of Mr. Timberlake except the one now shown (No. 35), which was made out in the office by a clerk then there, named James H. Handy, except the first six pages, part of the seventh, twelfth, and thirteenth, and part of the fourteenth pages, which were made out, I presume, before the account came to the office. It corresponds with Mr. Timberlake's final pay roll No. 10.

Ques. Will not the account current show how much money belonging to the estate of the late Purser Timberlake was used in paying the men discharged at Mahon, on or about the 31st March, 1823, also such officers as appear to have been paid, according to the officers' receipt book, at the same time?

Ans. The account current shows nothing on the subject.

Ques. Do you or do you not know that Lieutenant Randolph has settled his accounts as acting purser of the Constitution?

Ans. It appears by the records of the office that his accounts have been settled.

Ques. In the settlement of Lieutenant Randolph's accounts at the Department, were they not closed, and so certified, by the Fourth Auditor and Second Comptroller of the Treasury?

Ans. They were.

Ques. Do you know that any part or parcel of the money which came into the hands of Lieutenant Randolph as public funds remains unaccounted for?

Ans. Only from the papers before the court.

The court then adjourned until Monday next, at 12 M.

MONDAY, December 31, 1832.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. The proceedings of the last day and those of the previous day from the twenty-second specification, inclusive, were read.

Master Commandant Valette was again called, and testified as follows:

Question. (By the court.) You have stated that you believed Mr. Randolph only made you one payment in money after Mr. Timberlake's death, before your arrival at Boston. Can you state in whose name the receipt for that was taken?

Answer. I think the payment was made by Lieutenant Randolph about the 27th April, a part of which (\$47.06) was receipted for on Mr. Timberlake's book, No. 8, opposite 31st March, and the balance, \$50, was receipted for on Mr. Randolph's book, No. 50, opposite the 27th April.

Ques. State if you can for what purpose the receipt signed by yourself on No. 50, under date of 31st March, 1823, was given.

Ans. It appears to have been for mess bills and sundries.

Ques. (By Lieutenant Randolph.) Do you or do you not know that the failures to take inventories of the stores in the purser's department on public accounts was owing to the inconvenience of getting them; and did not Captain Patterson acquiesce in the proposition to postpone the survey until the arrival of the ship in the United States?

Ans. I know the failure of obtaining inventories of all the articles was because some of them were in inconvenient situations where they could not be got at; and I know that Captain Patterson acquiesced in permitting those stores to remain until the arrival of the ship; but I was always under the impression that inventories had been taken as far as they could be conveniently before the ship arrived.

The witness was then finally dismissed, and the cross-examination of Amos Kendall resumed.

Cross-examined:

Question. In the settlement of Purser Timberlake's accounts is he credited with the amount paid to the officers of the Constitution, as on 31st March, 1828, according to the receipt book No. 8, now in court?

Answer. So far as this receipt book No. 8 corresponds with the pay roll No. 10 is he credited, but as there are discrepancies between that book and the roll No. 10 he is not in those cases credited with those items.

Ques. In the settlement of Purser Timberlake's accounts is he credited with the sums paid to certain men discharged at Port Mahon, as on 31st March, 1828, according to the entries in No. 10, now in court?

Ans. He is.

Ques. In the settlement of Purser Timberlake's accounts is he credited the amount of money paid Orfila, the tailor, by Lieutenant Randolph, as proved by the deposition of said Orfila before Ladico, and now in court?

Ans. Mr. Timberlake is not credited with the amount of Orfila's bill; it is a private bill.

Ques. In the settlement of Purser Timberlake's accounts is he credited with several sums paid by Lieutenant Randolph to Norman as on account of Mr. Timberlake as purser's steward and purser's clerk?

Ans. I do not know; I have no knowledge of any such payments or credits.

Ques. In the settlement of Purser Timberlake's accounts is he credited by any sum paid by Lieutenant Randolph to Prince, as on the 31st March, 1828; if yea, what sum?

Ans. I do not know of any credit to Mr. Timberlake for any money paid by Lieutenant Randolph.

Ques. In the settlement of Purser Timberlake's accounts is he credited with the amount due and paid by Lieutenant Randolph to one John Fernandez, according to the account approved by Commodore Patterson, and as acknowledged by the said Fernandez, as by paper No. 66?

Ans. Mr. Timberlake is not credited with that sum, but Lieutenant Randolph is credited with the payment.

Ques. In the settlement of Purser Timberlake's accounts, with what other sums, paid by Lieutenant Randolph on his account, has he been credited?

Ans. I know of no sums, paid by Lieutenant Randolph, with which Mr. Timberlake has been credited.

Ques. Do you or do you not know that Lieutenant Randolph has paid any sums on account of Purser Timberlake; if yea, to what amount?

Ans. I do not know of any such payments, excepting those at Gibraltar:

Canepa's bill	\$1,483 43
Linze's bill	1,417 70
Henry & McCall.....	1,388 28
Hill & Blodgett.....	34 48
	<u>\$4,273 84</u>

These have all been credited to Lieutenant Randolph, in his public accounts, and charged to Mr. Timberlake.

Ques. In the disbursement of \$11,483, what would be a purser's commission upon the same, according to the regulations or laws governing in such cases?

Ans. I am unable to tell without knowing how it was disbursed.

Ques. Do you or do you not know that Lieutenant Randolph paid a bill of Purser Timberlake to Purser Butler; if yea, to what amount?

Ans. I know that Purser Butler paid a bill for the Constitution, at Mahon, I think in April, 1828, exceeding I believe \$7,000, for which Purser Butler has obtained a credit in the settlement of his account. I have never heard that Lieutenant Randolph ever paid him any money, except for some tobacco bought by him, from Mr. Butler, at Gibraltar. I think the payment of upwards of \$7,000, paid by Purser Butler, was approved by Commodore Patterson, (for supplies,) in consequence of want of funds in the ship Constitution. This bill was not for articles chargeable to any individual, but was for public disbursements or supplies.

Ques. When did you first come to the knowledge you now possess, that John Johnson had seen and become acquainted with Norman, and from whom did you derive your knowledge?

Ans. I do not recollect the precise date; but it was immediately after the publication of Major Eaton's address to the public, probably in July, 1831. Mr. Thornton, the Second Comptroller, called at my office and mentioned to me that Mr. Johnson, on reading the letter signed "Iago," remarked to him that he had seen it before it was sent. This was my first knowledge on the subject. Mr. Johnson had mentioned the name of the person to Mr. Thornton who had shown the letter to him (Johnson), but Mr. Thornton did not recollect the name.

Ques. Have you yourself ever had any conversation since with the said John Johnson? and state, if you can, the substance of his communications to you in relation to the anonymous letters, if he made any.

Ans. I requested Mr. Thornton to inquire of Mr. Johnson the name of the person in whose hands he had seen this anonymous letter; he afterwards informed me that Mr. Johnson said it was Norman. I then conversed with Mr. Johnson myself. He informed me that Norman, one evening, came into the grocery then kept by him, and told him he had some papers which he wished to show him; that he stepped with Norman into a back room, or up stairs, I forget which, where Norman showed him a letter signed "Iago," and another written paper of greater length; that Norman said that Major Eaton had treated him badly by promising to procure him an office which he had not done, and he intended to be revenged on him. He said, also, that Mr. Norman told him that he had come here upon the subject of Mr. Timberlake and Mr.

Randolph's accounts; that, if they could be settled to our satisfaction (were the words used by Norman) it would be something to his advantage. Mr. Johnson stated further to me, that Mr. Randolph and Mr. Norman had been once or twice in his grocery together; but they were not together at that time.

Ques. Do you know that Major Eaton ever did make any promises to Norman that he should procure him an office? and if yea, state what that office should be.

Ans. I have no knowledge that any such promise was ever made.

Ques. Is the private letter book of Mr. Timberlake (now shown you, No. 39,) now in the state in which it was first delivered in your office, and within your knowledge has any person had access to that book out of your office at any time?

Ans. I do not know in what state it was when it was delivered into the office; it was mutilated as it now is when I first saw it, which was about October or November, 1829. The letter dated September 27, 1827, wafered in, was not there then; I found it among the accounts and placed it there myself, because by the date it appeared to fit that date, as there was a letter cut out there. The book has not been out of the office, to my knowledge, except when sent for the purposes of the court; I took it out myself to bring it before this court. This book, with all the papers belonging to Mr. Timberlake's accounts, were in the charge of Mr. Ezekiel McDaniel, Mr. Getty, and Mr. Handy, before I saw it; the last-named person presented it to me, and said it was mutilated as it then was, when he first saw it.

Ques. Look into the said letter book, and say how many pages appear to be cut out?

Ans. There appear to be 42 pages cut out, two of which pages are in the book, loose, on one leaf.

Ques. What appear to have been the dates of the letters on the missing pages, if any, by comparison of the dates before and after them?

Ans. The first mutilation is preceded by an invoice, dated June 3, 1824; the next following date is July 26, 1824, and on the same sheet; but the next page is a letter of July 14, 1824. The next mutilation is between the dates of July 14, 1824, and August 2, 1824. The third mutilation is between two letters of same date, October 29, 1824. The next is between October 14th and 17th. The next is between the 31st May and 12th June, 1825. The next is between the 27th December, 1825, and 23d February, 1826. The next between 10th and 23d March. The next between 24th and 26th March. The next between 16th and 21st April. The next between 24th April and 6th May. The next between 16th May and 13th June, 1826. The next between 3d and 14th September, 1827. The letters are not in chronological order.

Ques. Are there any missing leaves on which letters may have been written between the dates of March 31, 1828, and any subsequent date?

Ans. The last letter in the book is dated February 3, 1828; there is at the other end of the book, dated March 5, 1828, a requisition. There are no letters cut out between those leaves. In the other end of the book there are several requisitions.

Ques. Could the missing leaves in that book have any relation to the accounts of Lieutenant Randolph, after the death of Purser Timberlake?

Ans. They would probably show some stores which Mr. Timberlake might have had on hand at the time of his death, and might have shown the state of his funds at the time of writing.

Ques. Would not the funds and stores on hand better ascertain the state of the department of Purser Timberlake at the time of his death than the letters in letter book 39?

Ans. Certainly, if there had been any inventories of them.

Ques. Have you ever been informed by any person that the missing leaves have come into the possession of Major Eaton and his lady; if yea, when and by whom were they conveyed to them or either of them?

Ans. I have never been so informed.

The cross-examination of the witness was here closed, and the following questions by the court were put:

Ques. (By the court.) Do any of the entries in book No. 39 relate to the stores on hand at any time, or to the state of Mr. Timberlake's funds at any given time?

Ans. All the letters appear to relate to his accounts, and some of them to the state of his accounts.

Ques. Has the account of the late Purser Timberlake been finally settled in the Treasury Department; if yea, was he found to be a creditor or debtor to the United States?

Ans. An account has been settled and reported in the Department by the Fourth Auditor and Second Comptroller. It has never been finally settled. He was found a debtor to the government in that statement.

Ques. Can you state under what head the deficiencies of Mr. Timberlake occurred, and whether under the head of moneys received, slop clothing, or provisions, and the amounts under each of those heads?

Ans. I cannot, nor do I think I can furnish such a statement.

Ques. Does it appear, or can it be ascertained by any of the accounts rendered by Mr. Timberlake himself, at what particular period he first became a debtor to the United States, in his accounts for the Constitution, beyond the credits to which he was then entitled?

Ans. I think there are no accounts to show it; I know of none.

The court then adjourned until to-morrow, at 11½ o'clock A. M.

TUESDAY, January 1, 1833.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel

Mr. Amos Kendall was called to answer the following questions:

Question. (By Lieut. Randolph.) Have you in your office the vouchers of Purser Butler, for credits claimed on account of disbursements for the Constitution; or has he settled his accounts with the Department?

Answer. Purser Butler's account has been settled, and in that account is a voucher for \$7,183.16, paid on account of the frigate Constitution, for supplies furnished from 17th December, 1827, until 26th April, 1828, including commissions. It is approved by Commodore Patterson, and paid by order of Commodore Crane. The bill is made out in the name of G. C. Ladico.

Ques. (By same.) Can you tell what has become of the last bond of Purser Timberlake, and state who are his securities on it?

Ans. I do not know anything about his bond. I have never seen any. I believe those bonds are kept in the office of the Secretary of the Navy.

The court then adjourned until to-morrow, at 12 M.

WEDNESDAY, January 2, 1833.

The court met. Present: all the members, the judge advocate, Lieut. Randolph and his counsel. The proceedings from Monday to yesterday, inclusive, were read.

Private Thomas Norman was again called, and his cross-examination proceeded in as follows:

Ques. (By Lieut. Randolph.) Have you ever compared the receipts in book No. 8, as of March, 1828, with the final receipt roll No. 10?

Ans. I must have done so when I made out the receipt roll.

Ques. Will the final roll No. 10 correspond with the payments to the officers included there, on the 31st March, 1828, as they appear in book No. 8, whether receipted for or not?

Ans. Yes.

Ques. Had you, at any time after book No. 8 came into the Navy Department, access to the same; and did you ever see it after it left the ship?

Ans. I had no access to it after it came into the office, except once, when it was shown to me in the presence of Commodore Patterson, Mr. Hill, the Second Comptroller, and Mr. Kendall, the Fourth Auditor. I delivered that book to Lieut. Randolph; it was packed up in my trunk while I was sick, by my boy, and it was delivered to Lieut. Randolph the day previous to the time referred to when I saw it in the office. This was the only one of Mr. Timberlake's books which I did not deliver.

Ques. As the officers were paid, did they or either of them object to the accuracy of the entry or entries, as they now appear in book No. 8?

Ans. None of them, to my knowledge.

Ques. Were the alterations or corrections made before the payments were actually made; and did the corrections stand, as they now appear, at the time the officers signed their receipts?

Ans. I am under the impression, the alterations were made before the payments to the officers; and I think the corrections stood then as they do now.

Ques. In making out a pay roll of any sort, was it or was it not customary to compare the sheet with the entries previously made in memorandum books or the day book, as the case may be?

Ans. I had to take the accounts, of course, from the day book or receipt book to make out the pay roll.

Ques. Have you any recollection of the payment by Lieut. Randolph of sundry bills incurred by Mr. Timberlake before his death; if yea, what was, to the best of your recollection, the amount thereof?

Ans. There were bills paid. I have already mentioned Orfila's bill; and Mr. Randolph also paid the ration money, for the officers' boys, for the month of March, and the captain's boys perhaps for a longer period; also Mr. Timberlake's house rent while on shore. The subsistence abstract of Mr. Timberlake will show the amount paid the boys for ration money. He must also have paid for Mr. Timberlake's expenses for living on shore. And I have no idea of the general amount paid by Mr. Randolph for Mr. Timberlake.

Ques. Did you ever see the anonymous letters mentioned in specification No. thirty-five, or either of them, before you came last to this city?

Ans. I saw them published in the papers in 1830. I never saw the originals; nor did I ever see them in any shape except when printed.

Ques. Are you well acquainted with the handwriting of Lieut. Randolph? and if yea, state whether there is any similarity between it and the letter marked O.

Ans. I am well acquainted with his handwriting, and there appears to be no similarity.

Ques. Do you know John Johnson, the present messenger in the Second Comptroller's office; if yea, when and where did you become acquainted with him?

Ans. I did know a man named John Johnson, who kept an oyster house when I was here three years ago. All my acquaintance with him arose out of my going there to get oysters. The house was kept by him and his son.

Ques. Have you ever written, had in your possession, or shown to any one, letters of similar import with those above mentioned?

Ans. Never.

Ques. Did you ever write to or correspond with John Johnson, if yea, what was the subject of your communications to him?

Ans. I never wrote to or corresponded with him.

Ques. Did you at any time show him letters like those mentioned in specification No. 35?

Ans. No.

Ques. Was he ever in your room, if yea, what conversation if any passed between you?

Ans. He came into my room once, for five dollars, which I owed him; I paid him the money, and that was all.

Ques. Who was your room-mate at the time, and was he present when Johnson called upon you?

Ans. General Van Fossen was my room mate, at the time, and I think he was present when Johnson called for the money.

Ques. Was Johnson more than once in your room?

Ans. No, not when I was present.

Ques. Did you ever complain to him of ill usage by any one; if yea, of whom did you complain?

Ans. I never did.

Ques. Did you at any time in your room, or anywhere else, show or read to the said John Johnson any letter or letters?

Ans. No, I never did.

Ques. What books of Purser Timberlake was Lieutenant Randolph desirous of seeing, in company with you, at the Fourth Auditor's office?

Ans. The receipt slop book, the day books, final receipt roll, and the officers' receipt book, and the subsistence abstract; I named them at the time as those which I wanted to see, I think.

Ques. Did you or did you not know that he wished access only to such books and documents as involved his accounts with the late Purser Timberlake, in the disbursement of the money and effects which he had come into his possession?

Ans. I supposed so. He stated to the Fourth Auditor and those present at the time that he wanted them for me to make out an account current, in order to exonerate him from the charges which were made against him.

Ques. When you were first in Washington, after the return of the Constitution to the United States, did any person offer you an appointment; if yea, who, and what appointment?

Ans. Mr. Eaton offered his services in 1829 to procure me a purser'ship, as soon as Mr. Branch returned from North Carolina.

The cross-examination was here closed, and the following questions put by the court:

Ques. (By the court.) At what time did you first ascertain that you would not receive an appointment as purser?

Ans. After I left here in April, 1829, with a promise from Major Eaton that I should receive the appointment on the return of Mr. Branch, and not hearing from Major Eaton, (after Mr. Branch had returned two or three weeks) I gave up all expectation of it.

Ques. Were any reasons ever assigned to you why you did not receive the appointment before spoken of?

Ans. None.

Ques. Were you sick when you were in this city in 1830; if yea, did any person not belonging to the house in which you lodged render you any assistance?

Ans. I was sick in 1830 while here; I received no assistance from any one not belonging to the house, except physicians.

Ques. Why did Major Eaton offer to procure you the appointment you have mentioned? State, if you know.

Ans. I was at his house in the evening, when Mrs. Eaton herself first proposed it, by saying that I had been long enough in the service to be made a purser. Major Eaton then asked me if I wished it; I told him I did, and he then offered his service to procure it for me.

Ques. At any time when you wrote in the letter book of Mr. Timberlake, (No. 39,) did you observe that there were any leaves cut out of the same? If yea, state at what time.

Ans. I never observed any cut; the book was entire when I last saw it, which was on shore, at Mahon, in Mr. Timberlake's room, a few weeks before his death.

Ques. Do you know the subject matter of any letter or letters which were recorded in that book, No. 39, and which is not there now? if yea, state it as fully as you can.

Ans. There was a letter in that book which I recollect copying, addressed to Smith & Nichol, of New York, relative to the disposition of money belonging to Mr. Timberlake, in the hands of those gentlemen, amounting to between three or four thousand dollars. The letter was from Mahon, and dated in February or March, 1826. I recollect no other letter out of that book.

Ques. Here is a memorandum book, No. 2; examine it, and state if you know in whose handwriting it is, and if any of it is yours.

Ans. Some of the entries are in the handwriting of Wm. Morris, and some few in mine.

Ques. State, if you can, if any of the articles charged in that book, after the 31st March, were articles belonging to or left by Mr. Timberlake, and not taken upon invoice by Lieutenant Randolph.

Ans. These, as described in book No. 2, appear to be articles, or part of the articles of the same kind, turned over to Mr. Randolph by invoice.

Ques. State if you know why charges in the 4th and 5th pages, under date of 20th and 23d March, appear in red and black ink, and if they refer to both Mr. Timberlake's and Mr. Randolph's books.

Ans. The items in red ink in page 4, for two cakes of soap to Lieutenant Tallmadge, under date of 23d March, refer to Lieutenant Randolph's officers' day book No. 57, where they are charged under date of 1st April. In the same page, on book No. 2, in red ink, the items under date of 23d March, are charged in Mr. Randolph's book No. 57, in Mr. Turner's account. Midshipman Hoff, who is put down in the book No. 2, page 5, for \$2.50, under date of 23d March, in red ink, is charged with that amount in Mr. Randolph's book No. 57, under date of April 1st. The entries in red ink in book No. 2 appear to refer to Lieutenant Randolph's officers' day book No. 57, and the entries in black may refer to some other book.

Ques. You have stated that you saw some of the officers paid the amounts receipted for in book No. 8, as on 31st March, 1828. Do you recollect, and can you state whether Captain Valette was one of those you saw paid; if yea, at or about what date was the said payment made to him?

Ans. I think Captain Valette was one that I did not see paid.

Ques. Can you tell why, in pages 20, 21, 22, and 23, of book No. 2, there appear to be two sets of numbers opposite each name, and what they refer to?

Ans. They appear to refer to the different numbers on the books of Mr. Timberlake and Mr. Randolph. I cannot tell what was the reason there are two sets of numbers opposite each name. Neither the writing nor figures are mine. They appear to be those of Mr. Morris.

Ques. Look at Mr. Timberlake's books, and state whether the fine clothing made by Orfila, at Mahon, was charged to the men as slops, or as cash.

Ans. They are charged as cash on the day book.

Ques. Will the charges in Mr. Timberlake's day book show clearly the number of suits of such fine clothes that were issued, or were they sometimes charged as cash without the clothing being named?

Ans. They are not charged, I presume, as cash, without naming the clothes. The day book ought to show the number of suits issued.

Ques. Look at the books of Mr. Randolph, and state whether duck or linen purchased by him at Gibraltar was issued as slops or cash.

Ans. The duck was charged as cash.

Ques. (By judge advocate.) Do you know whether the amounts in the officers' receipt book, No. 8, that are not receipted for, were ever actually paid; if yea, how do you know it?

Ans. I do not positively know that they were paid; but if the sum total in each account corresponds with the pay roll No. 10, then they must have been paid.

Ques. What time in the winter of 1827 and 1828 did the issues of fine clothing to the men commence, about what time did they cease, and about how many suits were issued?

Ans. The issues commenced about January, 1828; the issue ceased about February; the last issues, I think, were in March. I think there were more than one hundred suits issued, but I am not positive.

Ques. What advance upon fine clothing was made in the charges to the men?

Ans. I think it was twenty-five per cent.

Ques. (By Lieutenant Randolph.) Did or did not Lieutenant Randolph, about the time Purser Timberlake died, pay to William Prince, sailmaker, a sum of money due to him from the United States, and how much?

Ans. All that I know is, that I took an order from Mr. Prince to Mr. Randolph about the 20th April, for \$300, which Mr. Randolph paid me.

The court then adjourned until Friday next, at 12 M.

FRIDAY, January 4, 1833.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel. The proceedings of Wednesday were read.

Mr. Robert Getty, who had been previously duly sworn, was called and answered to the following questions:

Question. (By Lieut. Randolph.) Who stated Lieutenant Randolph's account with the government?

Answer. I did.

Ques. Who assisted you in the settlement of said accounts with the government?

Ans. I was not assisted at all. Mr. Calder was there on the part of Lieutenant Randolph, and handed me such papers as I wanted.

Ques. Was Lieutenant Randolph present when his accounts were settled with the government?

Ans. Mr. Randolph, I think, the greater part of the time was absent, as I understood, in Virginia. He was present, perhaps, one or two days. He returned just at the close of the settlement and signed the account current in my room, in my presence.

Ques. When stating the accounts of Lieut. Randolph, did you or did you not find satisfactory vouchers to sustain his last account current with the Navy Department, No. 4, and were or were not his accounts finally settled by the Fourth Auditor and Second Comptroller of the Treasury, according to that account current and vouchers above mentioned?

Ans. Yes; I found satisfactory vouchers to sustain everything in that account.

Ques. Will you explain to the court, to the best of your knowledge and belief, how it has happened that Purser Timberlake has not been charged with the stores mentioned in the bill of Ladico, No. 63, and receipted by Lieutenant Randolph?

Ans. The reason why they were not charged to Mr. Timberlake was, because Lieutenant Randolph receipted for them.

Ques. Were not the slops turned into the navy store at Charlestown, enumerated in paper 67, now shown you, a part of those mentioned in Ladico's bill before stated, and has not the account of Purser Timberlake been credited therewith?

Ans. I do not know whether the slops turned into the store at Charlestown were part of those mentioned in Ladico's bill. Mr. Timberlake has been credited in his account with the slops returned in No. 67, the estimated amount of which, in the office, was \$2,867.44.

Ques. Who has been charged with these slops?

Ans. No one, as yet, that I know of.

Ques. Have you ever reviewed the settlement of Lieut. Randolph's accounts, and have you had any reason to believe the settlement was not entirely correct?

Ans. I never reviewed the accounts. I have no reason to believe there was any inaccuracy in them, except as to those slops the receipt for which, by Lieut. Randolph, was not found until after the amount as settled. As Lieut. Randolph receipted for those slops from Ladico, he ought to have been charged with them.

Ques. Has not the transaction been fully explained to you; and according to your present information, if Lieutenant Randolph ought to be charged with those slops, ought he not to have been credited with them?

Ans. It has not been explained to me further than I have seen from the papers of Ladico. I should think if he were charged with those slops receipted for by No. 63, he ought to be credited with all that was issued and returned.

Ques. Has Purser Timberlake been charged with the slops in question?

Ans. The slops receipted for by Mr. Randolph as received from Ladico, have not been charged to Timberlake to my knowledge.

Ques. Has any person, not connected with the Fourth Auditor's office, had access to the books and papers of Purser Timberlake; if yea, who, and by whose permission?

Ans. I do not know that any person has had access to them not connected with the office.

Ques. Do you know, from any source of information, that the letter book of Purser Timberlake was at any time taken out of the office of the Fourth Auditor, except for the use of this court?

Ans. No, I do not.

Ques. (By the court.) Were there any unusual charges in the amount which Lieutenant Randolph presented against the United States as acting purser? if yea, state them.

Ans. The only thing that could be called unusual, is the charge of two and a half per cent. for disbursements; but officers acting as pursers had been before, and have been since, allowed it under similar circumstances.

Ques. By what authority were those charges allowed to the credit of Lieutenant Randolph?

Ans. By the authority of the Secretary of the Navy.

Ques. By what authority or for what reason did you credit Lieutenant Randolph, under the head of slop clothing, for duck or linen returned by him into the navy store at Charlestown?

Ans. It had been done, I think, in previous cases. The storekeeper receipted for it as slops, and for that reason it was credited to Lieutenant Randolph as such.

Ques. Do you recollect or not that the Secretary assigned any reasons in his order for allowance of 2½ per cent. to Mr. Randolph as commissions?

Ans. No, he assigned no reasons; but it was allowed, because there had been precedents for it. It was allowed in every instance for many years where a lieutenant acted as purser.

Ques. Do you know that credit has ever been given to a purser for duck as slops, when the duck has not been charged as slops?

Ans. I do not remember.

Ques. You say the account current, No. 4, was correct when settled; did you know at the time that Lieutenant Randolph had received any money left by Mr. Timberlake, which is not credited in that account?

Ans. I did not know that he had received any money from Mr. Timberlake.

The witness was here dismissed, and John Johnson, a messenger in the Second Comptroller's office, and who had before duly sworn in Boston, was called to answer the following:

Question. Have you any letters in your possession which were addressed to you by Thomas Norman? if yea, please to produce them for the examination of the court.

Answer. I have none, that I know of.

Ques. Can you state what has become of those which, in your former testimony, you stated to have received from him?

Ans. Those letters related to money which he had borrowed from me. I put them into a trunk, but have not been able to find them since.

Ques. (By Lieut. Randolph.) What were the contents of the letters you have stated you had from Norman? and say if you and he have ever corresponded on any subject.

Ans. It was concerning money that he had borrowed of me, and had promised in one letter to pay me at a certain time, but did not; he then wrote again. I never wrote to him that I recollect.

Ques. Through whom, or by whose hands did you receive the letters you mention about the money borrowed of you?

Ans. I think it was a servant boy who brought one from the tavern; the other was brought when I was out.

Ques. Were those letters all you ever received from Norman?

Ans. Those were all I ever received; I think there were but two letters.

Ques. Were they sealed or open, and by whom delivered to you?

Ans. They were sealed; one was brought by a servant, the other was brought when I was out.

Ques. Were they only notes on the subject of the five dollars you had loaned him?

Ans. That was all.

Ques. When Norman paid you was any person present; and where did he pay you?

Ans. He paid me in my son's bar room. I think there was no one present.

Ques. Do you know Lieutenant Randolph; and when did you know him?

Ans. I know the person called Lieutenant Randolph. The first time I ever saw him was in the winter of 1830, when he was pointed out to me. I might not have recognized him a month afterwards.

Ques. Did you ever see him and Norman together? if yea, say where.

Ans. Not to my recollection.

The witness was here dismissed, and John Van Fossen, a citizen of New York, was duly sworn by the president, and answered as follows:

Question. (By Lieutenant Randolph.) Are you acquainted with Thomas Norman?

Answer. I am.

Ques. Were you in this city in 1830, and were you or were you not his room mate?

Ans. I came to this city early in January, 1830; about the 6th. I did not room with Mr. Norman until April.

Ques. Were you much in his company and confidence, and did he ever exhibit to you, in manuscript, letters like those recited in specification 35, herewith shown you?

Ans. Mr. Norman was sick a good deal, and whatever little matter of business he had to do, he called upon me to aid him, and may be said to have been on terms of intimacy with me, at that time; I did not see or hear of such letters as those described in the 35th specification.

Ques. Were you or were you not present in the room when Johnson called on Norman for five dollars; if yea, state all the occurrences and conversations that took place between them.

Ans. I could not state distinctly as to Johnson's calling on Norman for money; I recollect Norman writing a note to Johnson, for that sum, and I believe I was the bearer of an order for it; I cannot say whether I gave the letter to Johnson or left it at his house; my impression is that Johnson came to Norman for the repayment of the money, but I am not certain.

Ques. Have you, in any other place, seen Norman and Johnson together, and has there, to your knowledge, been any intimacy between them?

Ans. I was with Mr. Norman repeatedly at Johnson's grocery, to get refreshments, and those are the only occasions on which I saw them together.

Ques. Was the order for the money in the shape of a letter, and was it sealed?

Ans. I am inclined to think there was a written request to borrow the money; I never carried any sealed letter, that I remember.

Ques. Did you know Johnson in any other capacity than as a party concerned in the refectory to which you resorted for refreshments?

Ans. No.

Ques. State all you know of the intercourse between Norman and Johnson.

Ans. I know of nothing more than I have stated; Norman's acquaintance could not have been greater than mine, with him, which grew out of resorting to his house for refreshments.

Ques. (By the court.) At the time you knew Norman, in 1830, did he ever express any feeling of hostility against Major Eaton?

Ans. Not to my recollection; he informed me that the conduct of Major Eaton's family had changed materially since he first came to the city; that they were not so friendly as at first.

Ques. At the time you knew Mr. Norman in 1830, was he or was he not in habits of occasional intoxication?

Ans. The general impression was that he drank more than suited his health. I cannot say, however, that I ever saw him intoxicated or much excited; but my idea was that his free use of spirits was injurious to his health.

Ques. (By Lieutenant Randolph.) Were you particularly conversant with Norman's business at Washington, if yea, did he ever intimate a purpose of assailing Major Eaton or Mr. Kendall by anonymous letters?

Ans. I was so far conversant as that I supposed he communicated all his views to me about business. I do not recollect that he threatened Major Eaton by anonymous letters or in any other way. But he was very much exasperated at some conduct of Mr. Kendall's, and declared that he would horsewhip him if he caught him in the streets; but I dissuaded him from it.

Ques. Can you state what the alleged conduct of Mr. Kendall was that so excited Mr. Norman?

Ans. I believe there was one thing that he did particularize, which was the refusal of Mr. Kendall to allow him for attendance, and Norman thought that Mr. Kendall's general conduct was malicious towards him; Mr. Kendall had refused to allow Norman's account until I had got a positive order from Mr. Branch to admit it.

Ques. Did Mr. Norman state, as one of the grounds of his dislike of Mr. Kendall, the conduct of Mr. Kendall towards any other individual than himself?

Ans. Norman did not make any complaint of Mr. Kendall, except as related to himself; except that he thought his conduct was unfair, and that he was disposed to be unjust in refusing access to the papers in relation to the adjustment of Timberlake's and Randolph's accounts.

Ques. When you first knew Norman, was he or was he not a visitor frequently in the room of Judge Hayward, and those of other gentlemen who boarded in the same house with him?

Ans. Norman was in the habit of visiting the room of Judge Hayward.

Ques. Did you ever hear any other person unite with or encourage Norman in his threats against Mr. Kendall?

Ans. Not that I recollect.

The witness was finally dismissed, and the court adjourned until to-morrow, at 12 M.

SATURDAY, January 5, 1833.

The court met. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel.

The witness, Thomas Norman, was again called, at the request of Lieutenant Randolph, and answered to the following questions:

Ques. (By Lieutenant Randolph.) Do you know what remittances were made from the Mediterranean by Purser Timberlake, to persons in the United States? if yea, state to whom, when, and what amount.

Ans. There were remittances made to Mrs. Timberlake at various times, such, for instance, as money advanced to officers leaving there, who were to pay her on their arrival in the United States. I do not know to what amount. Some were for \$100, some for \$80, and some for a less amount. There were some remittances made to James McRae, of New York, on account of Mr. Timberlake, but to what extent I do not know.

Ques. Do you know how often he remitted money to Major Eaton, through whom, and to what amount?

Ans. I do not know that he remitted any money to Major Eaton.

Ques. For whose benefit were the remittances to Smith & Nichol, and James McRae, of New York?

Ans. I do not know of any remittances to Smith & Nichol. I only know that there was money in their hands, which Mr. Timberlake gave orders about investing. The remittances to Mr. McRae, I presume, were for goods which had been sent out to Mr. Timberlake.

Ques. (By the court.) State, if you can, why Lieutenant Randolph made you remittances on account of Mr. Timberlake, after the return of Mr. Randolph to the United States, and state in whose favor you receipted for the same.

Ans. It was the wish of Mr. Timberlake that I should not be a sufferer by his death. He requested me to make out my account. I did so; but when I returned to Mr. Timberlake he was unable to attend to it. Captain Patterson was also desirous that I should be secured, and I was under the impression that the invoice of private goods which Mr. Randolph took might be made a security for the debt due me by Mr. Timberlake; and accordingly, when Lieutenant Randolph had settled his account with the Department, he remitted me, by check to my order, the sum due me by Mr. Timberlake, which was about the amount of that invoice. The invoice was altogether of private stores, and no slops.

Ques. (By the court.) Did you ever have any conversation or correspondence with Mr. Paine, on the subject of your compensation from Lieutenant Randolph; if yea, what was the tenor of either correspondence or conversation?

Ans. I do not recollect either corresponding or conversing with Lieutenant Paine. I may have done so, but I do not remember.

The examination of witness was closed for the present, and the court adjourned until Monday, at 12 M

MONDAY, January 7, 1833.

The court met pursuant to adjournment. Present: all the members, the judge advocate, and Lieutenant Randolph.

The proceedings of Friday and Saturday last were then read.

Mr. Robert Getty was again called by the court, and answered to the following:

Question. When you settled the accounts of Lieutenant Randolph, did you notice that the value of slops issued and returned into store by him exceeded the value of slops with which he had charged himself? if yea, did you require, or was any explanation given on the subject?

Answer. I have no recollection whether I noticed the difference or not.

The following order was then made by the court to the witness: Examine the books of Lieutenant Randolph, now in court, and state what amount appeared to have been paid by him on and subsequent to the 4th of July, 1828, and which are included in the amounts on his final pay roll, under the head of "amount paid by purser in money."

The court then proceeded to the examination of the papers, books, and accounts. Lieutenant Randolph having asked permission to be absent, saying, that if present, he might not be able to aid the court in the investigation, and that he was perfectly willing that the court should proceed without him, the permission was granted.

Mr. Getty then examined the officers' books of Lieutenant Randolph, and reported that "there

appears to be the sum of \$1,500.52 to have been paid by Lieutenant Randolph on and subsequent to 4th July, 1828, and which are included in the amount on his final pay roll, under the head of 'amount paid by purser in money.'"

The following order was then given to Mr. Getty: Examine the receipt book of Mr. Timberlake, No. 8, and the receipt roll, No. 10, and state what difference exists in the amount against the several officers in No. 8, and in the columns of No. 10, marked "advances by purser in money," against those officers; stating the excess which may appear in either, over the other, in separate columns, excepting the account of Captain Patterson.

The court then adjourned until Wednesday, at 12 M.

WEDNESDAY, January 9, 1833.

The court met. Present: all the members, the judge advocate, Lieutenant Randolph, and his counsel. Mr. Robert Getty presented paper No. 68, being his statement, in compliance with the last order, of the 7th inst.

The following order was then made to Mr. Getty: Examine the slop books of Mr. Randolph, and the accounts or statements rendered of slops received after 31st March, 1828, and returned into the navy store at Charlestown, Mass., and state the number of each article of slop clothing with which he has charged himself in his accounts, the number of each article issued and credited to him, the number of each article returned into navy store, and the excess of any which may be found to have been issued and returned over the number stated to have been received by him, and the value of the same, according to the prices credited to Lieutenant Randolph and Mr. Timberlake for slops returned into store, or any other difference which may be found between the sum of the articles issued and returned, and the articles received, excluding, in all cases, linen or duck not made into clothing.

Mr. Getty furnished the statement, No. 69, in compliance with the foregoing order.

Thomas Norman was again called by the court:

Question. Were any, and, if any, what men or boys paid in money for undrawn rations by Lieutenant Randolph, and which was receipted for to or passed to the credit of Mr. Timberlake on his books? and if any, state, if you can, what was the amount so paid or credited.

Ans. There were men and boys paid in money by Lieutenant Randolph for undrawn rations and passed to the credit of Mr. Timberlake on his books. The boys of the ward room, forward mess, cockpit, and of the steerage messes, were paid by Lieutenant Randolph, and charged in that way, amounting to between \$100 and \$200, to the best of my recollection; but I could not state the amount precisely without reference to Mr. Timberlake's abstract subsistence book, which is not here.

Ques. (By Lieutenant Randolph.) What, to the best of your recollection, was the amount of Purser Timberlake's expenses on shore during his last illness?

Ans. I cannot state.

The witness was here dismissed for the present, and Lieutenant Randolph was asked if he had any statement to offer in explanation, or to aid the inquiry, and answered that he would offer a paper to that effect to-morrow. Lieutenant Randolph and his counsel then withdrew. The court was in the interim engaged in examining the books, papers, and accounts, and continued so until 3 o'clock, and then adjourned until to-morrow, at 12 M.

THURSDAY, January 10, 1833.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel. The last day's proceedings were read. The court having finished with the witness, private Thomas Norman, he was sent in custody of the provost to the adjutant general of the United States army.

Lieutenant Randolph not being ready with his explanation, the court granted him further time until to-morrow. His presence was also dispensed with for the day, and the court continued the examination of the books, papers, and accounts until past 3 o'clock, and then adjourned until to-morrow, at 12 M.

FRIDAY, January 11, 1833.

The court met pursuant to adjournment. Present: all the members, the judge advocate, Lieutenant Randolph and his counsel.

The explanation of Lieutenant Randolph was then read by his counsel from paper No. 70. His further attendance was then dispensed with altogether, as the court informed him the testimony was closed, and that they would continue in session with closed doors until their final adjournment. The court was then cleared, and the further examination of the papers proceeded in, until past 3 o'clock, and then the court adjourned until Monday next, at 12 M.

MONDAY, January 14, 1833.

The court met pursuant to adjournment. Present: all the members, and the judge advocate. The court was cleared and the further examination of the books and accounts proceeded in, until past 2 o'clock, when the court adjourned until to-morrow, at 12 M.

TUESDAY, January 15, 1833.

The court met pursuant to adjournment. Present: all the members, and the judge advocate.

The examination of the books, papers, and accounts was resumed, and the court afterwards adjourned until to-morrow, at 12 o'clock, meridian.

WEDNESDAY, January 16, 1833.

The court met according to adjournment. Present: as yesterday.

The court then proceeded to carefully examine the books and vouchers submitted, together with the evidence and the answer of Lieutenant Randolph, and agreed upon the following statement:

Upon the first particular subject of inquiry: It appears that J. B. Timberlake was purser of the frigate Constitution from about the 28th of June, 1824, to the 2d of April, 1828.

Upon the second: It appears that he died at Mahon, on the 2d April, 1828.

Upon the third: It appears that he left, besides money, provisions, slop clothing, and small stores,

intended for the supply of the officers and crew, and some personal effects; but no proper inventory having been taken of the provisions, slop clothing, or stores, the quantity of either kind cannot be ascertained with any degree of accuracy.

Upon the fourth: For the reasons stated under the third subject of inquiry, the actual value of the stores left by Mr. Timberlake cannot be stated.

Upon the fifth: It appears that Mr. Timberlake left, at the time of his death, the sum of \$11,483 in money, which, as admitted by Lieutenant Randolph, passed into his hands, and another small amount of money which was taken by Lieutenant Valette, and expended by him on account of Mr. Timberlake, or sent to his family.

Upon the sixth: It appears that Lieutenant R. B. Randolph was appointed, by a verbal order from his commander, to act as purser of the frigate Constitution, at Mahon, immediately after the death of Mr. Timberlake, either on the 2d or 3d of April, 1828.

Upon the seventh: It appears that there were stores left by Mr. Timberlake, of which it does not appear that Lieutenant Randolph took charge of any other than the provisions, a portion of the small stores to the value of about \$600, and of some other articles which were sold at auction after the arrival of the ship at Boston, amounting to \$607.21.

Upon the eighth: The remark upon the seventh will apply.

Upon the ninth: It appears, by the admission of Lieutenant Randolph, that of the money left by Mr. Timberlake the sum of \$11,483 passed into the possession of Lieutenant Randolph at Mahon, immediately after the death of Mr. Timberlake. And it also appears that the sum of \$1,000 was borrowed at Mahon, and passed into the possession of Lieutenant Randolph, making the total receipts of Lieutenant Randolph, at Mahon, \$12,483. It further appears, from the testimony and the books and vouchers, that of this sum there was appropriated by Lieutenant Randolph the following amounts, and for the following purposes, viz:

There was paid to men discharged upon Mr. Timberlake's final pay roll, No. 10, who receipted the same as though paid by Mr. Timberlake, the sum of.....	\$3,241 69
It also appears to the satisfaction of the court that there was paid to officers, which is also credited upon the same roll to Mr. Timberlake, as though paid by him, to about the amount of.....	\$1,442 45
To William Prince, sailmaker, or sailmaker's mate, and credited on the same roll to Mr. Timberlake, about.....	315 00
And to Orfila, tailor, at Mahon, a bill for clothing, made and furnished by order and for the benefit of Mr. Timberlake, which bill is receipted as though paid by Mr. Timberlake, the amount of which is.....	2,259 50
And that he paid for ration money to officers' boys, which is also credited to Mr. Timberlake, about.....	100 00
Making a total of.....	<u>\$7,358 64</u>

Which has been paid by Lieutenant Randolph on public account for Mr. Timberlake.

It appears, also, that from this money left by Mr. Timberlake, and the amount borrowed at Mahon, that Lieutenant Randolph made further payments to the officers and crew, for which he himself has obtained credits, to the sum of.....	\$3,063 56
Some small bills at Mahon, equal to.....	428 93
To sugar purchased from J. Ladico.....	160 57
	<u>\$3,653 06</u>
Making the total amount of cash paid at Mahon.....	<u>\$11,011 70</u>

Besides paying for some articles purchased at Mahon, the amount of which is unknown.

Upon the tenth: It does not appear that Lieutenant Randolph had any other funds, when he commenced the duties of acting purser, than what accrued from his pay.

Upon the eleventh: It appears that Lieut. Randolph debited himself in his public accounts with the sums stated in this subject of inquiry, amounting to.....

And that, by his pay roll No. 7 and account current No. 4, it appears that he made disbursements in the Mediterranean issues of slops and stores on board the ship, previous to the final payments in Boston, and charged in the columns of pay roll, headed "amount paid by purser in slops," and "amount paid by purser in money," and for articles returned into navy store at Charlestown, in slops, the sum of.....	20,729 89
Making an excess of credits over debits to the amount of.....	<u>\$8,987 39</u>

It appears, however, upon a further examination of the books of Lieutenant Randolph, that of the amount charged in the column of "amount paid by purser in money," there was paid from money received after the arrival of the ship at Boston, the sum of.....	\$1,582 50
It also appears that the charges in the same column include the advances charged on all articles, stores, and slops issued; and, by an examination of the books, it appears to the satisfaction of the court that the amount of stores issued was about \$6,781.20, and that the average advance charged was 33½ per cent., which would give for the total advance.....	1,695 30
And that the value of slops issued was \$851.66, upon which an advance of 10 per cent. was charged, equal to about.....	72 61

It also appears to the satisfaction of the court that Lieut. Randolph took of stores left by Mr. Timberlake, and with which he has not debited himself, to the value of	\$600 00
And that he issued slops more than he charged himself with, to the value of	173 75
	<hr/>
Making a total value of	\$4,129 16
	<hr/>
And reducing the excess to	<u>\$3,853 23</u>

Which should be increased by the value of some small articles sold to Mr. McKenna, at Charlestown, the prices of which are not known.

Upon the twelfth: It appears, as stated under the ninth subject of inquiry, that there was remaining in the possession of Lieut. Randolph at Mahon, out of the sum \$11,483 left by Mr. Timberlake, and with which Lieut. Randolph has not debited himself, the sum of \$4,124.36 beyond the amount stated to have been paid by him on account of Mr. Timberlake, which to that extent will account for the apparent excess of the credits over the debits mentioned or referred to in this subject of inquiry.

Upon the thirteenth: It appears that Lieut. Randolph purchased and took on board at Mahon some sugar, tea, and other small stores, besides those taken from Mr. Timberlake, but their total cost or value cannot be ascertained.

Upon the fourteenth: It appears that some of the articles mentioned under the thirteenth subject of inquiry were issued by Lieut. Randolph, but to what amount cannot be accurately ascertained. The court are unable to comprehend the meaning of the remaining part of this subject of inquiry, but it does not appear that any part of the value of the stores so issued was refunded to or by any person.

Upon the fifteenth: It does not appear that Lieut. Randolph has distinctly claimed to have paid any sums which were in fact paid by the former purser, Mr. Timberlake, during his lifetime, but it does appear that he has paid sums from money left by Mr. Timberlake, and issued slop clothing that must have been left by him, and has claimed and received credit for the same without charging himself or crediting Mr. Timberlake with the same in his public accounts.

Upon the sixteenth: It does not appear that Lieut. Randolph declared or pretended to have paid any amount to any of the persons named in this subject of inquiry which were in fact paid by Mr. Timberlake before his death; but there appears to be some reason for believing that a charge in account marked W, of \$16 to Com. Patterson for cloth, and there credited to Lieut. Randolph, was for cloth probably belonging to Mr. Timberlake, and that it should have been credited to him.

Upon the seventeenth: It appears that Lieutenant Randolph did state in *general* terms to the Fourth Auditor of the Treasury, that he did or should claim credits for all the payments in Mr. Timberlake's receipt book No. 8, opposite to the date of 31st March, 1828; but it does not appear that in the settlement of Captain Patterson's account, which was done long before this declaration, that he claimed any credit which properly belonged to Mr. Timberlake, except the doubtful charge of \$16 referred to in the statement under the sixteenth subject of inquiry.

Upon the eighteenth subject of inquiry: The statement given under the seventeenth will apply.

Upon the nineteenth: It appears to the satisfaction of the court that there were some small issues made on the 2d of April, 1828, amounting to about four dollars, which were made from articles belonging to Mr. Timberlake and credited to Lieut. Randolph. It also appears that these issues were made before any of the money or effects belonging to Mr. Timberlake passed into the possession of Lieut. Randolph.

Upon the twentieth: The statements under the first and nineteenth subjects of inquiry will apply.

Upon the twenty-first: It appears that Lieut. Randolph did only debit himself with slop clothing to the value of	\$742 50
	<hr/>
And that he claimed credit for issues, to the amount of	\$851 66
And for slops returned into store, to the amount of	764 64
	<hr/>
Making the total of credits claimed	\$1,616 30
	<hr/>
And the excess of credits over debits	<u>\$873 80</u>

And it appears to the satisfaction of the court that this excess was produced by the following means, viz:

By issuing articles of slop clothing with which he had not debited himself to the amount of	\$178 75
By returning into the navy store at Charlestown, as slop clothing, a quantity of linen which, in fact, was not slop clothing, amounting, as per credit given to him for the same, to the sum of	622 44
By the advance charged upon the issues of slop clothing, and included in the value of slops issued, and which appears to have been about 10 per cent., and may be assumed as equal to the difference, or	72 61
	<hr/>
Total	<u>\$873 80</u>

Upon the twenty-second: It appears that there have been erasures and alterations upon the receipt book of Mr. Timberlake, No. 8, opposite the date of 31st March, 1828, and under the names mentioned in this subject of inquiry, and it appears that they were made after Mr. Timberlake's death; but it does not appear to the court that these alterations operated to the injury of Mr. Timberlake or to the benefit of Lieut. Randolph.

Upon the twenty-third: It appears that the erasures and alterations were made by Thomas Norman, while he was acting as purser's steward and clerk for Lieutenant Randolph.

Upon the twenty-fourth: It appears that Lieutenant Randolph received while at Boston, from the navy agent, the Treasury sales of Mr. Timberlake's stores, and of dead men and deserters' clothes the sum of..... \$93,648 30
It also appears by pay roll No. 7 that he paid at the final payment of the officers and crew at Boston, the sum of..... 71,657 92

Which leaves a balance of..... \$21,990 38

But it further appears that previous to this final payment, he had paid to the officers and men from money received at Boston, and charged in the column headed "amount paid by purser in money," the sum of..... \$1,058 52
\$20,407 86

Upon the twenty-fifth: It appears that of the sum of..... \$20,407 86
Stated under the twenty-fourth subject, as remaining in the hands of Lieutenant Randolph, he accounted in his account current with the Department, for..... 13,002 99

Leaving a balance of..... \$7,404 87
If from this sum is deducted the amount of the advance charged upon issues of stores and slops as his profits, as stated under the eleventh subject of inquiry, equal to..... 1,067 91

There would still remain unaccounted for the sum of..... \$5,636 96

Upon the twenty-sixth: It appears that Lieutenant Randolph received before his arrival in the United States, of money left by Mr. Timberlake, the sum of..... \$11,483 00
Of stores left by Mr. Timberlake, to the value of..... 600 00
Slop clothing left by Mr. Timberlake, to the value of..... 178 75

Making a total of..... \$12,253 75

With which he never debited himself, nor credited Mr. Timberlake, nor the United States.

But it also appears that of this sum he paid to men discharged at Mahon, who receipted for the same as though it was paid by Mr. Timberlake, to the amount of..... \$3,556 69
To officers who receipted in the same manner..... 1,442 45
And to Orfila, for clothes furnished for Mr. Timberlake..... 2,259 50
To amount paid for ration money of officers' boys..... 100 00

Making a total of payments equal to..... \$7,358 64

And leaving a balance of..... \$4,895 11

It also appears that this or any other balance that may have been left in the hands of Lieutenant Randolph, out of the money which he received as left by Mr. Timberlake, was paid to the officers and crew of the ship, and is included in the balance of \$20,407.86, which remained in his hands after completing the payments in Boston, as stated under the twenty-fourth subject of inquiry.

Upon the twenty-seventh: It appears that there came into the possession of Lieutenant Randolph, as acting purser, the following amounts, viz:

Cash left by Mr. Timberlake.....	\$11,483 00
Slops received at Mahon to the value of.....	742 50
Slops left by Mr. Timberlake not credited by Lieutenant Randolph.....	178 75
Small stores left by Mr. Timberlake to the value of.....	600 00
Cash at Gibraltar.....	11,000 00
Cash at Boston.....	93,000 00
For slops, and other articles of Mr. Timberlake, sold.....	607 21
Dead men's and deserters' clothes sold.....	41 09
	<u>\$117,652 55</u>

It also appears that he has been credited, for payments for public purposes, with the following sums, viz:

In his account current, as settled at the Department, including a commission allowed of $2\frac{1}{2}$ per cent., being \$2,267.42.....	\$105,390 80
That he was entitled to credit for the amount paid by him to men discharged March 31, 1828, and for which receipts were given in favor of Mr. Timberlake.....	3,556 69
By amount paid to officers, under the same circumstances.....	1,442 45
By amount paid to Orfila, a tailor, for clothes made for the benefit and risk of Mr. Timberlake.....	2,259 50
By cash paid for officers' boys' rations, due in March, and supposed to be credited to Mr. Timberlake.....	100 00
	<u>\$112,749 44</u>
Leaving a balance of.....	\$4,903 11

Upon the twenty-eighth: It appears that Lieutenant Randolph received of the small stores left by Mr. Timberlake to the value of about \$600, for which he has not accounted to the government; and that he caused to be sold, by order of the Secretary of the Navy, other stores, to the value of \$607.21, for which he has accounted to the government.

Upon the twenty-ninth: The statement under the twenty-seventh will apply.

Upon the thirtieth: It appears to the court that slop clothing left by Mr. Timberlake was taken by Lieutenant Randolph, to the cost of \$178.75, and the value of \$600.00 in small stores, for neither of which has he accounted to the government.

Upon the thirty-first: It appears that Lieutenant Randolph received of public money, as follows:

Left by Mr. Timberlake.....	\$11,483 00
At Gibraltar.....	11,000 00
At Boston.....	93,000 00
	<hr/>
	\$115,483 00
And that he has accounted with the government for the sum of.....	103,725 94
	<hr/>
Leaving still unaccounted for to the government for money.....	\$11,757 06

Upon the thirty-second: It appears, by the testimony of Mr. Kendall, that checks were drawn, as stated in this subject of inquiry.

Upon the thirty-third: It appears that Lieutenant Randolph did receive the several sums, as stated in this subject of inquiry, amounting in the whole to \$9,873.23.

Upon the thirty-fourth: It appears that of the sum of \$9,873.23, named in the last subject of inquiry, and referred to in this, Lieutenant Randolph has accounted at the Treasury Department to the following extent, viz:

By commissions allowed.....	\$2,267 42
By small bills paid and allowed.....	277 57
Returned into the Treasury.....	257 43
	<hr/>
Making a total of.....	\$2,802 42
	<hr/>
And leaving a balance of.....	\$7,070 81

Upon the thirty-fifth: It appears that Lieutenant Randolph, after having been several times denied such access to the books of the late Mr. Timberlake as he had requested from the Fourth Auditor of the Treasury, did say to the said Fourth Auditor that, if he could not get justice there, he would apply to his friends in the Senate, Mr. Tazewell and Mr. Tyler, or words to that effect; but it does not appear that this was intended to embarrass or intimidate the Fourth Auditor in the fair settlement of Lieutenant Randolph's accounts; nor does it appear that Lieutenant Randolph had any agency, direct or indirect, or any knowledge of any such letters as those stated in this subject of inquiry, previous to their publication.

Upon the thirty-sixth: It appears that a verbal order was given by the commanding officer of the Constitution, directing inventories to be taken of the money and of such public stores, left by Mr. Timberlake, as could be conveniently examined, and that some such order was verbally communicated to Lieutenant Randolph and Midshipman Paine, but that no proper inventories of those stores or money were in fact taken; and it further appears that the reasons for this omission, as stated in the testimony, were, that in the communication of the orders verbally, their precise nature and extent were misapprehended by those to whom they were given.

Upon the thirty-seventh: It does not appear that Lieutenant Randolph said anything with an intention to mislead or deceive his commanding officer, in relation to the taking of inventories of articles left by Mr. Timberlake, or of the disposition made of them.

Upon the thirty-eighth and thirty-ninth: The remarks upon the thirty-fifth will apply.

Upon the fortieth: It appears that the conduct of Lieutenant Randolph towards Mr. Hill, the Second Comptroller, and Mr. Kendall, the Fourth Auditor, at the time alluded to in this subject of inquiry, was intemperate.

Upon the forty-first: It appears that such call as is stated in this subject of inquiry was made by the Fourth Auditor, Mr. Kendall, and it does not appear that the information has ever been furnished. In addition to the statements under the specific objects of inquiry, it appears, to the satisfaction of the court, that Lieutenant Randolph assumed the duties of purser, if not upon his own application, at least with perfect willingness, notwithstanding the condition which was annexed to the appointment, that he should perform his duties as lieutenant. It also appears that when he entered upon the duties, he neglected to take, or request to have taken, the proper measure to show clearly the amount of money or other articles which had been left by his predecessor, and he neglected to charge himself with the money, slop clothing, and several other articles which were so left, or to account for the same in the settlement of his accounts at the office of the Fourth Auditor of the Treasury.

It further appears that Lieutenant Randolph has paid to Thomas Norman the sum of six hundred dollars, being the amount claimed by the said Norman to have been due him from Mr. Timberlake at the time of his death. It also appears that, besides the stores purchased by Lieutenant Randolph and taken on board at Mahon, he also purchased and took on board other stores at Gibraltar, the quantity and prices of which are unknown.

It further appears that Lieutenant Randolph employed Thomas Norman, the purser's steward, to aid him in the performance of the duties of purser, and, like his predecessor, confided implicitly in his integrity, capacity and attention, and that in fact the said Norman did superintend the issues of all articles, the making of charges and the keeping of books, until about the time of the arrival of the ship at Boston, early in July, 1828. That Lieutenant Randolph then employed Mr. Robert Calder, jr., to make up his final pay roll and to assist him in the settlement of his accounts. That the accounts of Lieutenant Randolph as presented to the Fourth Auditor's office were then settled after the usual forms had been observed, and that certificates of such settlement were granted to him by the Fourth Auditor and Second Comptroller of the Treasury.

It further appears that subsequent to this settlement it was ascertained at the office of the Fourth Auditor that Lieutenant Randolph had not charged himself in his accounts with some articles for which he had received, and other circumstances induced the Fourth Auditor to call upon Lieutenant Randolph for explanations, and that the explanations of Lieutenant Randolph, subsequent and in relation to that call, elicited other information which finally induced the order for the present enquiry. At this stage of the proceedings the court adjourned until Friday next, at 12 o'clock M.

FRIDAY, January 18, 1833.

The court met pursuant to adjournment. Present: as yesterday. The last day's proceedings were read, and the court then, after deliberation, agreed upon the following opinion:

1. That Lieutenant Randolph has received public property with which he has not charged himself and for which he has never accounted to the government, as follows, viz.:

Cash left by Mr. Timberlake.....	\$11,483 00
Slops left by Mr. Timberlake, which cost.....	178 75
	<u>\$11,661 75</u>

And that he has paid from the same, for which Mr. Timberlake has received or is entitled to receive credit by his final pay roll, No. 10, the following amounts, viz:

Amount paid to men at Mahon discharged, on pay roll No. 10, on 31st March, 1828	\$3,241 69
Amount paid to Wm. Prince and credited on same roll to Mr. Timberlake.....	315 00
Amount paid to officers and credited on the same roll.....	1,442 45
By amount paid for ration money to officers' boys, credited on the same roll.....	100 00
And by a further amount paid to a tailor named Orfila, for articles made by order and for the benefit of Mr. Timberlake, whose bill is receipted as though paid by Mr. Timberlake.....	2,259 50
	<u>\$7,358 64</u>
Leaving still to be accounted for.....	<u>\$4,303 11</u>

And further, that Lieutenant Randolph received, of the small stores left by Mr. Timberlake, to the value of \$600.00; and that he paid to Thomas Norman, after his return to the United States, a sum stated to have been due from Mr. Timberlake at his death to the said Norman, amounting to the sum of \$600.00; that Lieutenant Randolph's conduct, in relation to his transactions as acting purser of the frigate Constitution, was incorrect and censurable in the following particulars, viz: In assuming the responsibilities and commencing the duties of purser, and taking charge of any of the property and effects left by his predecessor, before a proper order had been given for taking such surveys and inventories of the property left by Mr. Timberlake as the regulations of the Navy Department required, and before such inventories had been duly taken and handed to him.

In not charging himself and crediting his predecessor, Mr. Timberlake, in his accounts, with the amount of money and other articles left by the said Timberlake, of which he took possession, and which he expended as acting purser, and in not mentioning such receipts to the officers of the Treasury or at the time of settling his accounts.

In making payments and taking receipts for the same as though the payments had been made by Mr. Timberlake during his life, and thereby rendering it impossible to determine with accuracy the precise amounts which were respectively paid by Mr. Timberlake and by himself. In not taking greater care to separate the articles left by his predecessor, and of which he did not assume the control and expenditure, from those of which he did assume the control, so as to prevent any of the former from being either issued or returned and passed to his own credit.

In returning into the navy store and receiving credit for linen or duck as slop clothing, when in fact it had not been purchased as such, nor any part of the whole quantity originally purchased had been issued or charged as slop clothing.

The court are further of opinion that the before-mentioned neglects of Lieutenant Randolph, and the irregularities in his manner of performing the duties of acting purser and in his keeping and making out his accounts, did not proceed from any intention to defraud the United States or Mr. Timberlake.

The court are also of opinion the amount of money left in the possession of Lieutenant Randolph, when his accounts were settled at Washington in 1828, was so large that it ought of itself to have excited doubts in his mind as to the correctness of the accounts which he had rendered, or of the amounts which he had actually paid on account of Mr. Timberlake, and to have induced some voluntary attempt on his part to procure a further investigation before the time when he was called upon by the present Fourth Auditor for explanations.

The court are further of opinion that the conduct and language of Lieutenant Randolph towards the Second Comptroller and Fourth Auditor of the Treasury was not intended by him to embarrass or intimidate either of them in the fair settlement of his accounts; but that the warmth, or intemperance of his language, was occasioned by his having adopted an opinion that they were disposed to treat him with injustice in relation to his accounts.

The court are further of opinion that Lieutenant Randolph had no agency, direct or indirect, in writing or causing to be written, any of the anonymous letters referred to in the precept, or that he had any knowledge of such letters having been written previous to their publication.

The court then adjourned until to-morrow at 12 o'clock, meridian.

SATURDAY, January 19, 1833.

The court met according to adjournment. Present: all the members and the judge advocate.

The proceedings of yesterday were read, and the investigation closed.

The court was then adjourned, *sine die*.

C. MORRIS, *President of the Court.*

HENRY M. MORFIT, *Judge Advocate.*

22D CONGRESS.]

No. 516.

[2D SESSION.

ON THE PROPER DISTRIBUTION OF THE CONTINGENT EXPENSES OF THE NAVY, FOR THE SEVERAL YEARS FROM 1826 TO 1832.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 28, 1833.

Mr. MAXWELL, from the Committee on the Expenditures of the Navy Department, reported:

During the years embracing the last quarter of 1830, until the close of the three first quarters of 1832, there was reported, and allowed by the proper accounting officers, the sum of \$649,671.93, on account of contingent expenses of the navy; a large portion of which was applicable to other years than that in which it was settled and allowed.

The following abstract exhibits the proper distribution of this expenditure, with reference to the respective dates to which it is chargeable:

Contingent before 1826.....	\$945 41
Contingent for 1826.....	1,911 68
Contingent for 1827.....	19,131 77
Contingent for 1828.....	11,174 48
Contingent for 1829.....	49,439 18
Contingent for 1830.....	276,845 20
Contingent for 1831.....	250,001 72
Contingent for 1832.....	40,222 49
	\$649,671 93

Your committee have examined the laws making appropriations for the expenses of the navy, and have found that the expenditures contained in the accounts of the Navy Department are justified by law.

Your committee have not inspected separately every voucher, on which each item of the account for the contingent expenses of the Navy Department is supported; but they have examined the accounts, and a sufficient number of the vouchers, to be satisfied that the claims discharged by the Navy Department are supported by proper vouchers, establishing their justice as to character and amount.

22D CONGRESS.]

No. 517.

[2D SESSION.

ON THE CLAIM OF CAPTAIN E. R. SHUBRICK, OF THE NAVY, FOR THE MAINTENANCE OF A CONSUL OF THE UNITED STATES, ON BOARD OF THE VESSEL UNDER HIS COMMAND, FROM PENSACOLA TO KINGSTON, IN THE ISLAND OF JAMAICA, BY ORDER OF THE SECRETARY OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 2, 1833.

Mr. ANDERSON, from the Committee on Naval Affairs, to whom was referred the petition of Captain E. R. Shubrick, of the United States navy, reported:

That in March, 1832, said Shubrick being then in command of the United States ship Vincennes, on the Pensacola station, was ordered by the Secretary of the Navy to receive on board said ship R. M. Harrison, Esq., American consul at Kingston, Jamaica, and family, and to carry them to said Kingston. The said consul and family were furnished with suitable maintenance during the voyage, which lasted about one month, at the sole expense of said Shubrick, for which he never has received remuneration from the consul or the government. For this extra expense, incurred in the public service, said Shubrick prays to be indemnified; and the committee are of opinion that he is entitled to a just remuneration, but not to the sum he claims. The petitioner claims, for supplies thus furnished, the sum of \$1,300; which, as the consul's family consisted only of his wife, four children and a servant, and the time on board stated about one month, the committee are of opinion is much greater than the extra expenses he thereby incurred. Believing, however, that his actual expenses ought to be defrayed, the committee report a bill authorizing the Secretary to settle said account on principles of equity.

22D CONGRESS.]

No. 518.

[2D SESSION.

ON THE CLAIM OF A SERGEANT OF MARINES TO COMPENSATION FOR SERVICES AS ASSISTANT QUARTERMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 2, 1833.

Mr. PATTON, from the Committee on Naval Affairs, to whom was referred the petition of John McKim, and the accompanying documents, reported:

That this claim was first presented during the 2d session of the 21st Congress, and referred to this committee, who, after inquiry made at the Navy Department, and in consequence of the statements made by Col. Henderson, commander of the marine corps, made an unfavorable report upon the petitioner's claim. This report will be found recorded among the reports of the committees of that session of Congress,* to which the committee now refer, and make a part of this report. At the beginning of the last session of Congress, the claim was again presented, together with some testimonials in behalf of Sergeant McKim's fidelity and good conduct as a soldier, and his integrity as a man, highly creditable to him. These testimonials are also designed to controvert the statements made by Col. Henderson in some particulars; and certainly, in some respects, are inconsistent with those statements. It does not appear that the committee made any report during the last session, though, from an endorsement on the petition, it would seem that they agreed to the former report.

This committee, however, have again considered the claim, and are of opinion that the prayer of the petition ought not to be granted. The extra services, for which compensation was, for the first time, claimed in 1831, were rendered from the year 1815 down to the year 1830. During all this time, it does not appear that Mr. McKim made any claim for additional pay or remuneration for them, as services which his station did not devolve upon him; nor does it appear that any such compensation was promised by his officers, or contemplated by himself. During this time he received his pay as sergeant, and enjoyed the very lucrative situation of sutler. After having thus voluntarily, and without complaint of injury, or demand for compensation, continued to perform these services for fifteen years, the committee are of opinion that it is unreasonable now to require payment, in a new and wholly different character, from those in which he has so long received compensation, and with which he was himself so long satisfied. To grant this petition under such circumstances, would open too wide a door for extra compensation, and would admit every one who, in the land and naval or civil service of the country, are called on to perform, as must very frequently happen, duties which do not strictly appertain to their immediate station; and, in short, would have the effect, in innumerable instances, of requiring Congress to pay the officers of the government, who hold lucrative situations, the salaries for two, and perhaps more, offices at the same time. These salaries are in general sufficient, and even liberal, in some cases; and ordinarily, if not always, where an officer is required to perform other duties than those of his station, he must necessarily, to a proportionate degree, be relieved from the performance of those which belong to his own station; and although, in some cases, the new duties which he is called on to perform may be more onerous, in many other instances they are lighter and less burdensome. The committee are therefore of opinion that in no case, in which duties are undertaken, or their imposition acquiesced in, without claim for compensation promised or demanded, and especially when, as in this case, these duties are performed for a series of years without complaint, ought Congress to make any extra allowance.

They, therefore, recommend that the following resolution be adopted:

Resolved, That the prayer of the petitioner ought not to be granted.

23D CONGRESS.]

No. 519.

[1ST SESSION.

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN 1833.

COMMUNICATED TO CONGRESS, WITH THE MESSAGE OF THE PRESIDENT, DECEMBER 3, 1833.

NAVY DEPARTMENT, *November 30, 1833.*

To the President of the United States:

SIR: In submitting to your consideration a review of the operations of the naval branch of the public service during the past year, I would first invite attention to its administration in this place.

The separate organization of the Navy Department, in the manner originally established by Congress, and the change since made by the addition of a Navy Board, have, with the several clerks now allowed, furnished a sufficient number of persons for the suitable discharge of all ordinary duties immediately connected with this office. So far as my knowledge extends, those duties have generally been performed with promptitude and accuracy; but some changes in the present laws respecting them would probably prove beneficial. Though the number of clerks, and the aggregate amount of salary paid to them, are deemed sufficient, yet more substantial justice could be enforced if that amount was so appropriated as to permit the Department to divide it in conformity to the usefulness of their respective services. It has happened that some of them receiving large salaries perform no greater or more difficult duties than those receiving less pay, and no power exists here to equalize their compensation, except by an occasional transfer of duties, not always convenient, appropriate, or useful.

* See American State Papers, on Naval Affairs, vol. 3, No. 453.

A different arrangement of the Navy Board has, for a few years, been a subject of consideration by Congress. The board itself, and the head of this Department, once united in recommending such a change as to apportion its ordinary business among the several members, with a view to greater convenience, dispatch, and responsibility. This could be accomplished without any material increase of expense, and it seems, on many accounts, very desirable. The reasons for the change have been so fully detailed in former reports as not to need at this time further explanation.

There might be some useful operations connected with the administration of the naval branch of the service in the office of the Fourth Auditor, whose duties, though nominally belonging to the Treasury Department, are intimately allied with, and very essential in most of the operations of the navy. The great amount of property which is in charge of this Department, and which is yearly increasing, seems to require that a regular account of it should be opened in that office, and kept in such manner as to ensure safety and responsibility. In another particular, improvement could be made. The old balances on his books, due from defaulters who were once in the naval service, are large, and though few such balances have occurred lately, yet the collection of all of them would doubtless be promoted if it were devolved upon him as the person who, from his official station, is best acquainted with the situation of the claims, and the means of payment possessed by the debtors, and who could act with the most promptitude in securing the public.

Auxiliary to the central administration of the naval service, the inspection of our ordnance was a few years since assigned to an officer of rank, residing in this neighborhood, and authorized to receive the usual extra allowances while engaged in actual duty. His employment during the past season has been much extended, having embraced the inspection of all our ordnance and ordnance stores in depot at all the naval stations. The result it is hoped may prove highly beneficial in our future operations. Under a similar arrangement, the custody and correction, as well as occasionally the purchase of charts, chronometers, compasses, and nautical instruments generally, were devolved on two intelligent officers stationed at this place. The system has worked favorably; and the small increase of expense attending it has been amply repaid in the better preservation and quality of those articles, and in the probable increase of safety to our vessels afloat, and to the lives of their gallant officers and crews. A specific estimate for the purchase and maintenance of a lithographic press is submitted as a means of saving, under charge of these officers, still more to the public in the procurement of charts, circulars, and blank forms, of such kinds as are employed, not only in this office, but at the several yards and on board vessels in commission. (A.) Its various conveniences and usefulness in other respects, and especially in the drawings and plans connected with the survey of our coast, now in progress, are more particularly detailed in the reports annexed. (B, 1 and 2.) To prevent any nominal or real increase of appropriations in consequence of the purchase of this press, it will be seen in the general estimates that a corresponding, or, indeed, a larger reduction has been made in what is asked for the general contingent appropriations for this office and for the service, and out of which appropriations most of the above articles are now provided.

It was formerly recommended to organize at this place a naval medical bureau, and a bill is now on the files of Congress, reported for that purpose. As that bill was not finally disposed of, I did not deem it proper to adopt any different system for attaining in a different manner most of the benefits expected to be accomplished by that measure. But if nothing be done during the ensuing session of Congress, regulating this subject, it is intended, under our present laws, that one of the older surgeons, in connection with other services, either at the barracks or navy yard in this city, shall be detailed and employed in performing many of the duties contemplated for a surgeon general.

The whole expense, the past year, for all persons situated here, and belonging to the administration of this Department, as well as the expenses for the care and repair of our furniture, buildings, and the grounds appurtenant, were about \$48,000. This amount, I trust, will be thought to bear a favorable comparison with the same class of expenses at former periods, or in other similar establishments, when the large increase and extent of duties at this place are duly considered.

Passing from the central administration of this Department to that of the persons connected with its operations elsewhere, I would next submit to your consideration a few remarks on the situation of such of those persons as fill official stations, but are not technically denominated naval officers. They are a large and useful class, belonging to what may be considered our civil list, and consist of agents, storekeepers, builders, schoolmasters, secretaries to commanders, clerks of yards, engineers, live oak superintendents, and some others attached to stations and hospitals.

In an establishment growing like the navy in a few years from so small a beginning to its comparatively great size at the close of the late war and at the present moment, it was perhaps unavoidable that many measures and appointments, considered as incidental to other important objects expressly authorized, should be left to the discretion of the Department. In this way most of the above persons have been employed and paid, usually by virtue of estimates and general appropriations, without any specific provision in any act of Congress regulating the manner of their appointment or the amount of their compensation. Indeed, a system similar in some respects has been extended to others; as the only limit which now exists to the number of every class of naval officers, is the same discretion, restrained solely by estimates and appropriations, and by the confirmation required from the Senate in the case of commissioned officers. These practices have not, in my opinion, been the safest; though the custom of this Department to submit to Congress, through the Executive and otherwise, full communications of its doings in relation to most of these subjects, enables the government to exercise any control deemed necessary over any supposed abuse. My own desire has been, whenever convenient and practicable, to impose still further limits on that discretion. With this view, on a former occasion, the estimates for the contingent appropriations were made by me more specific, and settled rules of allowances and compensation in most cases were established or collected, and then digested and published. The revision of our whole naval regulations by the board heretofore appointed for that purpose, will, when finished and adopted, probably introduce greater system and certainty in relation to some of these matters. But it still deserves consideration, whether additional legal provision might not judiciously be made concerning the appointment and wages of some of the classes before named. All the persons on the civil list now under consideration are believed to have conducted, during the past year, with fidelity to their duties. The only essential changes in relation to them have been the following: There has been a discontinuance of two naval constructors, whose services were no longer needed; and new and more economical arrangements have been made as to the duties of some of our agents and storekeepers abroad. The few live oak agents, appointed for certain districts, who remained in office last December, have been dispensed with; and no salary is

now paying on that account, except to one person, in temporary employ for a few months, in the examination of one unfinished district. In some cases in which we have had warranted officers, competent to perform the labors assigned to persons belonging to civil life, and hired at some of the yards, it has been deemed sound economy to order the former upon such duty, and to discontinue the services of the latter. It has not yet been found necessary to select a permanent engineer, as the superintendents of the dry docks and of the erection of the hospitals have been able, for the present, to perform such duties as would have been required of him. But the additional schoolmasters, authorized at the last session, have been employed, and it is hoped with increased benefit to the class of younger officers. A general order has recently been issued with a view to improve the education of these officers, by requiring all midshipmen, whether passed or not, after suitable relaxation under leave of absence, to attend on one of the naval schools for further instruction in the studies, and proficiency in the duties, belonging to their profession. It is intended to employ them there not only in appropriate reading, nautical observations and recitations, but in forming a more practical acquaintance with the several materials used in the construction and equipment of vessels, and with the manner of preserving them, and of applying them in building and repairs. A due portion of their leisure will also be devoted to the performance of such services, connected with our most important naval stations where the schools are established, as will be useful to the public, and at the same time advance them in a more thorough knowledge of the active duties which may soon devolve on them in higher and more responsible situations. Excepting these variations, the civil establishments at the yards, and abroad, have not been materially altered during the year. It will be seen that the whole expenses of the persons connected with them have been considerably reduced, and are now annually about \$130,000. This does not include the wages of ordinary laborers, as these are more properly charged, according to their employment, under other heads, which will hereafter be considered—such, for example, as repairs of vessels, improvements at yards, or building of hospitals. The only material change proposed in the civil list for the ensuing year, is a small addition to the very low compensation of some of the clerks at a few of the yards.

The remaining persons belonging to the naval establishment are the various officers and seamen of the navy. The general conduct of these, the past year, has been highly commendable. The very small number of courts-martial, it is believed, has arisen from an improving spirit of harmony in the service, and from a mild but firm and uniform system of discipline. Seldom has the health enjoyed on every station been better; and the superior condition of the medical corps, as well as of the hospitals, exercises on this subject a very salutary influence.

The number of officers in the different classes has generally been kept within the estimates. It is proposed to continue the number much as it now exists. There are now quite as many captains and surgeons as can be usefully employed; the former having been increased about one-third, and the latter one-fourth, during the last ten years. There are somewhat more lieutenants and midshipmen than might be deemed indispensable, the former within that time having been increased about one-half, and the latter one-fourth; though, in making this comparison, it is proper to state that, previous to 1824, all these classes had occasionally been more numerous than they were at that period. But, in relation to the two last classes, no reduction from the estimates of last year is contemplated. It is considered that, on a peace establishment, they ought to possess ample and valuable materials for any sudden or large increase of the higher classes, which any national emergency may at any time require; while nothing is found to prove more injurious to older officers than to be placed in a condition where no further incentives to improvement by anticipated promotion exist, and where the classes they already fill contain so large a number as to permit many years to elapse without the possibility of putting them all on active duty, unless at the expense, inconvenience, and injury of more frequent changes of the superior officers, in stations and squadrons, than the public interests appear to justify.

The whole number of naval officers at this time, including those under warrants as well as commissions, are about 1,000; and our whole annual expenses of every kind, for their maintenance, is about \$850,000, or, on an average, about \$850 for each officer. These expenses have not been increased during the last ten years, except what has been caused by the addition before mentioned to the numbers of some classes of officers, and the argumentation in pay in 1827 to passed midshipmen, in 1828 to surgeons and their assistants, and in 1830 to lieutenants. In the meantime, of late years, more useless officers have been placed on half pay, and some large allowances reduced. But no further essential reductions in these particulars can, in my opinion, be effected, without injury either to individual officers or to the naval service. Whatever has been accomplished by myself on this subject, and on the requirement of a more equal portion of laborious duty from all officers of similar rank and date, who were not invalids, has often caused to me much pain; but it has been prompted by a strong sense of the equal justice due to the officers themselves, and of the manifest propriety in this Department of seeing that all those under its administration perform services for the public, when practicable, in some degree proportionate to the compensation they receive.

It is hoped that I may not be deemed importunate in once more urging on your attention a topic far more grateful to my feelings. I have long entertained a decided opinion that the compensation to some classes of officers ought to be increased. It is certain that more equal justice would be awarded to all, that services at sea could more easily be obtained, that greater cheerfulness and alacrity in the performance of duty would be evinced, and a higher grade of qualifications in some subordinate stations could be commanded, if the whole subject of pay was revised, and the compensation graduated in a fairer proportion among different ranks in the navy, and to similar ranks in the army; and if there was provision made for a larger and marked discrimination between duty afloat, and leave of absence or waiting orders on shore. Such a discrimination formed a prominent feature in the act of Congress passed April 21, 1806, and which regulated pay as now established. But the discrimination, amounting to one-half of the whole pay, was virtually abolished by a rule of this Department in 1819. During the continuance of the small compensation to some classes of officers, and after so long a practice under that rule, with the yearly sanction of Congress, by means of the estimates and corresponding appropriations in conformity to the rule, I have not felt at liberty to alter it. Further details on this subject, at this time, are not deemed necessary, as they have fully and recently been laid before you in a special report from this Department, on a resolution of the Senate, passed at the last session of Congress.

The whole number of seamen in the navy, including all the different grades, does not vary much from 5,000; and the annual expenses of their pay, rations, and enlistment are not far from \$1,130,000, or, on an average, about \$226 for each seaman. These expenses are small, and indicate great popularity

in the service, when we advert not only to our facility in obtaining good seamen, but to the high rate of wages, the past year, in merchant vessels, and to the great cost of this class of persons in the navies of some countries, where labor is generally much lower than in the United States. These expenses have not been increased the last ten years, except by an augmentation of about one-third in the whole number of seamen, arising chiefly from an increase of our force in commission. The complement of men to each vessel might advantageously, in some respects, be lessened, and the whole expenses, on account of them, be thus reduced, were it not considered of vital importance, in so small a navy, to have all our ships afloat as perfect as possible, in every particular conducive to their efficiency and to the reputation of the government. It is expected that a laudable pride will then be felt and encouraged by all connected with the service, on a comparison of the condition of our own ships with those of other nations; and that the moral force of our navy, as a model for a larger one when wanted, as likely to vindicate its country's rights and honor in war, and protect its commerce in peace, will always be much greater with a small number of vessels afloat, built of the best materials and in the best manner, supplied with the most approved equipments, commanded by well educated and well disciplined officers, and navigated by full crews of hardy and contented seamen, with the whole ready on any emergency for immediate and efficient action, than with double the number of vessels half manned, and in other respects defectively provided. Every improvement in our materials, whether timber, cordage, or cannon, in our yards, docks, or harbors, in our hospitals or asylums, will add strength to this moral force, and better prepare us for any future conflict in which the violence or injustice of other nations may involve us.

In connection with this part of the service, it is deemed proper to present some remarks concerning the condition of the marine corps. The subject of its allowances, in addition to pay, was not specially noticed by Congress the last year; though in that way it has of late been customary to regulate them. But under a belief that the omission probably arose from accident, I have not interfered to revise the difficulties which have so long existed under that head. It will, however, be considered my duty, the ensuing year, to investigate, and attempt to adjust them, if not otherwise provided for.

The commutation of the whiskey part of the ration while the marines are at sea, has been extended to this corps; and the army regulation entirely abolishing that part has been applied to their rations while on shore. The whole expenses of the corps, independent of the erection of barracks and officers' quarters, are yearly about \$190,000. The expenditures for such erections, on an average for the last ten years, have been about \$5,000 annually. The quarters, authorized at Philadelphia, have been completed; but the comfort and proper accommodation of the men require new barracks at New York. The estimates for this purpose, and for the support of this corps, are herewith submitted. (C, 1 and 2.)

The examination of the state of the pensioners upon the navy pension fund, as those enjoying its privileges, who have been, or are now, in the service, or were connected with those once in it, may also be deemed to come properly under the head of persons attached to the navy. Though the annual expenditures from that fund are about \$33,000, yet the fund itself did not spring from the public treasury, except as derived from prizes captured by our public vessels. It was not till lately that its disbursements were classed with the navy expenditures; and now the only yearly expense this fund and its administration here impose on the Treasury, is the portion of time they occupy of the head of this Department, and of one clerk. Its annual income now exceeds the annual expenses about \$20,000; and, during the past year, rules have been prepared, and the benefits of this surplus extended, as originally contemplated by the act of Congress creating the fund, so as to embrace those officers and seamen who, without being wounded, have, during long and faithful services, been visited by infirmities entitling them to relief. Five persons, coming under this description, have been added to the pension list, and are allowed suitable clothing, food, and medical attendance. The number of pensioners, under this and the other provisions, is 298.

The condition of the privateer pensioners, placed under the exclusive administration of this Department, has not essentially changed during the year. The fund for their relief, like that for navy pensioners, does not come from the public treasury, and its management is no charge upon that treasury, except in the particulars before mentioned. As the whole of this fund was derived from captures by privateers, it has been deemed inexpedient to exhaust it in the support of those disabled, and of pauper persons connected with those whose bravery and enterprise made the captures. It has, therefore, become gradually reduced to \$44,667. The annual charge on it at this time is about \$3,000, exceeding considerably the annual income, and thus, in due time, carrying into effect the original policy of the system. For further particulars about these two funds, reference can be had to the annexed statements. (D, 1 to 6.)

On a review of the entire personal branch of our naval establishment, it will be seen that its annual cost, not including the marine corps, is about \$2,000,000, and of that sum about \$1,964,000 is an annual charge on the public treasury. Considering the size and usefulness of the whole naval establishment, it is believed that this part of it, at the present time, bears a judicious and economical proportion to the whole, except in the particulars heretofore enumerated. Should improvements be made in those particulars, I am satisfied that the number and compensation of the persons employed, both on the civil list and in the navy, will be found to be such as to ensure the due care and preservation of the public property, to furnish officers and men sufficient for the present protection of our commerce and rights abroad, and to maintain among all classes a state of discipline and activity indispensable to efficiency in the discharge of ordinary duties, and to a supply of suitable candidates for promotion in the extraordinary exigencies of the future.

The deaths, dismissions, and resignations in the service, since my last report, may be seen in the tables annexed. (E, F, G.)

When we advert to the other subjects connected with the navy, and more especially to what may be considered as belonging to its materials, it is deemed proper to notice, first, the employment and condition of our public vessels. Those in commission have consisted of one ship of the line, four frigates, eleven sloops, and seven schooners. They have been distributed as usual on four foreign stations, keeping up a greater intercourse than formerly with the western coasts of Portugal and Africa, and with the adjacent islands, extending our cruises into various parts of the Indian ocean, and making the West India squadron act somewhat more as a home squadron, by requiring a portion of it to visit twice annually some of our Atlantic ports. By properly regulating these visits, much exposure in the two most dangerous months in a tropical climate is avoided, and great facilities are obtained to furnish necessary supplies, to relieve parts of their crews, and exchange officers, as well as to have nearer at hand, during those visits, vessels

in commission, which, if any emergency should occur, may be dispatched at once on any distant or important service. Efforts have been made to relieve seasonably all our vessels which have been more than two years abroad. The *Fairfield* and the *Vincennes* have been sent to the Pacific to succeed the *Potomac* and *Falmouth*; the *Natchez* and *Ontario* to the Brazilian station, in place of the *Lexington* and *Warren*; the *Experiment* to the West Indies, in place of the *Shark*; and the *Shark* and *Delaware* to the Mediterranean, in place of the *Concord*, *Boston*, *John Adams*, and *Brandywine*. In making these changes so early as to prevent the expiration abroad of the service of our seamen, much discontent has been avoided, though this system has necessarily subjected the Department to some additional expense, by having occasionally, for short periods, double sets of vessels afloat attached to the same station. But it has enabled us to perform our engagements faithfully with their crews, and to keep up a more regular and constant force on each station for protection. At the same time, caution has been taken to guard against an increase of our whole expenditure for the current year beyond the appropriations connected with this subject.

All these squadrons have been actively and efficiently employed, and it gives me great satisfaction to state that our commerce in all quarters of the globe was probably never known to be more free from menaces, danger, or actual violence.

The estimates for the ensuing year are for the same amount of force as was authorized the past year, consisting of about 530 guns, and distributed in such a proportion among vessels of every class belonging to our service, as to combine the greatest efficiency for naval purposes, during peace, with the soundest economy. Few will deem that force either too large or extravagant, when it is considered that our foreign commerce exposed on the ocean exceeds \$100,000,000 in imports, and almost an equal amount of exports, with vessels exposed in their transportation of over half a million in tonnage, and probably twenty millions in value, and when it is remembered how much the security, not only of those vessels and their cargoes, but of their numerous crews, and of other classes of our citizens resident in some countries abroad, depends upon our navy being actively and widely distributed. On this point it may be well to reflect further how safely that navy enables us not only to send to new and the most distant markets, and thus to give increased value to the surplus proceeds of our agriculture, manufactories, and fisheries, and to obtain in return whatever may conduce to comfort, improvement, or wealth; but what protection and enhanced worth it confers on most of our immense coasting trade, how much our national reputation abroad is everywhere known and appreciated by it, the respect it inspires, the security it yields, and the weight it affords in all our claims of justice, and negotiations with semi-barbarous nations, and how justly it may be apprehended that new perils will ere long await a portion of our trade, and the tranquillity of a part of our maritime frontier, from the operations of a new course of legislation by some foreign powers concerning an unfortunate portion of their population, and against which perils, as well as against the ordinary aggressions and piracies in peace, and much of the deprivations which may threaten us in war, the navy, from the insular situation of our country as to most of the world, must always be regarded as our great safeguard.

The facilities for the examination and repair of our vessels have been much increased the past year by the completion, in most respects, of the two dry docks, and the expenses in refitting the class of larger vessels will thereby become sensibly reduced.

The present policy of this Department is to launch no more vessels of the same size with those in ordinary, until the latter are worn out. But it is proposed to build from time to time, and protect on the stocks till wanted, such new vessels as Congress may authorize to be constructed, because in that condition their timber will improve rather than decay, and the expense of taking care of them will be trifling compared with that of vessels in ordinary. This course has been adopted the past year with the *Macedonian*, now building. It is recommended as sound policy, that authority should be given to procure the frame for another sloop, to be called the *Levant*, after the consort so gallantly captured with the *Cyane*; and the frame for another frigate, to be called the *Paul Jones*, in grateful memory of one of the earliest, bravest, and most distinguished commanders in our naval service during the revolution. The estimates for the purchase of these are submitted. (H.)

Frames could not be bought for vessels of these names under any existing laws; and the timber, if procured and seasoned, whether soon set up or not, would become more valuable, being sheltered under either our present excellent sheds or ship houses, and live oak probably becoming scarcer and dearer as our southern frontier is cleared for cultivation.

The vessels in ordinary and on the stocks, as well as the frames for others in depot, have all been examined, and found to be in a good state of preservation, except a few of those in ordinary. Some of these are defective by their long continuance afloat before being covered, some by their great age, and some by the original imperfection of their timber. Those unworthy of being refitted are used at times for receiving ships, and the rest, as wanted, are placed in a proper state to go into commission for the relief of other vessels returning from long cruises, and needing extensive repairs. As vessels afloat grow older, their repairs must of necessity become more expensive. The cost of all repairs of all our vessels the past year has been about \$580,000. During the last ten years, the repairs have been, on an average, about \$500,000 annually.

A table showing the vessels in commission, with their commanders and stations, is submitted, I.

The names and condition of those in ordinary and on the stocks may be seen in the documents annexed. (K, 1 and 2.)

Proceeding from the vessels to the materials used in their construction and equipment, not much has occurred the past year deserving notice. Some additions of valuable and durable articles have been made to our various stores on hand at the time of my last annual report. All these stores, and especially the timber in the docks and under sheds, are in good condition, and means have been taken to ascertain and supply any deficiency in any article not perishable which may be wanted for the building and perfect equipment of every vessel on the stocks, and every frame in depot. As more timber may be needed, or thought proper to be purchased in advance, our means for the supply for live oak, it being the most important species, have been fully investigated and discussed in a special report to Congress from this Department during the last session. Referring to that for detailed information on this point, I would only add, that subsequent examinations in some of the then unfinished districts have fully confirmed the impressions entertained concerning the great quantity of live oak timber on portions of the public lands in those districts. In respect to the other kinds of timber needed in ship building, the government has made little public provision, and doubts exist whether it will be necessary to make any further public

provision for its growth or preservation while the prices continue so moderate, and the resources of the country in such timber are likely for many years to remain so very abundant.

The erection of the two magazines where none before existed, is proposed the next season, and an estimate for that purpose is submitted. (L.) Connected with this, a thorough inspection has been made, not only of our present ordnance stores, but, as previously mentioned, of all our arms on hand, with a view to the sale of such as are defective or unsuitable, and to the procurement of what may be found necessary to produce uniformity and the greatest power in our future armaments. The usual sum of \$10,000 has been expended for the purchase of such ordnance and ordnance stores as the current wants of the service required. The buying and manufacture of iron tanks for all our vessels in commission are in rapid progress under the late appropriation for that purpose; and should Congress sanction the making of our own cordage, as heretofore asked, and as now again proposed in the general estimates, the equipment of our vessels would soon become, throughout, all which the friends of the service could desire for health, safety, efficiency and national reputation.

After much deliberation, the Department has become convinced that the building or purchase of two store ships for the Pacific station, to be used in the transportation and the preservation there of supplies of all kinds, would promote sound economy and increase the comforts of our seamen. An estimate for the procurement of one the ensuing year is submitted. (M.) We are obliged to pay freight for these supplies, heavy duties either on their being landed or reshipped, and large rent for storehouses. The duties are a burden from which we are almost entirely exonerated under similar circumstances in other quarters of the world. The proposed measure would relieve us from them as well as the other charges; and the store ships, by going out and returning separately and alternately, would afford great facilities to exchange or bring home invalid officers and seamen, without incurring the expense of their passages in merchant vessels from so distant a station.

The construction of two or three small steam batteries, for reasons heretofore recommended, is still deemed highly important to our future interests; and too long delay in making further experiments, and in acquiring further science on this subject, in our naval service, may, on the sudden occurrence of hostilities, place us in a position not a little mortifying to our pride and hazardous to our welfare.

The different navy yards are essential portions of our naval establishment, connected with its materials. The condition of most of them has been improved the past year, either by new buildings for officers' quarters, or new storehouses and timber sheds, or new wharves and other conveniences.

The two dry docks at the yards near Norfolk and Boston having been successfully completed in all essential particulars, the details on that subject will be found in the report annexed. (N, 1, 2, and 3.) This report shows the whole expenditure the last year, not only on that subject, but on all others under the head of general improvement. From the great advantages already realized in the ease and rapidity of repairs in vessels at the yards where these dry docks are situated, I am satisfied that others would be found very beneficial. Surveys were formerly had for two more, one at New York and one at Portsmouth; and a report in favor of those two was once made and approved in the House of Representatives. Much can be urged in favor of the former place on account of its central position, and great resources for repairs, stores, seamen, and workmen; and of the latter place on account of the low price of labor, small cost of constructing a dock, and the easy access to it by vessels of all classes at all seasons of the year. But whether one, or both, or neither, shall be selected at this time, is submitted to the proper authority, on a review of the whole subject. It must be obvious that the relative importance of different stations must undergo changes as the capacities of different quarters of the country become more fully developed; and that some places now employed as naval depots can be of very little use on the occurrence of war, while the positions of others, when that event may happen, will greatly increase their usefulness. Among the new places which, on such an occasion, if not earlier, the interests of the country may require the government to occupy for naval purposes, will undoubtedly be Newport harbor on the north, and one or more positions on the long range of coast to the south, between Norfolk and Pensacola. Whether the last selection should be made near Charleston or Savannah, at Key West or the Dry Tortugas, each of which possesses advantages for such purposes, can be better decided when the time and circumstances occur rendering immediate action necessary. The continuance of Pensacola as a naval station seems to me judicious. This opinion arises not only from its convenient position as to the whole Gulf of Mexico, but its proximity to the mouths of the Mississippi and Mobile rivers, whose great and growing commerce is so amply entitled to the best protection. In the depth and size of its bay, in the excellent defences at its mouth, in its healthy situation, in its easy access to all our vessels, except of the two highest classes, Pensacola has no prominent rival in that neighborhood. The correspondence and documents annexed (O, 1 and 2,) are submitted, to aid yourself and Congress to judge of the practicability and propriety of deepening the entrance to the bay, so as to admit vessels of the largest class. This, it is supposed, can be effected at a small expense, compared with the importance of such a measure to the full operations of our navy on that coast, and to the greater security and strength of our southern maritime defences.

The exchange of lands at the yard near New York, authorized at the last session of Congress, has been carried into effect. The controverted claim of the heirs of Mr. Harris to a part of the navy yard near Boston has once been laid before Congress, and a new action having been instituted by them against the commander of that station, as will be seen by the letter annexed, such course will be pursued, in its defence, as Congress may be pleased to direct. (P.)

Some new pretensions have been set up to different parcels of land included in our possession and purchases at Norfolk, but their justice cannot be recognized on the facts known to the Department; and those making them have been informed that no steps can be taken for their adjustment, unless the parties previously obtain the sanction of Congress, or a judgment in their favor by the courts of law.

The expenditures on all the yards the last year, exclusive of the dry docks, but including houses, sheds, stores, wharves, enclosures, workshops, marine barracks, and incidental labor, have been about \$360,000. The expenditures on the dry docks are chargeable to a distinct appropriation for gradual improvement, and were about \$180,000. The other expenditures under the last head were about \$150,000. (N, 1.) The estimates for the usual objects at the yards, the ensuing year, are about the average amount for the last two years. Besides those objects, they include an extra sum towards the erection of ropewalks, in conformity with the plan adopted by Congress in 1827, and yet the whole amount requested towards these and all other improvements, at all the yards, is only \$354,000.

Immediately connected with the subject of our yards, is that of our naval hospitals and the naval

asylum. Under the appropriations lately made by Congress, new hospitals have been commenced near Pensacola, New York, and Boston, on retired and healthy sites, combining great convenience and beauty. The plans of these have been formed on a scale suited only to the present wants of the service, but capable of easy and appropriate enlargement hereafter, whenever our necessities may require it. An additional sum will be needed to finish them in the manner proposed, and to make further progress in the hospital before built at Norfolk. (Q.) Such expenditures have been made the past year, on the latter, from the general hospital fund, as could well be spared, and as the comfort of its inmates seemed most urgently to demand. It is much larger than our present necessities require, and therefore it is not proposed to finish the whole interior of it; but the exterior of this hospital is now chiefly completed, and it has become one of the most beautiful and useful public buildings belonging to the government. The Naval asylum at Philadelphia has been finished, and partly furnished. But it is much regretted that the Department has not been able to obtain a cession of jurisdiction over it, without reservations that render the cession wholly nugatory. Besides retaining the usual power in the State to execute criminal and civil process, the reservations subject it to, and it actually is burdened by the assessment of large taxes, which are paid from the hard earnings of our seamen; and an unlimited right is retained to cut up the property by new streets. Further efforts are now making by the Department to obtain relief from these onerous taxes and liabilities, so disadvantageous, if not fatal to the success of this public and charitable institution. Should these efforts fail, all the correspondence and documents in the case will be submitted, in order that such legislation may be had as the whole circumstances connected with the subject shall be thought to require.

The general condition of the hospital fund may be seen in the statement before referred to. (D, 6.)

The ordinary purchases of medicines and surgical instruments for use in hospitals and yards, and in vessels afloat, are included under a specific appropriation, and are about \$35,000 yearly. The pay and subsistence of the surgeons and assistant surgeons attached to the hospitals are provided for under the general appropriation for navy officers. The other annual expenses of our hospital establishment, independent of buildings, furniture, and repairs, are about \$1,000. These are defrayed wholly from assessments on the seamen and officers. From the same quarter come all other resources for the establishment, with the exception of such appropriations as Congress have made, from time to time, to aid in erecting and furnishing buildings. These last appropriations have been made but seldom, and have, within ten years, amounted to a sum which would be on the average about \$22,150 annually; and for the same purposes, during that period, the fund has furnished, from its annual increase and former accumulations, about \$45,000 annually. Should Congress grant what is now asked, more will probably not be wanted for many years. In immediate connection with the yards, hospitals, and other real estate, belonging to our naval establishment, is the live oak plantation. Being situated only seven miles from our most southern yard, it has the past year been placed under the same general superintendence. The purchase of the land, and the cutting and removal of the underwood and common timber from about 200 acres of the plantation, had been accomplished before the charge of this Department was placed in my hands. It seemed to me judicious, in that state of things, to attempt to preserve any benefits already attained, or fairly anticipated, by continuing to destroy, a few years longer, the annual growth of other wood injurious to the young live oak trees, to trim and train the thriftiest new ones appearing, and to employ merely the leisure of the hands so engaged, in extending this process to more of the land. From 200 acres of land, and 22,000 live oak trees, to which, in 1829, the above system had been applied, it has, since 1831, been so continually extended, that the nursery has become enlarged to 225 acres, and includes over 60,000 trees. The expense attending this has been about \$1,200 a year; but, should any considerable portion of the trees ever reach maturity, and attain a size suitable for ship building, the government will be amply repaid. As the trees grow larger, the annual expense concerning the same number will rapidly diminish. Doubts exist whether some of them, from the poverty of the soil, and their apparently dwarfish character, will ever attain a valuable size. But it is now too early for forming a decisive opinion on the extent to which the operation of these causes may affect the whole plantation; and, under existing circumstances, sound policy appears to require that the experiment, having gone so far, should be allowed a further and full trial. The nearness of the plantation to the Pensacola yard, and to water transportation, enhances much the value of any timber it may produce. Lately, I have not only placed this land under the general superintendence of the commander of that yard, but required his particular and constant vigilance over the live oak reservations in all that region of country.

The whole agencies, heretofore connected with our live oak, have, as before suggested, been discontinued; all the districts, except small portions of two, having been explored as fully as is deemed useful till the surveys of the land into townships and sections shall be completed. As fast as they may be completed, arrangements have been made for additional reservations of public land on which live oak has been ascertained to abound; and the prospect of a sufficient supply of that kind of timber in future is flattering, if that on private lands, as these are wanted to be cleared for cultivation, be, from time to time, purchased at moderate prices and placed in depot for the frames of vessels, specially authorized or collected under the head of gradual improvement. On this whole subject I have so recently and at such length submitted to Congress the views of this Department, that further observations here are not deemed necessary. (See report on live oak to House of Representatives, December 14, 1832.)

Some miscellaneous matters connected with the navy deserve a brief notice. The usual attention has been bestowed on the suppression of the slave trade. The colony of Liberia has been visited by the schooner Porpoise while in pursuit of a piratical vessel, and which vessel, it is gratifying to add, is supposed to have been since captured by a British brig, and her criminal career terminated near the Island of St. Thomas, on the coast of Africa. One-half of the usual appropriation on the subject of the slave trade will probably be sufficient for the ensuing year, as may be seen by the state of the account herewith submitted. (R.)

The renewal of an appropriation for the relief of Alexander Claxton, made in May, 1830, has become necessary in consequence of its having been transferred to the surplus fund before all the persons entitled to it were able to procure the necessary vouchers. The proceedings of the board, appointed under a resolution of Congress to revise the naval regulations, will be soon submitted in a separate report.

The survey of our seacoast having been placed in charge of the Treasury Department, it is not in my power officially to state its progress; but officers have been detailed and all available facilities provided whenever the wishes of those superintending the subject have been communicated.

Some expenses, under the contingent appropriation for enumerated objects, have not been included under any of the amounts already mentioned; but they belong to courts-martial, to pilotage of vessels,

to transportation of materials, to the purchase of charts and books, and various other small items, forming an aggregate of about \$80,000.

On a review of the whole affairs of this Department, it appears that its expenditures on all naval subjects the past year have been somewhat less than four millions of dollars. It will be seen how this result compares with former periods, by adverting to the fact that during the last twenty years these expenditures, except during five years of that time, have never fallen so low as three millions, and except during six years of that time have never exceeded four millions. The whole estimates made the past year for the general wants of what is technically considered the navy, were, only \$3,176,766. Those for the year previous were \$3,227,383. Those for the present year are \$3,292,224. (S, 1 to 10.) But it is to be remembered that under the head of naval expenditures, besides what is paid from the amount voted on the annual naval estimates, it is customary to class what is paid from half a million, appropriated for a term of years to gradual improvement, almost \$200,000 for the marine corps, the payments from the navy pension, hospital, and privateer pension funds, and several miscellaneous sums voted by Congress on motions, resolutions, and petitions, and part of which sums, though charged under this head, have little or no concern with our naval establishment. On the contrary, some of the expenses connected with the administration of the Department at this place are included in the general appropriation bills for the support of government, and are not usually classed under the head of naval expenditures.

It is a high gratification to be able to state that since 1827 nearly half a million a year has been disbursed for gradual improvement; that within ten years a larger number than formerly of seamen and officers, with increased pay to four classes of the latter, have been maintained; very great and valuable improvements, besides the dry docks, have been begun and accomplished at many of the yards; and our force in commission considerably augmented; and yet that all our ordinary naval expenditures are, and probably can be, kept within four millions of dollars annually.

The smaller appropriations originally made for the navy served to maintain the few officers and seamen then employed, and supplied us with several fine vessels, four of which are still in existence. The subsequent appropriations on a more extended scale, besides supporting the current expenses of our force in its infancy, furnished the purchase money for most of our present yards, and defrayed the expenses of our brilliant hostilities with France, and afterwards with Tripoli; till, a few years of comparative inactivity having ensued, the commencement and progress of the last war with England led to a great addition to the naval establishment, and to expenditures much larger than at present. The liberal appropriations that were continued for some years after that war, aided in laying a good foundation for the gradual increase of the navy, and helped to build not only many of the vessels now in commission and ordinary, but most of those upon the stocks. The appropriations for some years past have been similar in amount, and have enabled the Department to enlarge its policy and widen the sphere of its operations. Besides building some additional vessels and defraying all the current expenses of an increased force, both personal and material, it has been able to erect hospitals, to construct dry docks, to improve greatly the old yards, to add and maintain a new one on our southern frontier, and to collect in depot a large amount of valuable stores as a part of the due preparation in peace for the various contingencies of war. With a careful regard to system and economy, and with strict accountability in agents and officers, this policy can long be pursued and extended without making the ordinary annual demands for this branch of the service often exceed four millions; and if, without essential changes by Congress, increasing our present expenses, and without any unforeseen and extraordinary wants, our fiscal operations can usually be confined within that amount yearly, it is confidently hoped the naval establishment will not be considered wasteful or burdensome beyond its benefits to the country.

In disbursing between three and four millions the past year, it is not known that a single instance of any loss has occurred.

The balances on hand, unexpended, are about \$1,400,000, but most of them will probably be wanted to close the different accounts, on all the different subjects, when finally adjusted. Connected with our financial concerns is one other circumstance of urgent importance. The period of time at which the annual appropriations for this branch of the service are usually made is a source of great inconvenience and injury. The estimates and appropriations are known generally not to extend beyond the current year; consequently it happens that, after the 1st of January, there is nothing on hand under some heads to meet the daily demands of the service, amounting, on an average, to \$10,000 per day, unless a new appropriation has been made, or there happen to be some balances of a former year not called for. Under some heads such balances always exist; because some disbursements, by means of absence, distance, and other causes, are not completed within the year. But they seldom exist under other important heads, and ought not to, if the accounts are seasonably settled and the estimates were accurate, and the appropriations, as is usual, conform to the estimates. The power now vested in the President, to transfer a balance from one appropriation to another, is confined to certain classes of claims, small in amount; and hence, as to all others, no transfer can legally be made, and if no balance remain at the end of the year, and the new naval appropriation bills have not passed, payment is entirely stopped, or the whole operations of this Department dependent on them are suspended. Considering how large a part of these operations and of our expenditures necessarily takes place in distant quarters of the world, it will be seen that the embarrassment in this branch of the service must often be peculiar and aggravated. In the case of bills of exchange drawn abroad, chargeable to the appropriations already exhausted, the public faith, under the above circumstances, is sometimes in danger of being violated; our credit in foreign countries becomes injured; and the Treasury, as actually happened during the last winter, is exposed to large losses, if the holders choose to resort to protests and claims for the mercantile rate of damages.

Under the present system of passing so late the naval appropriation bills, it happens that, unless money voted under one head is, without authority, as was once the practice, applied under other heads, this unfortunate condition continues, every short session of Congress about two months, and every long session about four months. It can easily be remedied in two methods: one of them is to make, previous to the 1st of January, new appropriations for a quarter or half of the year towards all permanent objects. By limiting them to such a time and to such objects, and by taking the estimates of the former year as a guide, no inconvenience will interpose, and no error can occur which may not be readily corrected when the residue of the appropriation for the whole year is voted at a later period in the session. Another mode is to authorize the President to make necessary transfers from one head to another, in all cases where the new naval appropriation bills do not pass by the commencement of the year, and to require from him a report to Congress of the amount and causes of such transfers. If the authority be thus

restricted, it is difficult to discover any danger likely to result from its exercise; and it is believed that the surplus or balances on hand under some of the appropriations would usually prove sufficient to supply the wants under others. The detail and earnestness with which legislation on this subject is now urged must find their excuse in my strong convictions that no measure whatever, requiring, like this, no increased expenditures, could be more conducive to the reputation and efficient operations of our naval establishment. Thus, sir, under an examination of its central administration, of its personal, or civil, and navy list, of its materials, with the appurtenants thereto, and of its miscellaneous concerns, I have submitted a review of all its transactions and expenditures, during the past year, that possess any great degree of importance. This has been accompanied by suggestions for such improvements as observation and reflection have convinced me might be useful; and should they meet with the approbation of yourself and Congress, I look forward with confidence to a long continuance of prosperity in the affairs connected with this Department.

With great respect, yours, &c.,

LEVI WOODBURY.

Schedule of documents accompanying the report of the Secretary of the Navy, made to the President of the United States, 30th November, 1833.

- A. Estimate for a lithographic press. (Submitted.)
- B, 1 and 2. Reports in relation to a lithographic press, and its uses.
- C, 1 and 2. Estimates for the marine corps.
- D, 1 to 6. Statements in relation to the hospital and pension funds.
- E. List of deaths in the navy since 1st December, 1832.
- F. List of dismissions.
- G. List of resignations.
- H. Estimate for procuring frames of live oak for a frigate and sloop-of-war. (Submitted.)
- I. List of vessels in commission, their commanders and stations.
- K. 1 and 2. Statements showing the names, distribution, and condition of the vessels of the navy in ordinary and on the stocks at the several navy yards.
- L. Estimate for building powder magazines at Boston and New York. (Submitted.)
- M. Estimate for procuring a store ship for the transportation of supplies. (Submitted.)
- N, 1, 2, and 3. Abstract of expenditures on the dry docks at Boston and Norfolk for the year ending October 31st, 1833, and from the commencement of the works, and report on gradual improvement.
- O, 1 and 2. In relation to the practicability of deepening the bar at Pensacola.
- P. Respecting a claim by the heirs of the late John Harris to a part of the navy yard, Charlestown, Massachusetts.
- Q. Estimate for completing and furnishing hospitals. (Submitted.)
- R. Slave trade.
- S, 1 to 10. General estimates for the naval service, and for the office of Secretary of the Navy, Navy Commissioners, and superintendent of the southwest Executive buildings.

A.

Estimate submitted for lithographic press.

For the purchase and use for one year of a lithographic press..... \$1,000 00

B, No. 1.

Reports on lithographic press.

NAVY COMMISSIONERS' OFFICE, *September 12, 1833.*

SIR: The Commissioners have to acknowledge the receipt of your letter of yesterday, enclosing a communication from Lieutenant Wilkes upon the subject of a lithographic press for the use of the Navy Department, and requiring an opinion upon the propriety of purchasing one.

The Commissioners are fully of opinion that the possession and employment of such a press would be both useful and economical; as, besides the various uses enumerated by Lieutenant Wilkes, it may, in their opinion, be applied to the printing of all the various forms required by the disbursing officers of the navy yards, which would at once combine uniformity, which is highly desirable, with a great saving of expense.

The communication of Lieutenant Wilkes is herewith returned.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

HON. LEVI WOODBURY, *Secretary of the Navy.*

B, No. 2.

WASHINGTON CITY, *August 23, 1833.*

SIR: In reply to your letter of the 27th July, I have the honor to report that I have made very many inquiries relative to a lithographic press, the result of which is that they can be had for from thirty-five

to one hundred and fifty dollars, according to the size, goodness, and strength of material of which they are constructed; this is exclusive of rollers, ink, and stones. The rollers and ink will cost about \$30, and the stones are to be had at ten cents the pound. Presuming your object to be usefulness and economy combined, I submit the following as my estimate of the cost of a suitable one for the printing of charts, viz:

Cost of press.....	\$120 00
Rollers and ink.....	30 00
Five hundred pounds of stone, at ten cents.....	50 00
	\$200 00

For the maintenance of the press there will be required a printer, and a laborer to assist in working the press when the impressions are striking off; the pay of a printer is from \$10 to \$14 a week in New York, and no one who understands the art can be had under that price; the laborer's services would only be required occasionally, and it would be, therefore, preferable to hire him when wanted until the press was in full operation and constantly employed; therefore, I should estimate the maintenance of a press as follows, for a year:

Lithographic printer, at \$50 per month	\$600 00
Contingencies, including labor, paper, &c.....	100 00
	\$700 00

So that the purchase and maintenance of the press for the first year would be nine hundred dollars.

I have made many inquiries relative to the cost of the charts that could be printed on a press, for the last ten years, and regret that I have not been able to obtain any information for you, having been informed by the accounting officers that all the accounts of the navy agents and pursers, both at home and abroad, that served in the navy for that time would have to be consulted, which would require, as they inform me, a period of six months. I am equally at a loss to inform you of the amount that has probably been expended in the service for those purposes.

In the place of this information, I can offer many reasons for the advantages to be derived from such an establishment, which will probably tend to satisfy you that the expenditure would not be thrown away. In the first place, all the charts now on hand might be made serviceable, by correcting the erroneous parts, viz: by annexing to them small lithographics of those parts corrected, which charts cannot now be supplied to our public vessels without endangering the public property in some degree, thus making what is now worthless valuable. In the second place, charts of harbors and coasts might be furnished our vessels on large and accurate scales, (and which are alone published by the English and French hydrographical officers,) that cannot now be bought. Thirdly. Errors that had been discovered by navigators, (which is of frequent occurrence,) could be immediately corrected, which the publishers of charts wholly neglect, or are slow in doing, not only on account of the expense in altering the plate, but the loss in not being able to sell the impression they have on hand. Fourthly. The ease and small expense at which it would enable the government to extend any hydrographical information to the mercantile marine, and to embody at once, in a useful shape, all hydrographical information that may be obtained; it is believed that many disasters to vessels would be prevented by having small sections of charts, showing the situations of dangers, to enable navigators fully to comprehend them, at once serving to dissipate any erroneous description, and making it clear to the most common understanding. The opportunity of obtaining hydrographical information well authenticated, and illustrated on charts, would facilitate the insurance of vessels, and equalize the risk between the insurer and insured: for the want of this information, and nowhere to obtain it sufficiently authenticated, many merchants are now denied this privilege, and others receive it at a large premium. As it is one of the great objects of our government to afford facilities to its commerce, and spread useful information, there are few ways in which more valuable information could be spread at so small expense, than by the establishment of a lithographic press connected with this office, which would not only receive the information, but be enabled to put it in immediate circulation; at the same time that it is a great economy in furnishing the navy with charts, and those that cannot be obtained elsewhere. Fifthly. As the coast survey progresses, it would enable the government to issue copies at little more than the price of the paper, which alone, contrasted with the amount now expending by Congress in the publication of the survey of Narraganset Bay, would have bought and maintained a lithographic press for three or four years. In connection with all this, it might be employed in printing off circulars for the Department. All this, I am of opinion, would occupy a press fully, and could not be obtained by even employing another printer at the press of the War Department, (which would be the same expense, except the first cost of the press,) as the time of printing could not be at our own disposal, which is a material consideration in the success of the operation, being very much influenced by the state of the temperature. These are some of the prominent objects that have appeared to me to be embraced in your letter, and which I have the honor respectfully to submit to your consideration.

I am, your most obedient servant,

CHARLES WILKES, JR.,

Lt. U. S. Navy, in charge of Charts, Instruments, &c.

Hon LEVI WOODBURY, *Secretary of the Navy.*

C, No. 1.

Estimate of pay for the officers, non-commissioned officers, musicians, and privates, and subsistence for the officers of the marine corps for the year 1834, and arrearages and increased pay under the act of 2d March, 1833.

PAY.

One lieutenant colonel commandant at \$75 per month.....	\$900 00
Five lieutenant colonels by brevet (commanding) at \$60 per month.....	3,600 00
One paymaster at \$60 per month.....	720 00
One quartermaster at \$60 per month.....	720 00
Three captains at \$40 per month.....	1,440 00
Twenty-three first lieutenants at \$30 per month.....	8,280 00
Sixteen second lieutenants at \$25 per month.....	4,800 00
One surgeon at \$60 per month.....	720 00
One hospital steward at \$18 per month.....	216 00
One sergeant major (under the act of 2d March, 1833) at \$17 per month....	204 00
One quartermaster sergeant (under the act of 2d March, 1833) at \$17 per month	204 00
One drum major (under the act of 2d March, 1833) at \$16 per month.....	192 00
One fife major (under the act of 2d March, 1833) at \$16 per month.....	192 00
Thirty orderly sergeants and first sergeants of guards at sea at \$16 per month	5,760 00
Forty-one other sergeants at \$13 per month.....	6,396 00
Seventy-three corporals at \$9 per month.....	7,884 00
Twenty-seven drummers and fifers (served faithfully two or more years) at \$8 per month.....	2,592 00
Fifteen drummers and fifers at \$7 per month.....	1,260 00
Three hundred and sixty-four privates (served faithfully two or more years) at \$7 per month.....	30,576 00
Three hundred and eighty-six privates at \$6 per month.....	27,792 00
Extra pay to the adjutant and inspector at \$30.....	360 00
Pay for five clerks, viz: one for the lieutenant colonel commandant, one for the paymaster, one for the adjutant and inspector, and two for the quar- termaster, at \$20 per month each.....	1,200 00
Amount required for bounty, in conformity to the 3d section of the act of 2d March, 1833, to improve the condition of the non-commissioned officers, &c., of the army and marine corps, &c.....	1,540 00
Amount required for arrearages of pay, 1833, the estimate for that year being predicated on former laws, and not sufficient to meet the demands of the above-mentioned act of 2d March, 1833.....	10 940 00
	\$118,488 00

SUBSISTENCE.

One lieutenant colonel commandment, 12 rations per day, 4,380 rations, at 20 cents.....	\$876 00
Five lieutenant colonels by brevet, (commanding) 10 rations per day, 18,250 rations, at 20 cents.....	3,650 00
One paymaster, 4 rations per day, 1,460 rations, at 20 cents.....	292 00
One quartermaster, 4 rations per day, 1,460 rations, at 20 cents.....	292 00
Three captains, (commanding) 6 rations per day, 6,570 rations, at 20 cents..	1,314 00
Twenty-three first lieutenants, 4 rations per day, 33,580 rations, at 20 cents..	6,716 00
Sixteen second lieutenants, 3 rations per day, 17,520 rations, at 20 cents....	3,504 00
One adjutant and inspector, 4 rations per day, 1,460 rations, at 20 cents....	292 00
One surgeon, 4 rations per day, 1,460 rations, at 25 cents.....	365 00
One hospital steward, 1 ration per day, 365 rations, at 25 cents.....	91 25
	17,392 25
	\$135,880 25

C. R. BROOM, *Paymaster, M. C.*

HEAD-QUARTERS, MARINE CORPS, *Paymaster's Office, September 25, 1833.*

C, No. 2.

Estimate for expenditures in the quartermaster's department of the United States marine corps, for the year 1834.

SUBSISTENCE.

For 421 non-commissioned officers, musicians, privates, and washerwomen, serving on shore, at one ration per day each, is 153,665 complete rations, at 12 cents per ration.....	\$18,439 80
For amount required for extra rations, in conformity with the 3d section of the act of the 2d March, 1833, "to improve the condition of the non- commissioned officers, musicians, and privates of the army and marine corps, and to prevent desertion".....	792 00
	\$19,231 80

CLOTHING.	
For 938 non-commissioned officers, musicians, and privates, at \$30 each, is..	\$28,140 00
For 100 watchcoats, at \$6.25 each, is.....	625 00
For amount required for extra clothing, in conformity with the 3d section of the act of the 2d of March, 1833, "to improve the condition of the non-commissioned officers, musicians, and privates of the army and marine corps, and to prevent desertion".....	550 00
	\$29,315 00
FUEL.	
For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for the public offices, hospital, and armory.....	9,098.00
BARRACKS.	
For repairs of barracks at the different stations, and for erecting a hospital at head-quarters.	8,000 00
TRANSPORTATION AND RECRUITING.	
For transportation of officers and men, and for expenses of recruiting.....	5,000 00
MEDICINES.	
For medicines, hospital stores, and surgical instruments, for officers and men serving on shore	2,369 71
CONTINGENCIES.	
For freight of stores, ferriage, toll, wharfage, and cartage; per diem allowance for attending courts-martial and courts of inquiry, and for officers and men on extra duty; compensation to judge advocates; house rent and chamber money, where there are no public quarters assigned; incidental labor in the quartermaster's department; per diem allowance to a messenger for the public offices; expenses of burying deceased persons belonging to the marine corps; printing, stationery, forage, and postage on public letters; expenses in pursuit of deserters; candles and oil for the guards of the different stations; straw for the men; barrack furniture, bed sacks, spades, axes, shovels, picks, and carpenter tools.....	\$14,000 00
For arrearages for contingencies for 1832.....	5,000 00
	19,000 00
For amount of pay and allowances due the late Brevet Lieutenant Colonel William Anderson, under the act approved 14th July, 1832, concerning certain marine officers, being a deficiency in the appropriation of last year, caused by an error in calculating the difference of pay and allowances between those of a captain and major from the 3d of March, 1825, to 2d March, 1827, instead of from the 3d of March, 1825, to 23d May, 1828, the date of his promotion to brevet lieutenant colonel.....	954 22
ERECTION OF BARRACKS.	
For erection of new barracks for the marines stationed at Brooklyn, Long Island, New York	30,000 00
Total amount	\$122,968 73

Respectfully submitted.

E. J. WEED, *Q. M. C.*

HEAD-QUARTERS, MARINE CORPS, *Quartermaster's Office, Washington, September 21, 1833.*

D.

A statement of the condition of the navy pension, privateer pension, and navy hospital funds, agreeably to an act of Congress, passed 10th July, 1832.

This statement includes a period of time from November, 1832, to October, 1833. The accounts of the navy pension fund are exhibited in the papers numbered from 1 to 4, inclusive.

D, No. 1. An exhibit from the Register of the Treasury of the receipts and disbursements on account of the fund from the period above stated.

D, No. 2. An exhibit from the Fourth Auditor of the Treasury in relation to this fund.

D, No. 3. An exhibit of all the stocks belonging to the fund, with the cost thereof, as nearly as can be ascertained, and the nominal value of the same; and also the annual amount of interest which accrues to the fund.

D, No. 4. An exhibit of the number of pensioners now on the navy pension roll.

The annual income of the navy pension fund, it will be perceived, is estimated at about \$52,443.23.

And the amount paid, and required to be paid, for the same time, it is believed, will not fall short of \$33,000.

Since the last statement to Congress, a number of applications has been made for pensions, where the claims did not come within the provisions of any acts of Congress relating to the navy pension fund, or were not supported by the necessary evidence. The former consists principally of the widows of officers and seamen who were killed during the late war, or who died in the service while acting in the line of their duty; the latter class of which was provided for by act of Congress, passed in March, 1817, and was again provided for by the act of 28th June, 1832. But the widows of those officers and seamen who have died since the repeal of the act of March, 1817, which took place on the 22d January, 1824, are left by that repeal not entitled, under any existing law, to a pension.

The act of March, 1817, provides for the widows of those whose death was produced by casualty

while in the service; the act of 23th June, 1832, recognizes these claims, because the claimants were formerly on the pension roll; but the widows of those who have died since 1824, while in the service, are excluded from any benefit to be derived from the navy pension fund, under the existing law.

The state of the privateer pension fund, and the number of pensioners who are deriving the benefit of it, appear in D, No. 5, herewith submitted.

The income of the privateer pension fund is derived from Maryland five per cent. stocks, and stock of the Bank of the United States. It amounts at this time, per annum, to \$2,330.35, and the sum annually required to pay pensioners on its roll is estimated at about \$2,628.

The receipts and expenditures on account of the navy hospital fund are shown in D, No. 6, being an exhibit of the same from the Register of the Treasury.

D, No. 1.

Navy pension fund.

Balance to credit of account on the 18th November, 1832, as per statement at that time rendered.....	\$20,642 63
Deduct for error in that statement, repayment of this sum made 17th November, 1831, and included among the repayments made subsequently thereto.....	420 00
True amount of balance on the 18th November, 1832.....	\$20,222 63
Amount of repayments to credit of account from 19th November, 1832, to 30th September, 1833, inclusive.....	134,606 55
	<u>\$154,829 18</u>
Amount of payments made on account of said fund, from 19th November, 1832, to 30th September, 1833, inclusive.....	137,156 82
Balance to the credit of account, 1st October, 1833.....	<u>\$17,672 36</u>

T. L. SMITH, *Register.*TREASURY DEPARTMENT, *Register's Office, November 11, 1833.*

D, No. 2.

Statement showing the balance standing to the credit of the navy pension fund, on the 18th day of November, 1832; the amount of receipts and disbursements on account of said fund, from that date to the 30th September, 1833, inclusive; and the amount of advances to agents during the same period.

1. Balance in the Treasury to the credit of the fund, on the 18th November, 1832, per last report.....	\$20,642 63
Deduct for error in register's balance.....	420 00
	<u>\$20,222 63</u>

2. Amount received in the Treasury since that time, from whom, and on what account, viz:

1832.		
Nov. 29.	From the Secretary of the Navy, trustee for dividend on Washington Bank stock, due May 1, 1832.....	\$420 00
	From the Secretary of the Navy, for interest on Maryland five per cent., due 30th September, 1832.....	1,181 25
1833.		
Jan. 10.	From the Secretary of the Navy, for interest on Maryland five per cent., due 31st December.....	1,237 50
Jan. 15.	From the Secretary of the Navy, for reimbursement of United States three per cent. stock.....	58,555 40
Feb. 1.	From the Secretary of the Navy, for dividend on United States Bank stock.....	5,876 50
Feb. 13.	From the Secretary of the Navy, for dividend on stock of United States.....	2,519 59
Feb. 19.	From the Secretary of the Navy, for interest on Pennsylvania five per cent.	5,311 74
May 6.	From the Secretary of the Navy, for interest on Washington Corporation stock, due 1st April.....	2,230 23
May 28.	From the Secretary of the Navy, for reimbursement of 4½ per cent. United States stock.....	19,946 74
May 28.	From the Secretary of the Navy, for dividend on stock of the Bank of Washington.....	420 00
May 28.	From the Secretary of the Navy, for dividend on stock of the Union Bank of Georgetown.....	300 00
May 28.	From the Secretary of the Navy, for dividend on stock of the United States.....	1,856 03
June 14.	From the Secretary of the Navy, for interest on stock of the city of Cincinnati.....	2,500 00

June	20.	From the Secretary of the Navy, for proceeds of 180 shares of the Bank of the United States sold.....	\$20,468 70
July	19.	From the Secretary of the Navy, for interest on Maryland five per cents.....	1,443 75
Aug.	12.	From the Secretary of the Navy, for dividend on United States Bank stock.....	8,431 50
April	1.	Joseph P. McCorkle, for amount of salary advanced him which has been repaid the fund by an appropriation made by Congress...	423 87
April	8.	Richard Smith, for interest on Maryland five per cents.....	1,443 75
Aug.	8.	Benjamin Homans, for this sum refunded.....	40 00
			\$134,605 55

3. Disbursements made from the fund, from the 17th November, 1832, to the 30th of September, 1833, inclusive, viz:

1832.			
Nov.	23.	Paid Eliza Cassin, widow, for pension.....	\$1,053 33
Dec.	14.	Paid Mary Proctor, widow, for pension.....	1,080 00
1833.			
Jan.	12.	Paid Isabella McCormick, widow, for pension.....	626 66
Feb.	15.	Paid president Branch Bank United States at Washington, balance due him.....	3,543 52
Feb.	28.	Paid Secretary of the Treasury for 600 shares United States Bank stock.....	60,000 00
March	1.	Paid Eliza Stewart, widow, for pension.....	420 00
March	13.	Paid B. Trevett, for five years' pension, as sole heir of Samuel R. Trevett, surgeon, deceased.....	1,500 00
June	18.	Paid Secretary of the Treasury for 310 shares of United States Bank stock.....	31,000 00
Total amount of disbursements.....			\$99,223 51

4. Advances to agents to pay pensions, &c.:

1832.			
Dec.	12.	To the president of the Farmers' Bank, at New Castle, Delaware.	\$36 00
Dec.	17.	To the president of the Trenton Banking Company, New Jersey..	36 00
Dec.	17.	To the president of the Branch Bank United States, at Pittsburg, Pennsylvania.....	54 00
Dec.	17.	To the president of the Branch Bank United States, at Lexington, Kentucky.....	300 00
Dec.	17.	To the president of the Branch Bank United States, at Savannah, Georgia.....	114 00
Dec.	17.	To the president of the Branch Bank United States, at Norfolk, Va.	2,500 00
Dec.	17.	To the president of the Branch Bank United States, at Portsmouth, New Hampshire.....	253 00
Dec.	17.	To the president of the Branch Bank United States, at Hartford, Connecticut.....	800 00
Dec.	17.	To the president of the Branch Bank United States, at Portland, Maine.....	600 00
Dec.	17.	To the president of the Branch Bank United States, at Providence, Rhode Island.....	220 00
Dec.	17.	To the president of the Branch Bank United States, at Boston, Massachusetts.....	3,750 00
Dec.	17.	To the president of the Branch Bank United States, at New York,	8,500 00
Dec.	17.	To the president of the Branch Bank United States, at Baltimore, Maryland.....	560 00
Dec.	17.	To the president of the Bank United States, Philadelphia.....	1,590 00
1833.			
Jan.	10.	To the president of the Branch Bank United States, at New York	600 00
Feb.	19.	To the president of the Branch Bank United States, at Pittsburg	400 00
Feb.	19.	To the president of the Branch Bank United States, at Washington, District Columbia.....	1,200 00
June	14.	To the president of the Branch Bank United States, at Boston, Massachusetts.....	2,000 00
June	14.	To the president of the Branch Bank United States, at Providence, Rhode Island.....	200 00
June	14.	To the president of the Branch Bank United States, at Portsmouth, New Hampshire.....	300 00
June	14.	To the president of the Branch Bank United States, at Portland, Maine.....	600 00
June	14.	To the president of the Trenton Banking Company, New Jersey..	50 00
June	14.	To the president of the Branch Bank United States, at Savannah, Georgia.....	150 00
June	14.	To the president of the Branch Bank United States, at St. Louis, Missouri.....	113 00
June	14.	To the president of the Branch Bank United States, at New Orleans.....	500 00

June 14.	To the president of the Branch Bank United States, at Cincinnati, Ohio.....	\$330 00	
June 14.	To the president of the Branch Bank United States, at Norfolk, Virginia.....	2,400 00	
June 14.	To the president of the Branch Bank United States, at Washington, District Columbia.....	2,000 00	
June 14.	To the president of the Branch Bank United States, at Baltimore, Maryland.....	1,200 00	
June 14.	To the president of the Branch Bank United States, at Pittsburg, Pennsylvania.....	100 00	
June 14.	To the president of the Branch Bank United States, at New York, New York.....	4,000 00	
June 14.	To the president of the Bank United States, at Philadelphia.....	1,500 00	
June 14.	To the president of the Branch Bank United States, at Hartford, Connecticut.....	100 00	
June 14.	To the president of the Branch Bank United States, at Boston, Massachusetts.....	600 00	
June 14.	To the president of the Farmers' Bank, New Castle, Delaware.....	60 00	
			\$37,716 00
1832.			
Nov. 30.	To Joseph P. McCorkle, in part for salary.....	\$66 67	
Dec. 12.	To E. Kane, N. A., Washington, for sundries.....	12 11	
Dec. 31.	To Joseph P. McCorkle, in part for salary.....	45 11	
1833.			
Jan. 14.	To E. Kane, N. A., Washington, for sundries.....	4 53	
Jan. 31.	To Joseph P. McCorkle, in part for salary.....	44 44	
Feb. 28.	To Joseph P. McCorkle, in part for salary.....	44 45	
			217 31
Total amount of advances.....			\$37,933 31

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 18, 1833.*

D, No. 3.

Exhibit showing the amount of stocks belonging to the navy pension fund, with the cost and nominal value thereof, on the 30th September, 1833.

	Cost.	Nominal value.
United States stocks.....	\$156,856 91	\$149,482 78
United States Bank stock.....	256,900 00	256,900 00
Pennsylvania 5 per cents.....	243,485 92	212,469 16
Maryland 5 per cents.....	152,884 43	140,220 72
City of Cincinnati 5 per cents.....	110,275 00	100,000 00
City or Washington 5 per cents.....	56,493 75	59,472 40
Bank of Washington.....	14,260 00	14,000 00
Union Bank of Georgetown.....	15,340 50	15,000 00
	\$996,501 51	\$947,565 06
Columbia Bank stock.....	99,502 60	92,600 00
This last-named stock was purchased, part in 1809 and part in 1819. The bank became insolvent, and the stock, it is believed, is an entire loss to the fund.		
The annual interest accruing to the fund is:		
From United States stocks.....	\$7,317 13	
From all other stocks.....	45,126 10	
		\$52,443 23
The amount of stocks redeemed and paid to the fund by the United States to the 30th September, 1833, since last report, is, per statement of the Register of the Treasury...		\$78,502 14

D, No. 4.

Exhibit showing the number of pensioners on the navy pension roll, from each State respectively, other than those authorized to be placed upon it by the act of 28th June, 1832, and also the number from each State, respectively, who are now on the roll in accordance to that act, from the States of—

Maine.....	9
Massachusetts.....	56
Rhode Island.....	8
Connecticut.....	6
New Hampshire.....	9

New York.....	79
New Jersey.....	1
Missouri.....	1
Pennsylvania.....	38
Maryland.....	23
District of Columbia.....	13
Virginia.....	25
Ohio.....	2
Kentucky.....	1
Delaware.....	2
South Carolina.....	2
Louisiana.....	2
Total.....	<u>277</u>

Number of pensioners on the navy pension roll under the act of 28th June, 1832.

Maine.....	1
Massachusetts.....	2
New York.....	4
Pennsylvania.....	3
Maryland.....	1
District of Columbia.....	1
Virginia.....	3
Georgia.....	1
	<u>16</u>

Number of pensioners under the act of the 23d April, 1800, for long and faithful services, is, from—

New Jersey.....	1
Pennsylvania.....	2
Maryland.....	2
	<u>5</u>
Making the whole number of pensioners on the roll.....	<u>298</u>

D, No. 5.

On the 16th November, 1832, the date of the last statement to Congress, there remained belonging to the privateer pension fund, invested as follows:	
In the Maryland five per cents.....	\$44,436 52
In the stock of the Bank of the United States.....	1,100 00
Making the sum of.....	<u>\$45,536 52</u>
Since which time the sum of.....	1,869 47
in the Maryland five per cents. has been sold, in order to meet the payments due to pensioners on this roll, which left.....	<u>\$43,667 05</u>
On the 16th September last the sum of.....	1,000 00
was invested in stock of the Bank of the United States, making the amount of stocks now belonging to the fund.....	<u>\$44,667 05</u>
The income of the fund per annum is.....	\$2,330 35
And the annual amount of claims upon it is estimated at.....	<u>2,628 00</u>
Which leaves a deficit of.....	<u>\$297 65</u>

The number of pensioners on the privateer pension roll is—

Maine.....	3
Massachusetts.....	15
New York.....	9
Pennsylvania.....	1
Maryland.....	5
Whole number at this time on the roll.....	<u>33</u>

D, No. 6.

A statement exhibiting the balance in the Treasury to the credit of the navy hospital fund on the 31st^o October, 1832, and the amount of receipts and expenditures on account of said fund to 30th September, 1833, together with the balance in the Treasury to its credit on that day.

Balance on the 31st of October, 1832.....	\$14,014 65
Receipts into the Treasury from the 1st of November, 1832, to the 30th September, 1833...	19,940 58
	<u>\$33,955 23</u>
Amount of expenditures from 1st November, 1832, to 30th September, 1833.....	5,212 02
	<u>\$28,743 21</u>

Balance to the credit of the fund, 30th September, 1833

T. L. SMITH, Register.

TREASURY DEPARTMENT, Register's Office, November 22, 1833.

E.

List of deaths in the navy of the United States, as ascertained at the Department, since the 1st December, 1832.

Name and rank.	Date.	Cause.	Place.
CAPTAIN.			
William Bainbridge.....	July 27, 1833..	Dropsy.....	Philadelphia.
MASTER COMMANDANT.			
John H. Bell.....	August 14, 1833..	Fever.....	Westmoreland co., Va.
LIEUTENANTS.			
William Pottinger.....	February 5, 1833..	.....	Hagerstown, Md.
John M. Sullivan.....	February 22, 1833..	.....	Brooklyn, N. Y.
Richard R. McMullin.....	January 28, 1833..	Fall from poop.....	Sloop Warren, at Rio.
Joseph M. Nicholson.....	April 5, 1833..	Protracted illness....	Norfolk hospital.
John M. Rinker.....	May 31, 1833..	Consumption.....	Philadelphia.
John A. Wish.....	October 25, 1833..	Injury from the falling of small pair shears.	Navy yard, N. Y.
SURGEON.			
Lewis Heermann.....	May 19, 1833..	Cholera.....	New Orleans.
ASSISTANT SURGEONS.			
Richard K. H. Sims.....	July 5, 1833..	Consumption.....	Philadelphia.
William Milnor.....	April 16, 1833..	Apoplexy.....	At sea.
Andrew E. Kennedy.....	June 13, 1833..	Dysentery.....	Hospital at Batavia
PASSED MIDSHIPMEN.			
William F. Irving.....	November 4, 1832..	Consumption.....	New York.
John H. Mansby.....	July 13, 1833..	Drowned.....	In the Delaware, off New Castle.
William F. Hove.....	August 14, 1833..	Fever.....	King George county, Virginia.
MIDSHIPMEN.			
William Pryor.....	April, 1833..	Murdered.....	Nashville, Tennessee.
John Middleton.....	April 12, 1833..	.....	Norfolk.
SAILINGMASTER.			
Joseph Williston.....	April 14, 1833..	Effusion on the brain.	Navy yard, Boston.
GUNNER.			
Joseph Andrews.....	October 19, 1832..	.....	Navy yard, Ports- mouth, N. H.
SAILMAKER.			
John Clementson.....	July 9, 1833..	Brain fever.....	Norfolk.
MARINE OFFICER.			
Brevet Captain J. C. Hall.....	May 17, 1833..	Suicide.....	New York.
NAVY AGENT.			
Isaac Phillips.....	September, 1833..	Fever.....	Baltimore.

F. -

List of dismissals from the navy of the United States since the 1st of December, 1832.

Name.	LIEUTENANT.	Date of dismissal.
Robert B. Randolph.....		April 19, 1833.
	PASSED MIDSHIPMAN.	
Walter C. Cutts.....		May 17, 1833.
	MIDSHIPMEN.	
Philip M. Box.....		June 21, 1833.
John E. Holt, jr.....		June 25, 1833.
John C. Davidson.....		June 25, 1833.
John W. Graham.....		July 9, 1833.
John C. Barker.....		July 9, 1833.
Jenjamin S. Sly.....		July 9, 1833.
Bohn B. Meigs.....		September 24, 1833.

G.

List of resignations in the navy of the United States since the 1st of December, 1832.

Name.	LIEUTENANTS.	When accepted.
George Izard.....		May 4, 1833.
John R. Coxe.....		May 29, 1833.
Thomas R. Gerry.....		August 27, 1833.
J. Edward Calhoun.....		November 11, 1833.
	CHAPLAINS.	
H. H. Hays.....		April 18, 1833.
J. P. Fenner.....		September 23, 1833.
	PASSED MIDSHIPMEN.	
Charles A. Thompson.....		September 27, 1833.
Lorenzo T. Bennett.....		October 18, 1833.
	ASSISTANT SURGEONS.	
William G. Micks.....		October 18, 1833.
Richard Kennon.....		November 12, 1833.
	MIDSHIPMEN.	
William Russell.....		December 13, 1832.
Edward H. Perkins.....		January 2, 1833.
Benjamin D. Moore.....		January 2, 1833.
George Lansing.....		Feb'y 1, 1833, as of October 27, 1832.
Nathan B. Lane.....		February 27, 1833.
David B. Morgan.....		March 25, 1833.
Cranstoun Laurie.....		April 4, 1833.
David M. Stokes.....		April 15, 1833.
John L. Spencer.....		April 20, 1833.
E. L. Greenwood.....		May 13, 1833.
Francis E. Jaynor.....		May 27, 1833.
William C. Banister.....		June 6, 1833.
Henry Booraem.....		June 14, 1833.
Alexander M. Henderson.....		June 17, 1833.
Alexander K. Yancey.....		June 25, 1833.
Lewis P. Higbee.....		June 28, 1833.
George Butterfield.....		July 8, 1833.
Virgil McCracken.....		July 16, 1832, to take effect April 1, 1832.
Hugh H. Stockton.....		September 5, 1833.
Charles G. Bush.....		September 23, 1833.
Francis B. Wright.....		August 24, 1833.
A. C. Hinton.....		October 28, 1833.
William M. Wallace.....		November 1, 1833.
	SAILINGMASTER.	
John Barry.....		July 9, 1833.
	BOATSWAIN.	
John Ball.....		November 11, 1833.
	GUNNER.	
John Martin.....		December 18, 1832.
	CARPENTERS.	
James Jones.....		October 12, 1832, by Capt. Reed, com- manding frigate Constellation.
Calvin Oaks.....		August 20, 1833.
Elliott Green.....		September 6, 1833.

Name.	MARINE OFFICERS.	When accepted.
Second Lieutenant A. C. McLean.....		May 8, 1833.
Second Lieutenant Francis S. Neville.....		July 15, 1833.

H.

Estimate submitted.

For procuring the live oak frames for a frigate and sloop-of-war, to be called Paul Jones and the Levant..... \$50,000 00

I.

List of vessels in commission, their commanders and stations.

Class.	Name.	Commanders.	Where employed.
Ship of the line.	Delaware.....	Captain H. E. Ballard.....	Mediterranean.
Frigate.....	United States.	Captain John B. Nicholson.....	do
Frigate.....	Constellation..	Captain George C. Read.....	do
Sloop.....	John Adams..	Master Commandant P. F. Voorhees.....	do (ordered home.)
Schooner.....	Shark.....	Lieutenant Hiram Paulding.....	do
Sloop.....	Vandalia.....	Master Commandant Thomas T. Webb.....	West Indies.
do.....	St. Louis.....	Master Commandant Thomas M. Newell.....	do
Schooner.....	Grampus.....	Lieutenant Joseph Smoot.....	do
do.....	Porpoise.....	Lieutenant William Taylor.....	do
do.....	Experiment...	Lieutenant Thomas Paine.....	do
Sloop.....	Lexington.....	Master Commandant Isaac McKeever.....	Coast of Brazil, (ordered home.)
do.....	Peacock.....	Master Commandant David Geisinger.....	do and India.
do.....	Natchez.....	Master Commandant John P. Zantzingar.....	do
do.....	Ontario.....	Master Commandant William D. Salter.....	do
Schooner.....	Enterprise.....	Lieutenant Samuel W. Downing.....	do
do.....	Boxer.....	Lieutenant William F. Shields.....	do and India.
Frigate.....	Potomac.....	Com. John Downes.....	In the Pacific, (ordered home.)
Sloop.....	Falmouth.....	Master Commandant F. H. Gregory.....	do (ordered home.)
do.....	Fairfield.....	Master Commandant E. A. F. Valette.....	do
do.....	Vincennes.....	Com. Alexander Wadsworth.....	do
Schooner.....	Dolphin.....	Lieutenant Ralph Voorhees.....	do

K, No. 1.

Statement showing the names, distribution, and condition of the vessels of the navy in ordinary, 1st November, 1833.

AT PORTSMOUTH, N. H.

Concord—sloop-of-war, requiring slight repairs.

AT CHARLESTOWN, MASS.

Columbus—ship of the line, requiring moderate repairs.

Independence—ship of the line, requiring a thorough repair.

Constitution—frigate, undergoing a thorough repair.

Erie—sloop-of-war, undergoing a thorough repair.

Boston—sloop-of-war, requiring considerable repairs.

AT BROOKLYN, N. Y.

Ohio—ship of the line, requiring extensive repairs.

Washington—ship of the line, requires thorough repairs.

Franklin—ship of the line, requires thorough repairs.

Hudson—frigate, requires rebuilding.

Brandywine—frigate, has just been coppered, and is nearly repaired for sea service

AT PHILADELPHIA.

Cyane—sloop-of-war, to be replaced.

Warren—sloop-of-war, just arrived, requires slight repairs.

Sea Gull—unfit for repairs.

AT GOSPORT, VA.

North Carolina—ship of the line, requires considerable repairs.

Java—frigate, to be replaced.

Guerriere—frigate, requires extensive repairs.

Congress—frigate, requires extensive repairs.

K, No. 2.

Statement of the vessels building at the several navy yards, under the law for the gradual increase of the navy.

One ship of the line, one frigate.	AT PORTSMOUTH, N. H.
Two ships of the line, one frigate.	AT CHARLESTOWN, MASS.
Two frigates.	AT BROOKLYN, N. Y.
One ship of the line, one frigate	AT PHILADELPHIA.
One frigate.	AT WASHINGTON.
One ship of the line, one frigate.	AT GOSPORT.

All of these vessels are under cover, and in a good state of preservation.

There is building, at the navy yard, Gosport, a frigate of the second class, to replace the Macedonian, condemned and broken up under a special act of Congress.

L.

Estimate submitted.

For building a powder magazine at Boston	\$12,000 00
For building a powder magazine at New York.....	12,000 00
Total for magazines	<u>\$24,000 00</u>

M.

Estimate submitted.

For procuring a store ship for the use of the service	<u>\$40,000 00</u>
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N, No. 1.

Statement showing the progress made under the law for the gradual improvement of the navy.

Frames of live oak have been delivered at the different navy yards, as follows:

For two ships of the line, two frigates, and one sloop-of-war, at Charlestown, Mass.

For one frigate, at Brooklyn, New York.

For two frigates and one sloop-of-war, at Philadelphia.

For one frigate and one sloop-of-war, at Washington.

For two ships of the line, one frigate, and one sloop-of-war, at Gosport, Va.

Contracts for the frames of a frigate and sloop-of-war, at Portsmouth, have been made, but a small part only has been delivered; and upon the contract for the frame of a ship of the line, at Brooklyn, N. Y., none has been delivered.

Total quantity of live oak received, cubic feet.....	365,435
There is also on hand, at the different navy yards, belonging to this appropriation, of white oak plank, board measure.....	206,887
White oak timber, cubic feet.....	198,652
Yellow pine timber, for plank, cubic feet.....	188,204
Yellow pine, mast and spar timber, cubic feet.....	44,560
White oak knees, in number.....	5,500

There have also been built, from this appropriation, at the different navy yards, for the preservation of timber, *five substantial timber sheds.*

Of the dry docks authorized under this appropriation, that which was constructed at Charlestown, Mass., was so far completed on the 24th June last as to receive the frigate Constitution for repairs. It is now completed. The total cost, including the engine and pump house, which will be available for other useful purposes, and all other incidental expenses, has been \$677,089.78½.

For the cost in detail the board beg leave to refer to paper N, No. 2, herewith enclosed. That which was constructed at the Navy yard, Gosport, was so far completed on the 17th of June last as to admit the ship of the line Delaware, and subsequently the North Carolina.

The only objects yet unfinished are the floating gate, necessarily delayed to admit the above mentioned ships, and to deepen the entrance a little from the channel to the gate. The expenditures to the 31st of October were \$943,676.73, and the engineer estimates that it will require \$7,000 to complete it. This, as at Charlestown, includes the engine and pump house and all other incidental expenses. It is expected it will be finally completed in the course of the present year. For the detailed expenditures on this dock the board refer to the enclosed paper, N, No. 3. From the test given by the occupation of both docks, the board feel confirmed in the opinion that they are constructed in the most substantial and durable manner, and will prove highly useful to the nation, and permanent testimonials of the ability and attention of Col. Baldwin, the superintending engineer.

The board propose to advertise for offers for other articles, under this appropriation, as required by your instructions, so soon as they can obtain some information which is deemed essential to enable them to determine upon the most advantageous expenditure.

About \$150,000 have been expended for the purchase and reception of timber, and for the preservation and cultivation of live oak timber.

NAVY COMMISSIONERS' OFFICE.

N, No. 2.

Abstract of expenditures on the different branches of the dry dock in Boston, for the year ending October 3, 1833, and also from the commencement to the completion of the work.

No.		For the past year.			From the commencement.		
		Materials.	Labor.	Total.	Materials.	Labor.	Total.
1	Office	\$212 43	.....	\$212 43	\$1,784 53	\$266 19 ³ / ₄	\$2,050 72 ³ / ₄
2	Tools	362 82	.....	362 82	2,537 85	1,861 09 ¹ / ₂	4,398 94 ¹ / ₂
3	Iron and steel.....	36 91	\$634 69	671 60	11,305 48	22,622 99	33,928 47
4	Driving machines .....	.....	.....	.....	1,918 20	1,188 74	3,106 94
5	Scoops, boats, &c.....	.....	.....	.....	1,355 59 ¹ / ₂	687 09 ¹ / ₄	2,042 68 ³ / ₄
6	Coffer dam .....	.....	.....	.....	4,399 18	7,103 90 ³ / ₄	11,503 08 ³ / ₄
7	Pier wharves	135 82	2,129 74	2,265 56	7,286 01 ³ / ₄	6,871 83	14,157 84 ³ / ₄
8	Spruce and pine timber.....	.....	.....	.....	1,967 31	.....	1,967 31
9	Blacksmith shop.....	164 25	.....	164 25	8,181 58	312 21 ³ / ₄	8,493 79 ¹ / ₄
10	Miscellaneous	3,857 15	1,580 22	5,437 37	11,594 54 ¹ / ₂	19,015 29 ³ / ₄	30,609 84 ¹ / ₂
11	Dry quay wall.....	.....	.....	.....	5,625 37	102 81	5,728 18
12	Filling coffer dam.....	.....	.....	.....	2,573 28	537 34	3,110 62
13	Surveys and plans of navy yards.....	.....	.....	.....	1,132 18	1,764 37	2,896 55
14	Foundation of dock .....	.....	.....	.....	18,686 16	22,451 40	41,137 56
15	Draining.....	.....	.....	.....	11,654 44	9,537 27	21,191 71
16	Excavation.....	.....	.....	.....	2,259 86	29,795 59	32,055 45
17	Masonry of dock	1,464 72	835 80	2,300 52	116,953 52	123,502 66	240,456 18
18	Great steam engine.....	1,190 28	1,933 19	3,123 47	12,015 12	2,846 76	14,861 88
19	Superintendence	2,095 46	3,048 82	5,144 28	14,955 80	30,464 37	45,420 17
20	Banking up behind walls, &c.....	3,300 68	.....	3,300 68	7,467 31	13,090 77	20,558 08
21	Turning gates	1,746 74	1,927 90	3,674 64	16,806 66	9,509 95	26,316 61
22	Great pumps	212 92	.....	212 92	28,114 55	.....	28,114 55
23	Removing coffer dam, &c.	2,979 49	4,794 48	7,773 97	4,642 50	9,623 59	14,266 09
24	Steam engine house, wells, &c.....	454 73	376 26	830 99	14,707 39	19,593 83	34,301 22
25	Floating gate.....	16,096 23	11,537 94	27,634 17	19,689 85	12,288 06	31,977 91
26	Wicket gates.....	313 16	.....	313 16	2,308 06	129 30	2,437 36
		\$34,623 79	\$28,799 04	\$63,422 83	\$331,922 34 ³ / ₄	\$345,167 43 ¹ / ₄	\$677,089 78 ¹ / ₄

N, No. 3.

Abstract of expenditures on the different branches of the dry dock at Gosport, Virginia, for the year ending October 31, 1833, and also from the commencement of the work to the same day.

No.		For the past year.			From the commencement.		
		Materials.	Labor.	Total.	Materials.	Labor.	Total.
1	Office	\$96 60	.....	\$96 60	\$1,788 91	\$959 87	\$2,748 78
2	Tools	2,020 54	\$6,888 19	8,909 73	16,286 22	17,849 49	34,135 71
3	Iron, nails, &c.	1,213 43	.....	1,213 43	11,155 29	.....	11,155 29
4	Driving machine.....	.....	.....	.....	94 75	929 68	1,024 43
5	Lighters, boats, &c.....	207 43	299 10	506 53	3,500 01	2,760 29	6,260 30
6	Coffer dam .....	.....	.....	.....	9,317 60	14,215 24	23,532 84
7	Pier wharves .....	.....	.....	.....	6,596 03	4,376 47	10,972 50
8	Pine timber, plank, &c.....	.....	.....	.....	6,639 05	.....	6,639 05
9	Blacksmith's shop.....	407 25	.....	407 25	4,942 09	615 08	5,557 17
10	Miscellaneous.....	4,085 47	3,435 45	7,520 92	14,087 21	20,954 34	35,010 55
11	Cob wharves.....	.....	3,005 69	3,005 69	4,042 42	9,980 17	14,022 59
12	Stables	714 83	401 09	1,115 92	10,027 96	2,750 39	12,778 35
13	Surveys and plans of navy yards.....	.....	.....	.....	1,057 69	2,302 57	3,360 26
14	Foundation of dock.....	.....	.....	.....	22,736 57	41,360 89	64,097 46
15	Draining	1,397 02	3,075 49	4,472 51	13,341 97	20,461 49	33,803 46
16	Excavation.....	.....	.....	.....	2,744 76	50,827 57	53,572 33
17	Masonry of dock.....	1,430 59	25,270 09	39,400 68	248,972 83	201,816 79	450,789 62
18	Carpenter's shop.....	.....	.....	.....	87 67	947 78	1,035 45
19	Superintendence	2,000 00	3,967 08	5,967 08	13,462 62	17,794 26	31,256 88
20	Turning gates	611 86	3,573 92	4,185 78	14,546 10	8,042 33	22,588 43
21	Banking up	255 38	.....	255 38	1,745 72	9,693 00	11,438 72
22	Wells and tunnel.....	.....	243 07	243 07	3,367 59	10,394 43	13,762 02
23	Great engine house.....	1,192 14	1,467 31	2,659 45	17,796 12	16,105 85	33,901 97
24	Great steam engine and pumps.....	3,050 70	190 01	3,240 71	26,271 68	1,673 54	27,945 22
25	Floating gate.....	11,103 19	13,018 35	24,121 54	11,103 19	13,018 35	24,121 54
26	Removing coffer dam .....	.....	8,134 81	8,134 81	.....	8,134 81	8,134 81
		\$42,486 43	\$72,969 65	\$115,456 08	\$465,712 05	\$477,964 68	\$943,676 73

O, No. 1.

Reports on the bar at Pensacola.

UNITED STATES NAVY YARD, *Pensacola, August 22, 1833.*

SIR: It affords me great pleasure, in compliance with your order to examine and report upon the practicability of deepening the bar at the entrance of the harbor at Pensacola, and also to give, as far as practicable with the limited means at my command, the character of the bottom to be removed, to be able to speak in such terms of a point so important to the interest of the south and west of our country, as will, I hope, induce you to recommend its being put on trial. As a preliminary step to this report, I had an examination of the bar and the nature of the bottom. The bar itself does not exceed in extent over 1,000 yards; the bottom, as far as could be ascertained, was composed of a pure white sand, very compact and firm. My next object was to ascertain if, since the discovery of the harbor and first survey of the bar, any material change had taken place in the depth or courses necessary to pass over it in the greatest quantity of water; and, if so, at what periods and under what circumstances. This has necessarily led me into the examination of many works treating on the topography, &c., of the country, as also to call upon some of the most respectable and talented inhabitants of the city of Pensacola for any information in relation to this object, whether traditional or otherwise. It would appear from these researches, that, in the year 1709 (although there is no doubt but that a survey and examination was had previous, and that the harbor was then called the harbor Siquenza), a French officer, by name Mons. de Jancourt, addressed a report, on the very point in question, to the minister of the French marine. The report I have no means of coming at. The next notice I find is contained in "Postlethwait's Dictionary of Trade and Commerce," under the head Mississippi, and states as follows:

"As the harbor of Pensacola will appear to be a considerable acquisition to Britain, it may be of some use to give the following account of it, from F. Laval, royal professor of mathematics, and master of the Marine academy at Toulon, who was sent to Louisiana on purpose to make observations, 1719, and had the accounts of the officers who took Pensacola at that time, and surveyed the place. The road of Pensacola is the only good port there for *large ships*, and Ship Island for small ones, where vessels that draw from thirteen to fourteen feet water may ride in safety under the island in fifteen feet, and a good holding ground, as well as in the other ports, which are only open roads exposed to the south, and from west to east.

"Pensacola is in the north latitude 30 deg. 25 min., and is the *only* road in the Bay of Mexico in which ships can be safe from all winds. It is land-locked on every side, and will hold a great number of ships, which have a very good anchorage in it, in a good holding ground. You will find not less than twenty-one feet on the bar which is at the entrance into the road, provided you keep in the deepest part of the channel.

"Before a ship enters the harbor, she should bring the fort of Pensacola to bear between north and south $\frac{1}{2}$ east, and keep that course till she is west, or west $\frac{1}{4}$ south, from the fort on the island of St.

Rose; that is, till that fort bears east $\frac{1}{4}$ north; then she must bear away a little to the land on the west side, keeping about midway between that and the island, to avoid a bank on this last, which runs out to some distance west-northwest from the point of the island.

"In 1719, Pensacola was taken by Mr. Champmerlin, in the Hercules man-of-war of 64 guns, but carried only 56, in company with the Mars, pierced for 60 guns, but had only 54, and the Witon, pierced for 54 guns, but carried only 50, with two frigates of 36 and 20 guns.

"The admiral was on board the Hercules, which drew 21 feet of water, and there were but 22 feet into the harbor, so that they despaired of carrying in this ship. But an old Canadian, named Grimean, a man of experience, who was perfectly acquainted with the coast, boasted of being able to do it, and succeeded, for which he was the next year honored with letters of noblesse."

In the foregoing account from Mons. Laval, the measurement is French; consequently, the minimum depth of the bar, in the ratio of seven ells of Paris to nine yards English, must be 22 feet 9 inches; and the 22 feet mentioned as being on the bar, equal to 23 $\frac{1}{2}$ feet, or nearly 24 feet English. Of the unchangeable nature of the bar there is a chain of proof, from the earliest data—those of Mons. de Jancourt to those of Mons. Laval; from the sailing directions of the latter to those of Goult, and from thence to the present day, or to the latest official surveys of our own government, by Col. Kearney, of the topographical corps of engineers. In all these surveys and examinations, very little, if any, variation will be found either in the courses or depth of water; and the period embraced is about a century and a quarter.

From the foregoing information and detail, and from my own observation during a period of some years, I am induced to believe that the bar at the entrance of Pensacola harbor is a permanent bank of sand, not subject to be influenced by the winds, the waves, or the currents of the ocean, nor is there any deposit from any of the waters emptying into the bay.

Having come to this conclusion, I see no difficulty in deepening the bar to almost any extent that may be desirable, but to the depth of seven feet nothing can be more practicable.

The difficulties that have been overcome at Nantucket are much greater than any that offer themselves here. That the bar will remain at the depth excavated, I infer from the want, heretofore, of any action, either by winds or currents, on its depth or course. The more difficult part of the call made on me still remains to be complied with. The Department are aware that my duties have not led me to the study of the power of the steam engine, as now understood and applied, and, of course, will receive with great indulgence any remark that may be made by me.

Captain Chase, of the corps of engineers, (to whom is entrusted the general superintendence of all fortifications being erected on the shore of the Gulf of Mexico,) made a report in relation to the deepening of the bar at Pensacola, entitled "Memoir and Estimate on the Improvement of the Pensacola Bar;" he states (going into detail) that a sum not exceeding \$106,690 would excavate 1,385 yards long, by 390 wide, adding to the present depth on the bar three feet, throughout its whole extent. But it is desirable that an additional three feet should be excavated: the sum of \$106,690 must be increased \$40,000, making the amount \$146,690, and giving a depth of from 29 $\frac{1}{2}$ to 30 feet water. In the estimate as made by Captain Chase, the power of the steam dredging engine is calculated as being competent to the excavation of fifty cubic feet the hour. I fear that an engine, the cost of which should not exceed \$10,000, would lack the power given it by Captain Chase. The bar is so firm and compact, that an attempt by me to examine at the distance of four feet below the surface failed, by the twisting off of the auger, although the shank was an inch and a half in diameter.

In the power of the engine, and the cost of the vessel, which Captain Chase put down at \$6,000, I differ with him, but in all other points of his report I am of his opinion. I therefore take the liberty of enclosing it to you. The vessel would, in all probability, cost from \$8,000 to \$10,000.

I need scarcely add, that I should be most happy to give my attention to this object, in connection with my other duties here. Captain Chase and myself would cheerfully unite our exertions to accomplish an object of so much importance to the country, and one of us could always be present.

I am at present, and have been, making observations upon the effect of the caisson upon the bottom as it sinks. When placed in the position it now is, there was but fourteen feet water, the bottom hard sand, of nearly the same firmness as that composing the bar; since which, it has been sunk five feet in the same position, and has washed away the bottom five feet, leaving at present nineteen feet where originally there was but fourteen.

I have the honor to be, sir, very respectfully, your obedient servant,

A. J. DALLAS.

To the Hon. LEVI WOODBURY, *Secretary of the Navy, Washington.*

O, No. 2.

Memoir and estimate on the improvement of the bar of Pensacola.

[Transmitted to the House of Representatives by the Secretary of War, Feb. 5, 1830.]

The bar, at the entrance of the harbor of Pensacola, is the only impediment to its well-being as a naval depot. The impediment may be removed, and, in proportion to its importance, at a very small expense.

It is unnecessary, in this place, to dwell on the importance of Pensacola as a naval depot, in conjunction with the defence of the Gulf of Mexico maritime frontier; it is sufficient to know that it is the only harbor on the gulf, within the limits of the United States, at which a great naval arsenal can be established; and it is satisfactory to know that such an arsenal has not only been commenced, but that it is too intimately acquainted with the great western and southwestern interests, to fear the opposition which personal or sectional views may give rise to.

If the importance, then, of this harbor is felt and appreciated, any proposition for its improvement must be interesting. The following data have, therefore, been collected, and are now respectfully submitted to the Engineer Department, to be added to the information which it may already possess on this subject.

By comparing the oldest charts with those of the present day, we do not find any alteration of the position of the bar. The excellent chart of the survey of the Gulf of Mexico, executed by the British in 1763, exhibits the same soundings as were found by Col. Kearney, in his critical survey of the harbor, 1822. The depth of water on any part of the bar does not appear to have increased or decreased since it first begun to be known to navigators; and we have, therefore, strong grounds for our belief that an increased depth of water, obtained by artificial means, would remain without aggression.

The largest ships-of-war in our service do not draw over twenty-four feet water; it is, therefore, proposed to obtain twenty-seven and a half feet water at low tide. This, however, may be increased *ad libitum*. The capacity of the improved dredging machine is sufficient to the task; and we have only to glance at similar improvements, which are being made at Nantucket, and which are recommended for Ocracock shoals, to show that perseverance, and a judicious application of the proper means, will secure the results desired.

The improvement of the bars and shoals at Nantucket and Ocracock have in view the removal of obstacles more difficult to surmount than are presented at the bar of Pensacola; yet, the operations at Nantucket are reported as very successful.

The military engineer, in charge of that improvement, states that the channel already excavated does not fill up, but, on the contrary, that it perceptibly increases in its dimensions.

The vicinity of the public works at St. Rosa's Island would afford many facilities, by reason of the wharves, storehouses, (the casement of the fort,) and other organized means necessary to the operations. The superintendence of the operations would be cheerfully undertaken by the commanding engineer, by which a saving of expense would be exhibited on this score. In short, the manifest advantages that would accrue to the operations would alone induce their prosecution simultaneously with the public defences, even if other inducements were wanting for their speedy commencement and completion.

The depth of water at the pinch of the bar is 21½ feet at low tides. From the pinch, it gradually deepens seaward to 27½ feet to a distance of six hundred yards, and towards the harbor it deepens to 32 feet in a distance of 875 yards.

The whole distance is 1,385 yards, as is indicated on the accompanying chart by the parallelogram A, B, C, D. It being proposed to obtain a depth of 27½ feet; the greatest depth to be excavated is six feet, and the least depth 0; the average depth is, of course, three feet. It is proposed to excavate a channel 130 yards wide, in the first instance, which is sufficiently wide for our largest vessels to pass through, with a fair wind, in safety; a steam tow vessel would bring them into port, if the wind were adverse.

It would be well to increase the width to 260 yards, or even 390 yards, after the first section of 130 yards shall have been accomplished.

The 1st section of 130 yards × 1,385 yards, in length = 180,050.

The 2d section of 260 yards × 1,385 yards long, 21 feet deep = 360,100.

The 3d section of 390 yards × 1,385 + 1 = 546,150.

ESTIMATE.

Cost of a steam dredging engine.....	\$10,000 00
Cost of a vessel of 100 tons.....	6,000 00
Cost of six receiving lighters, at \$500 dollars each.....	3,000 00
Cost of one steam tow vessel.....	5,000 00
Cost of contingencies of boats, &c.....	1,000 00
<hr/>	
Cost of apparatus.....	\$25,000 00
Pay of superintendent of steam engine.....	1,000 00
Pay of three men, at \$15 per month.....	540 00
Pay of six men for lighters.....	1,080 00
Pay of one captain of tow vessel.....	480 00
Pay of one assistant steam engineer.....	360 00
Pay of three men, at \$15.....	540 00
Pay of four men for all work, at \$15.....	720 00
Subsistence of seventeen persons, at \$8, one year.....	1,622 00
Fuel, 580 cords for dredging machine, at \$3.....	1,500 00
Fuel, 150 cords for tow vessel.....	450 00
<hr/>	
	\$8,302 00
Repairs and contingencies.....	1,698 00
<hr/>	
	\$10,000 00
<hr/>	
This would be the annual cost of one engine.....	\$35,000 00
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From observations upon the weather for one year, it is supposed that the machine could be worked one hundred and twenty days, between the 1st of April and 30th September, or two-thirds of the time; and sixty days from the 1st October to the 31st March, or one-third of the time, making one hundred and eighty days per annum.

The capacity of the machine is fixed at fifty cubic yards per hour. We fix the working hours per day at ten, which gives 1,800 hours per year, and 90,000 cubic yards.

90,000 cubic yards would cost the first year \$35,000, or 38,880 cents per cubic yard.

The machine being on hand, the second year, its repairs would cost say.....	\$5,000 00
Its management.....	10,000 00

90,000 cubic yards would cost the second year.....	\$15,000 00
Or 17.44 cents per cubic yard.	

It has been shown that 180,000 cubic yards must be excavated to secure a channel 27½ feet deep and 130 yards wide; now, 180,000 cubic yards, by the above estimate, would cost as follows:

90,000 cubic yards, first year.....	\$35,000 00
90,000 cubic yards, second year.....	15,000 00
180,000	\$50,000 00

Which is at the rate of 27.777 cents per cubic yard.

We will suppose the work to be performed in one year by two machines:

One machine and appendages, its management, &c., will cost.....	\$35,000 00
Two machines, as above, will cost.....	\$70,000 00
But as one tow vessel would be sufficient to attend upon two machines, we will deduct the cost of one tow vessel.....	\$5,000 00
Expense of labor, fuel, &c., for the same.....	2,310 00
	7,310 00

The cost, then, of 188,800 cubic yards will be..... \$62,690 00

Which is 34.82 cents per cubic yard.

The advantages resulting from the use of two machines would be:

First. The opening of a channel in one year, of sufficient dimensions to admit ships of the line.	
Second. If it were advisable to increase the width of the channel to 250 yards, or double the width, the operations of the same could be performed the second year at a reduced expense; for, the two machines being on hand, the expenditures in excavating 180,000 cubic yards more would be as follows:	
Pay of operatives and contingencies.....	\$10,000 00
Repairs and contingencies.....	10,000 00
Cost of additional 180,000 cubic yards.....	\$20,000 00

Or 11.11 cents per cubic yard.

The cost, then, of a channel-way 1,385 yards + 1 yard × 150 yards=180,000 yards:	
The operation being performed in one year, would be.....	\$66,690 00
The cost of a similar section in the second year would be.....	20,000 00

360,000 yards excavation, exhibiting a channel 1,385 yards long, 9 yards deep, and 260 yards wide, could be performed for the sum of.....	\$86,690 00
To arrive at the cost of making the channel 590 yards wide, we have only to add to \$86,690 the cost of excavating 180,000 cubic yards, on the terms stated for the second section.	20,000 00
	\$106,690 00

RECAPITULATION.

Cost of excavating a channel-way over the bar of Pensacola, exhibiting a depth of 27½ feet water in low tides, of the several dimensions stated, as follows:

	Yds.	Yds.	Deep.	Cubic yds.	Cost.
First year's operation.....	130	× 1385	+ 1	= 180,000	= \$62,690
Second year's operation.....	130	× 1385	+ 1	= 180,000	= 20,000
					\$86,690
Third year's operation.....	260	× 1385	+ 1	= 360,000	
	130	× 1385	+ 1	= 180,000	= 20,000
	390	× 1385	+ 1	= 540,000	= \$106,690

All of which is respectfully submitted.

WM. H. CHASE, *Capt. Engineers.*

St. ROSA'S ISLAND, December 16, 1829.

P.

NAVY YARD, *Charlestown, September 14, 1833.*

SIR: I have the honor to inform you that Richard D. Harris, Esq., in behalf of the heirs of the late John Harris, has this day served a writ upon me, for lands claimed by them in this navy yard.

I have enclosed the writ to the district attorney, at Boston, and shall be governed by his decision in the case.

I am, very respectfully, sir, your obedient servant,

J. D. ELLIOTT.

To the Hon. LEVI WOODBURY, *Secretary of the Navy, Washington.*

Q.

Estimate submitted.

For completing hospital at Chelsea.....	\$13,500 00
For furnishing the hospital for use of the sick.....	5,250 00
For completing hospital at Brooklyn, New York.....	18,000 00
For furnishing for use of the sick.....	5,250 00
For completing the north wing and rear building, &c., for hospital at Norfolk.....	10,000 00
For enclosing hospital at Pensacola.....	2,500 00
For furnishing hospital for use of the sick.....	3,000 00
For building house for surgeon at the hospital near Pensacola.....	6,500 00
Total for hospitals.....	<u>\$64,000 00</u>

R.

Suppression of the slave trade, under the act of the 3d March, 1819.

1832.		<i>Dr.</i>
November 19. To balance in the Treasury this day.....		\$6,913 91
1833.		
February 20. To amount appropriated by act of this date.....		5,000 00
		<u>\$11,913 91</u>
November 19. To balance in the Treasury.....		<u>\$10,263 91</u>
1833.		<i>Cr.</i>
March 1. By bill of exchange of Joseph Mechlin, agent, for his salary.....		\$750 00
August 5. By bill of exchange of Joseph Mechlin, agent, for his salary.....		750 00
October 3. By bill of exchange of Joseph Mechlin, agent, for his salary.....		150 00
November 19. By balance in the Treasury.....		10,263 91
		<u>\$11,913 91</u>

S, No. 1.

There will be required for the navy during the year 1834, in addition to the unexpended balances that may remain on hand on the 1st day of January, 1834, the sum of three million two hundred and ninety-two thousand two hundred and twenty-four dollars and twenty-one cents.

1. For pay and subsistence of officers of the navy, and pay of seamen.....	\$1,487,245 21
2. For pay of superintendents, naval constructors, and all the civil establishments, at the several yards.....	61,180 00
3. For provisions.....	450,000 00
4. For the repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission.....	590,000 00
5. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick.....	40,000 00
6. For improvements, and the necessary repairs of navy yards.....	354,800 00
7. For ordnance and ordnance stores.....	10,000 00
8. For defraying the expenses that may accrue for the following purposes, viz: for freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; traveling expenses of officers, and transportation of seamen; house rent, chamber money, and fuel and candles to officers, other than those attached to navy yards and stations, and for officers in sick quarters where there is no hospital, and for funeral expenses; for commissions, clerk hire, and office rent; stationery and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowances to persons attending courts-martial and courts of inquiry, and to officers engaged in extra service, beyond the limits of their stations; for printing and stationery of every description, and for books, maps, charts, and mathematical and nautical instruments, chronometers, models, and drawings; for purchase and repair of fire and steam engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, timber wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage, and towing ships-of-war; for cabin furniture of vessels in commission, and for furniture of officers' houses at navy yards; for taxes on navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil, and fuel for vessels in commission and in ordinary; for repairs of magazines and powder houses; for preparing moulds for ships to be built; and for no other object or purpose whatever.....	295,000 00
9. For contingent expenses for objects not hereinbefore enumerated.....	4,000 00
	<u>\$3,292,224 21</u>

S, No. 4.

Estimate of the number, pay, &c., of officers, &c., required for five receiving vessels, for the year 1834, being part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Total Amount.
Masters commandant.....	1	1	1	1	....	4	\$4,705 00
Lieutenants.....	3	3	2	3	2	13	12,545 00
Pursers.....	1	1	....	1	....	3	1,987 50
Assistant surgeons.....	1	1	....	1	....	3	2,081 25
Midshipmen.....	3	3	2	3	2	13	2,964 00
Boatswains' mates.....	1	1	1	1	1	5	1,140 00
Carpenters' mates.....	1	1	1	1	....	4	912 00
Stewards.....	1	1	1	1	1	5	1,080 00
Cooks.....	1	1	1	1	1	5	1,080 00
Seamen.....	2	2	2	2	2	10	1,440 00
Ordinary seamen.....	6	6	4	6	2	24	8,880 00
Boys.....	10	10	2	10	2	34	2,448 00
	31	31	17	31	13	123	\$35,262 75

S, No. 5.

Estimate of the pay, &c., of the officers attached to recruiting stations, ordnance service, and depot for instruments, charts, &c., &c., for the year 1834, being part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Amount.
Masters commandant.....	1	1	1	1	1	5	\$10,053 75
Lieutenants.....	2	2	2	2	2	10	9,650 00
Midshipmen.....	2	2	2	2	2	10	3,192 50
Surgeons.....	1	1	1	1	1	5	5,425 00
							\$28,321 25

ORDNANCE SERVICE.

One captain.....	\$1,930 00
One lieutenant.....	965 00
	<u>\$2,955 00</u>

DEPOT FOR INSTRUMENTS, ETC.

One lieutenant.....	\$965 00
One passed midshipman.....	482 50
	<u>\$1,447 50</u>

S, No. 6.

Estimate of the pay, rations, and all other allowances of officers and h s, at the navy yards and stations, for the year 1834.

PORTSMOUTH.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant.....	1	50	4	.....	20	20	1	.....	1,292 25
Master.....	1	40	2	.....	20	12	1	.....	941 75
Surgeon.....	1	60	4	.....	20	20	1	.....	1,412 25
Purser.....	1	40	2	200	20	12	1	.....	1,141 75
Midshipmen.....	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain.....	1	20	2	.....	12	9	.....	1	651 75
Gunner.....	1	20	2	.....	12	9	.....	1	651 75
Carpenter.....	1	20	2	.....	12	9	.....	1	651 75
Sailmaker.....	1	20	2	.....	12	9	.....	1	651 75
Steward.....	1	18	1	.....	.....	.....	.....	.....	307 25
									\$14,137 50
<i>Ordinary.</i>									
Lieutenant.....	1	50	4	.....	.....	.....	.....	.....	\$965 00
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Seamen.....	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen.....	10	10	1	.....	.....	.....	.....	.....	2,112 50
									\$4,337 75
<i>Civil establishment.</i>									
Storekeeper	1	.....	.....	*200	.....	.....	.....	.....	\$1,400 00
Master builder and inspector of timber.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	350 00
Clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	300 00
Porter.....	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$4,350 00
Whole amount.....									\$22,825 25

BOSTON.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	.....	40	20	2	.....	1,710 75
Lieutenant.....	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant.....	1	50	4	.....	.....	.....	.....	.....	965 00
Master.....	1	40	2	.....	20	12	1	.....	941 75
Master.....	1	40	2	.....	20	12	1	.....	941 75
Surgeon.....	1	60	4	.....	20	20	1	.....	1,412 25
Assistant surgeon.....	1	30	2	\$145	16	14	.....	1	950 75
Purser.....	1	40	2	200	20	12	1	.....	1,141 75
Chaplain.....	1	40	2	200	12	9	.....	1	1,091 75
Teacher of mathematics.....	1	40	2	90	12	9	.....	1	981 75
Teacher of languages.....	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen.....	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain.....	1	20	2	.....	12	9	.....	1	651 75

NOTES.—House rent is estimated for officers, and is to be allowed only in cases where no house is furnished by the government.

Pay and rations of surgeons and their assistants are *averaged*, under the law of 20th May, 1828.

S, No. 6.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
Gunner	1	\$20	2	.....	12	9	.....	1	\$651 75
Carpenter.....	1	20	2	.....	12	9	.....	1	651 75
Sailmaker	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Steward, assistant to purser...	1	30	1	.....	.....	.....	.....	.....	451 25
									\$20,291 50
<i>Ordinary.</i>									
Lieutenants	3	50	4	.....	.....	.....	.....	.....	\$2,895 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,915 50
Boatswain.....	1	20	2	.....	.....	.....	.....	.....	422 50
Gunner	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers..	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mates.....	2	19	1	.....	.....	.....	.....	.....	638 50
Seamen	14	12	1	.....	.....	.....	.....	.....	2,293 50
Ordinary seamen	36	10	1	.....	.....	.....	.....	.....	7,605 00
									\$18,554 50
<i>Hospital.</i>									
Surgeon	1	60	4	\$200	20	20	1	.....	\$1,612 25
Assistant surgeon.....	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses.....	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50
<i>Civil establishment.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Inspector and measurer of timber.	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	500 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,550 00
Whole amount.....									\$51,208 50

NEW YORK.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Master	1	40	2	.....	20	12	1	.....	941 75
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Assistant surgeon.....	1	30	2	145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	200	12	9	.....	1	1,091 75
Teacher of mathematics	1	40	2	90	12	9	.....	1	981 75
Teacher of languages	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain.....	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Carpenter	1	20	2	90	12	9	.....	1	741 75
Sailmaker	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Steward, assistant to purser...	1	30	1	.....	.....	.....	.....	.....	451 25
									\$21,461 50

S, No. 6.—*Estimate of pay and rations*—Continued.

PENSACOLA.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	.....	40	20	2	.....	1,710 00
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	.....	20	12	1	.....	941 75
Surgeon	1	50	2	.....	20	20	1	.....	1,109 75
Assistant surgeon	1	30	2	\$145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	200	12	9	.....	1	1,091 75
Midshipmen	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Carpenter	1	20	2	90	12	9	.....	1	741 75
Sailmaker	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$16,901 75
<i>Ordinary.</i>									
Carpenter	1	20	2	.....	.....	.....	.....	.....	\$422 50
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	10	10	1	.....	.....	.....	.....	.....	2,212 50
									\$4,114 50
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Assistant surgeon	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,600 00
<i>Civil.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	350 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$3,850 00
Whole amount.....									\$28,466 25

BALTIMORE.

Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	200	.....	.....	.....	.....	1,165 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	200	.....	.....	.....	.....	862 50
Whole amount.....									\$6,676 50

CHARLESTON, S. C.

Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	200	.....	.....	.....	.....	1,165 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	200	862 50
Whole amount.....									\$6,676 50

SACKETT'S HARBOR.

Master.....	1	\$40	2	\$200	20	12	1	\$1,141 75
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S, No. 6.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
Mahon (navy storekeeper).....	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Rio de Janeiro (navy storekeeper).....	1	.....	.....	.....	.....	.....	.....	.....	1,500 00
									<u>\$2,700 00</u>

RECAPITULATION.

	1st item. Naval.	1st item. Ordinary.	1st item. Hospital.	2d item. Civil.	Aggregate.
Portsmouth.....	\$14,137 50	\$4,337 75	.....	\$4,350 00	\$22,825 25
Boston.....	20,201 50	18,554 50	\$3,902 50	3,550 00	51,208 50
New York.....	21,461 50	19,589 50	3,902 50	3,550 00	53,503 50
Philadelphia.....	15,210 25	4,760 25	3,684 75	6,450 00	30,105 25
Washington.....	13,131 25	5,007 50	3,400 00	3,930 00	32,088 75
Norfolk.....	21,763 25	19,554 50	3,557 50	3,930 00	54,055 25
Pensacola.....	16,901 75	4,114 50	3,600 00	3,600 00	28,466 25
Baltimore.....	6,676 50	.....	.....	.....	6,676 50
Charleston.....	6,676 50	.....	.....	.....	6,676 50
Sackett's Harbor.....	1,141 75	.....	.....	.....	1,141 75
Naval constructor.....	.....	.....	.....	3,000 00	3,000 00
Civil engineer.....	.....	.....	.....	4,000 00	4,000 00
Navy storekeepers.....	.....	.....	.....	2,700 00	2,700 00
	<u>\$137,301 75</u>	<u>\$75,918 50</u>	<u>\$22,047 25</u>	<u>\$61,180 00</u>	<u>\$296,447 50</u>

S, No. 7.

An estimate for the proposed improvements and repairs of navy yards, for the year 1834.

NAVY YARD NEAR PORTSMOUTH, N. H.

Towards building a ship house, on plan 4.....	\$20,000 00
For building a steam box house.....	1,600 00
For purchase and repairs of fire engines, and a platform balance.....	1,450 00
For completing officers' quarters and appendages.....	2,700 00
For extending and repairing timber docks.....	1,650 00
For improving and repairing wharves, platforms, and bridges.....	6,650 00
For improving and repairing two ship houses and all other buildings.....	6,650 00
	<u>\$40,700 00</u>

NAVY YARD AT CHARLESTOWN, MASS.

For extending the quay wall.....	\$12,500 00
Towards building a ropewalk.....	50,000 00
For laying stone ranges for guns.....	1,800 00
For building an anchor hoy and water tank.....	8,000 00
For enclosing houses at east end of the yard.....	4,500 00
For extending and repairing timber docks, and for repairing all timber docks and wharves	5,000 00
For the repairs of all other buildings, and for keeping steam engines and dock pumps in repair.....	4,500 00
	<u>\$86,300 00</u>

NAVY YARD AT BROOKLYN, NEW YORK.

To build a timber shed.....	\$25,000 00
To build an anchor hoy and water tank.....	10,500 00
To complete mast house.....	7,500 00
For dam round timber dock.....	2,000 00
For filling and leveling the yard.....	2,500 00
To extend and repair wharves.....	4,500 00
To repair all other buildings in the yard.....	7,500 00
	<u>\$57,500 00</u>

NAVY YARD AT PHILADELPHIA.

For a steam box house.....	\$2,750 00
For extending and repairing wharves.....	1,800 00
For repairs of all buildings, and for all other purposes.....	2,000 00
	<u>\$6,550 00</u>

NAVY YARD AT WASHINGTON.

Towards the completion of south wharf.....	\$10,000 00
For the purchase of a steam engine to work the different machines in the yard.....	12,000 00
For repairing all buildings, and for all other purposes.....	7,500 00
	<u>\$29,500 00</u>

NAVY YARD AT GOSPORT, VIRGINIA.

For completing mast house No. 28.....	\$9,000 00
For completing houses Nos. 2 and 3.....	2,000 00
For completing building slip in ship house A.....	2,000 00
For smithery on No. 9.....	26,000 00
For two houses on sites No. 39.....	20,000 00
Towards completion of timber dock.....	25,000 00
For extension of wharves.....	12,500 00
For oil boiling house.....	800 00
For coal house.....	1,200 00
For repairs of all buildings, and for all other purposes.....	9,750 00
	<u>\$108,250 00</u>

NAVY YARD AT PENSACOLA.

For the wharf.....	\$12,000 00
For completing buildings Nos. 6, 7 and 8.....	8,000 00
For completing smith's shop.....	1,000 00
For building a stable.....	2,000 00
For repairs of all buildings, and for all other purposes.....	3,000 00
	<u>\$26,000 00</u>

RECAPITULATION.

Portsmouth, New Hampshire.....	\$40,700 00
Charlestown, Massachusetts.....	86,300 00
Brooklyn, New York.....	57,500 00
Philadelphia.....	6,550 00
Washington.....	29,500 00
Gosport, Virginia.....	108,250 00
Pensacola.....	26,000 00
Total.....	<u>\$354,800 00</u>

S, No. 8.

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the year 1834.

Secretary of the Navy.....	\$6,000 00
Six clerks, per act of 20th April, 1818.....	8,200 00
One clerk, per act of 26th May, 1824.....	1,000 00
One clerk, per act of 2d March, 1827.....	1,000 00
Messenger and assistant messenger.....	1,050 00
Contingent expenses.....	2,700 00
One clerk, employed under the authority of the act for the regulation of the navy, and privateer pension, and navy hospital funds, passed 10th July, 1832.....	1,600 00
	<u>\$21,550 00</u>

S, No. 9.

Estimate of the sums required for the support of the office of the Commissioners of the Navy, for the year 1834.

For the salaries of the Commissioners of the Navy Board.....	\$10,500 00
For the salary of their secretary.....	2,000 00
For the salaries of their clerks, draftsman, and messenger, per acts of 20th April, 1818, 26th May, 1824, and 2d March, 1827.....	8,450 00
For contingent expenses.....	1,800 00
	\$22,750 00

Submitted.

Additional compensation to the chief clerk, whose salary is now \$1,600, which is proposed to be increased to \$1,700 per annum.....	100 00
	\$22,850 00

S, No. 10.

Estimate of the expenses of the southwest Executive building, for the year 1834.

Superintendent.....	\$250 00
Two watchmen, at \$300 each.....	600 00
	\$850 00
Contingent expenses of said building, including fuel, labor, oil, repairs, engines, and improve- ment of the grounds.....	3,350 00
	\$4,200 00

23d CONGRESS.]

No. 520.

[1st SESSION.]

A PLAN PROPOSED FOR EQUALIZING THE PAY OF THE OFFICERS OF THE ARMY AND NAVY ACCORDING TO THEIR RELATIVE RANK.

COMMUNICATED TO THE SENATE DECEMBER 5, 1833.

WASHINGTON, December 5, 1833.

To the Senate of the United States:

In compliance with the resolution of the Senate, at its last session, requesting the President "to cause to be prepared, and laid before the Senate at the commencement of its session, a plan for equalizing the pay of the officers in the army and navy according to their relative rank, and providing a stated salary or fixed compensation for their services in lieu of present allowances," I submit, herewith, a report from the Secretaries of the War and Navy Departments, to whom the subject was referred. It is believed the plan they have presented meets, substantially, the objects of the resolution.

ANDREW JACKSON.

WASHINGTON, November 29, 1833.

Sir: We beg leave to report the annexed plan, in statements A and B, on the subject of the following resolution, which you referred to our examination:

"Resolved, That the President be requested to cause to be prepared and laid before the Senate, at the commencement of its session, a plan for equalizing the pay of the officers in the army and navy according to their relative rank, and providing a stated salary or fixed compensation for their services in lieu of present allowances.

"UNITED STATES SENATE, March 2, 1833."

These statements have been prepared with much care, and the pay in them is as nearly equalized as the present condition and the different natures of the two services are thought to admit. It is believed they will substantially meet the objects contemplated in the above resolution:

We are, sir, very respectfully,

LEWIS CASS.
LEVI WOODBURY.

To the PRESIDENT of the United States.

A.—Proposed plan for equalizing the pay of the officers of the army and navy.

Army.		Navy.
Major general	\$5,000	Senior captain of the navy.
Brigadier general	4,200	Other captains when commanding squadrons, or acting as Navy Commissioners.
Colonels of all the different regiments and corps, and of the staff, each	2,600	Captain over five years' standing.
Lieutenant colonels of all the different regiments and corps, each	2,300	Captains of and under five years' standing.
Majors of all the different regiments and corps, and of the staff; commissaries of subsistence; paymasters; surgeons of ten years' standing; professors of the Military academy; chaplain and professor of ethics; teacher of drawing, and assistant quartermasters having the rank of captain in the line, each	2,000	Masters commandant; surgeon of a fleet.
Aid-de-camp to a major general, and surgeons under ten years' standing	1,600	Surgeons over five year' standing, and at sea.
Captains of all the different regiments and corps, and of the staff; aid-de-camp to a brigadier general; adjutant; assistant surgeons of ten years' standing; assistant commissaries of subsistence, supplying more than two companies; teachers and assistant professors of the Military academy; assistant quartermasters, having the rank of subalterns in the line; military storekeepers, each	1,400	Lieutenants; surgeons at a yard, and over ten years' standing. The other variations in the pay of surgeons of the navy, graduated by their standing and duties, are shown in statement B. As they do not correspond precisely with the pay of surgeons and assistants in the army, they are not exhibited in this table.
First lieutenant of all the different regiments and corps; assistant commissaries of subsistence, supplying less than two companies; assistant surgeons under ten years' standing each	1,100	
Second lieutenants of all the different regiments and corps, each	1,000	It is considered unnecessary to continue this comparative statement below the grade of captain in the army, as there is after that little, if any, analogy in the rank, except in the cases of cadets and midshipmen; nor has it been found practicable to reduce the pay of any of these grades to a common standard. Statement B shows the nearest approach to this result.
Sword master of the Military academy; brevet second lieutenants, each	800	
Cadets, each	300	

Captains of dragoons and of other corps, when ordered to be mounted, by the President, to be allowed forage for three horses each; subalterns, in like manner, to be allowed forage for two horses each, in kind; or, if in money, at the rate of eight dollars per month for each horse actually kept in service.

No officer above captain to be allowed forage, as that item is embraced in the estimate of his pay.

Traveling expenses and courts-martial allowance the same as now established.

Where an officer having lineal rank receives staff pay, the pay and allowance of his proper military grade in the line to cease. The above to be in full of all other allowance whatever.

The following table exhibits the maximum amount of pay and stated allowances which the respective grades of the army can receive, and the average amount actually received during the year 1832:

Grades.	Actually received.	Maximum amount.	Difference.	Proposed pay.
Major general	\$6,528 80	\$6,634 00	\$105 20	\$5,500
Brigadier general	4,265 20	4,515 00	249 80	4,200
Colonel	2,678 65	3,014 00	335 35	2,600
Lieutenant colonel	2,329 80	2,497 50	167 70	2,300
Major	2,099 40	2,231 50	132 10	2,000
Captain	1,442 91	1,569 00	126 09	1,400
First lieutenant	1,103 52	1,443 00	339 48	1,100
Second lieutenant	1,027 40	1,383 00	355 60	1,000
Brevet second lieutenants	1,027 40	1,383 00	355 60	800
Cadets	338 00	338 00	.....	300

In submitting the accompanying plan of equalization, the general principle has been assumed of taking the average amount actually received by each grade, as the future established pay for such grade, rejecting the fractional sums above that amount.

This principle has not been materially departed from, except in the following cases:

The amount allowed surgeons and assistant surgeons, and the teacher of drawing at the Military academy, has been increased, in consequence of the acknowledged inadequacy of their compensation.

All the others have been reduced; and of these, the pay and allowances of major generals are reduced from \$6,520.80 to \$5,500, and those of brevet second lieutenants from \$1,027 to \$800.

These grades seemed to admit a greater reduction than any others.

The compensation of staff officers has been graduated, as nearly as may be, by the same principle, but is of course subject to variation, as the same staff appointment may be held by officers of different grades.

Some inequality will result from the establishment of any plan substituting a fixed sum for all the various allowances which at present form the compensation of the officers of the army, because many of these allowances are contingent, depending on the nature of the duty and the expense to which the

officers are subjected Those stationed at the city of Washington, and at some other places, must rent houses, while those at posts where there are public quarters, are supplied with those free of charge. Should it, however, be deemed necessary, this might be obviated by a special provision.

B.—A proposed plan for equalizing more nearly the pay of officers of the navy and of the army.

NAVY.	Amount.	ARMY.
The annual pay of the officers of the navy shall be as follows, viz:		Officers of the army, corresponding in rank to officers of the navy, as follows, viz:
1. The senior captain of the navy, while on duty at sea.....	\$5,500	1. Major general.
In other situation on duty.....	4,500	
On leave of absence, or waiting orders.....	3,000	
2. Other captains, when commanding squadrons, or when acting as Navy Commissioners.....	4,200	2. Brigadier general.
3. Captains over five years' standing, in command of vessels at sea, and of yards.....	3,500	3. Colonel.
On leave, or waiting orders.....	2,300	
4. Captains of and under five years, in command of a vessel at sea, or of a yard.....	2,800	4. Lieutenant colonel.
On leave, or waiting orders.....	2,000	
5. Masters commandant in command of a vessel.....	2,000	5. Major.
At a yard.....	1,600	
On leave, or waiting orders.....	1,400	
6. Lieutenants in command of a vessel.....	1,500	6. Captain.
First lieutenant of a vessel, or in a yard.....	1,200	
Other lieutenants at a yard, or at sea.....	1,000	
On leave, or waiting orders.....	800	
7. Surgeon of a fleet.....	2,000	7. Surgeons.
Over ten years, and at sea.....	1,600	
At a yard.....	1,400	
On leave, or waiting orders.....	1,000	
Under ten years, at sea.....	1,300	
Under ten years, at a yard.....	1,100	
Under ten years, on leave or waiting orders.....	800	
Purser in a ship of the line of three decks.....	3,500	No corresponding rank.
Purser in a ship of the line of two decks.....	3,000	
Purser in a frigate.....	2,500	
Purser in a sloop-of-war.....	2,000	
Purser in a smaller vessel.....	1,500	
Purser at a yard.....	1,200	
Purser on leave, or waiting orders.....	750	
Chaplains at sea.....	1,000	No corresponding rank in the army.
Chaplains at a yard.....	800	
Chaplains on leave, or waiting orders.....	500	
8. Sailingmaster, at sea.....	900	8. First lieutenant.
At a yard.....	750	
On leave, or waiting orders.....	500	
9. Assistant surgeons over ten years, at sea.....	1,000	9. Assistant surgeon.
Under ten years, at sea, or when passed for surgeons at sea.....	900	
Both, at a yard.....	800	
On leave, or waiting orders.....	500	
10. Second master, at sea.....	600	10. Second lieutenant.
At a yard.....	500	
On leave, or waiting orders.....	300	
Passed midshipmen, at sea.....	500	
At a yard.....	400	
On leave, or waiting orders.....	300	
Warranted master's mate.....	480	
On leave, or waiting orders.....	300	
Schoolmasters, at sea, or in a yard.....	600	No corresponding rank.
11. Midshipmen at sea.....	350	11. Cadet.
At a yard.....	275	
On leave, or waiting orders.....	200	
Clerks to commanders of squadrons, to captains of fleets, and to commanders of vessels.....	480	No corresponding rank.
[But the pay of secretaries and clerks shall be paid only during the time the officer to whom they are allowed shall be actually employed.]		
Boatswain.....	480	No corresponding rank.
Boatswain on leave, or waiting orders.....	100	
Gunner.....	480	No corresponding rank.
Gunner on leave, or waiting orders.....	100	
Sailmaker.....	420	No corresponding rank.
Sailmaker on leave, or waiting orders.....	100	
Carpenter.....	480	No corresponding rank.
Carpenter on leave, or waiting orders.....	100	
[Marine officers to have the pay of corresponding ranks in the army.]		

1. The above is to be in full of pay and subsistence, and all kinds of allowances, except one ration per day, when on duty at a yard, or in a vessel, and except travel as now, and detention on special service.
2. The amount of pay and subsistence is to be diminished one-half from pay at a yard, while on furlough, and while not in readiness to obey orders.

NAVY DEPARTMENT, November 29, 1833.

C.

French navy.

This table is presented merely as an approximation to the exact amount of pay and allowances, the system being too complex and detailed for full explanation in a brief summary.

Pay of flag officers.		Allowances.
Admiral.....	\$7,500	} These vary at the yards and at sea, amounting in some cases to as much as the pay to these classes of officers.
Vice admiral.....	2,862	
Rear admiral.....	1,875	

The pay of the above officers is increased nearly fifty per cent. at sea from what it is on shore.

Grades and functions.	OFFICERS.	Pay, when on duty on shore, or on board ship, per annum.
Captain of a ship of the line of the 1st class.....		\$1,125 00
Captain of a ship of the line of the 2d class.....		1,012 50
Captain of a frigate.....		787 50
Captain of a sloop-of-war.....		675 00
Lieutenant of a ship of the line.....		450 00
Lieutenant of a frigate.....		337 50
Quartermaster treasurer	} Under commissary of 1st class..... } Under commissary of 2d class..... } Chief clerk.....	675 50
		562 50
		450 00
Surgeon of the 1st class.....		562 00
Midshipman of the 1st class.....		150 00
Professor of the elementary school.....		225 00

Pay, on furlough and leave, is reduced one-half, and at a hospital about one-fifth; while at sea in certain situations it is somewhat increased over the amount on shore. In some cases the pay on shore, not on duty, though not on leave, is considerably less than when the officer is on duty.

Allowances in addition to pay.

OFFICERS.

Grades and functions.	Per annum.			
	Expenses.		Indemnifications.	
	Of represen- tation.	Of offices.	Of house rent.	Furniture.
Captain of a ship of the line } division of 1st class.....	\$281 25	}	\$112 50	\$37 50
Commandant of division } division of 2d class.....	187 50			
Commissary of equipment and } division of 1st class.....			112 50	
master charged with the } division of 2d class.....			93 75	
administrative police of the } division of 1st class.....		\$112 50	101 25	33 75
divisions.....		75 00	90 00	30 00
Second commandant.....		225 00	40 50	20 25
Under commissary Q. M. treasurer, division of 1st class.....		150 00	27 00	20 62½
Chief clerk do.....		75 00		
Officer of clothing, division of 1st class.....		56 25		
Officer of clothing, division of 2d class.....		56 25		
Officer charged with the } division of 1st class.....				
equipment and quartering } division of 2d class.....		37 50		
in the barracks.....				

There exist other allowances, under certain circumstances, which cannot be easily ascertained and detailed in a general table.

Pay and allowances.

OFFICERS, SEAMEN, AND MARINES.

Grades and professions.	Pay per annum when on duty.
First sailingmaster, gunner, and helmsman of the first class	\$202 50
First sailingmaster, gunner, and helmsman of the second class	182 25
Captain of arms of the first class	182 25
Master carpenter, caulker, and sailmaker of the first class	182 25
Master carpenter, caulker, and sailmaker of the second class	162 00
Captain of arms of the second class	162 00
Drum major	101 25
Master armorer, blacksmith of the first class	135 00
Master armorer, blacksmith of the second class	121 50
Master tailor	50 50
Second sailingmaster, gunner, and helmsman of the first class	166 25
Second sailingmaster, gunner, and helmsman of the second class	135 00
Second master carpenter, caulker, sailmaker of the first class	135 00
Second master carpenter, caulker, sailmaker of the second class	121 50
Boatswain of the first class	114 75
Quarter sailingmaster, gunner, helmsman of the first class	94 50
Boatswain of the second class	94 50
Quarter sailingmaster, gunner, helmsman of the second class	81 00
Boatswain of the third class	74 25
Master fifer	60 75
Quartermaster, carpenter, caulker, sailmaker of the first class	87 75
Quartermaster, carpenter, caulker, sailmaker of the second class	74 25
Seamen of the first class	67 50
Seamen of the second class	60 75
Seamen of the third class	54 00
Apprentice seamen	40 50
Boy on board ship	27 00
Boy on shore	20 25

In addition to the above, clothing is furnished in certain quantities to some classes of subordinate officers, and to seamen.

D.

Pay in the British navy and some of the allowances carried out in dollars and cents at \$1.44 the pound sterling, and computing lunar months or thirteen to the year, showing the pay and half pay of each class of officers attached to the British navy, as established by order in council of the 23d June, 1824.

	Per diem.			Per annum.	
	£	s.	d.	\$	cts.
Admiral of the fleet	6	0	0	9,723	50
Admiral	5	0	0	8,103	00
Vice admiral	4	0	0	6,482	40
Rear admiral or commodore of the first class	3	0	0	4,861	80
Captain of the fleet	3	0	0	4,861	80
In addition to the above, every commander-in-chief receives a further sum of \$13.32 per diem while his flag is flying within the limits of his station.					
And in flag ships all the lieutenants, including one as extra flag lieutenant, are allowed 11 $\frac{1}{2}$ cents per diem in addition to their pay.					
Physician of the fleet of less than three years' service as such	1	1	0	1,701	63
Physician of the fleet of more than three years and less than ten years	1	11	6	2,552	44 $\frac{1}{2}$
Physician of the fleet of more than ten years	2	2	0	3,403	26
Master of the fleet, (<i>per mensem</i>)	15	7	0	886	00 $\frac{1}{2}$
Secretary to the admiral of the fleet	38	7	0	2,213	56 $\frac{1}{2}$
Secretary to an admiral, commander-in-chief	30	18	8	1,784	47 $\frac{2}{5}$
Secretary to a vice or rear admiral, commander-in-chief	23	0	4	1,328	52 $\frac{2}{5}$
Secretary to a junior flag officer or commodore	11	10	0	663	78
Two clerks to secretaries of commanders-in-chief, each	4	14	0	271	28 $\frac{2}{5}$
One clerk to secretaries of junior flag officers or commodores	3	18	8	227	03 $\frac{1}{2}$
Admiral's coxswain	2	11	9	149	44 $\frac{4}{5}$
Admiral's steward	1	14	0	98	12 $\frac{2}{5}$
Admiral's cook	1	14	0	98	12 $\frac{2}{5}$
Admiral's domestics	1	14	0	98	12 $\frac{2}{5}$
Surgeons of less than six years' service, (<i>per diem</i>)	10	0	0	810	30
Surgeons of more than six and less than ten	12	0	0	891	33
Surgeons of more than ten and less than twenty	14	0	0	1,134	42
Surgeons of more than twenty	18	0	0	1,451	24
Surgeons of hospital ships, of whatever service	18	0	0	1,451	24

NOTE.—First rate: All three-decked ships. Second rate: One of his Majesty's yachts, and all two-decked ships of eighty guns and upwards. Third rate: His Majesty's other yachts, and all ships of

seventy guns and less than eighty. Fourth rate: Ships of fifty guns and less than seventy. Fifth rate: Ships of thirty-six guns and less than fifty. Sixth rate: Ships of twenty-four guns and less than thirty-six.

The other vessels of the British navy, not included in these six rates, rank with the seventh rank of the following table:

D—Continued.

Rank.	£ s. d.	First rate.	Second rate.	Third rate.	Fourth rate.	Fifth rate.	Sixth rate.	Sloops, &c.
Captain	61 7 4	\$3,542 08	\$3,099 56	\$2,709 04	\$2,213 56	\$1,771 04	\$1,549 79	\$1,549 79
Commander	61 7 4	3,542 08	3,099 56	2,709 04	2,213 56	1,771 04	1,549 79	1,338 52
First lieutenant of seven years' standing	11 10 0	663 78	663 78	663 78	663 78	531 02	531 02	531 02
All other lieutenants	9 4 0	531 02	In all rates.					
Master	13 0 8	752 23	619 54	663 78	619 54	531 02	486 77	442 52
Chaplain	12 5 4	708 03	708 03	708 03	708 03	708 03	708 03	
Surgeon (as above)								708 03
Purser	7 0 0	404 04	In all rates.					
Second master	5 9 4	315 53	315 53	315 53	315 53	271 28	271 28	
Assistant surgeon	9 4 0	531 02	In all rates.					
Gunner	9 4 0	531 02	In all rates.					
Boatswain	9 4 0	531 02	In all rates.					
Carpenter	7 15 4	448 29	404 04	359 78	315 53	293 41	271 28	271 28
Mate	3 18 8	227 03	In all rates.					
Midshipman	2 8 0	138 52	In all rates.					
Master's assistant	3 11 0	204 90	In all rates.					
Schoolmaster	4 14 0	271 28	249 15	249 15	227 03	204 90	204 90	
Clerk	4 14 0	271 28	249 15	249 15	227 03	204 90	204 90	
Master-at-arms	2 12 0	150 07	144 30	138 52	132 75	126 08	121 21	

The first column contains the pay *per mensem*, in the first rate only, in sterling money. The other columns contain the pay *per annum* of all the rates, in dollars and cents.

HALF-PAY.

	Per diem.	Per annum.
	£ s. d.	\$ cts.
Admiral of the fleet	3 3 0	5,104 89
Admiral	2 2 0	3,403 26
Vice admirals	1 12 6	2,633 47½
Rear admirals	1 5 0	2,025 75
Captains, to each of the first 100 as they stand upon the general list of officers in seniority	0 14 6	1,174 93
To each of the next 150	0 12 6	1,012 87½
To the rest	0 10 6	850 81½
Commanders, to each of the first 150 on the list	0 10 0	810 30
To the rest	0 8 6	688 75½
Lieutenants, to each of the first 300 on the list	0 7 0	567 21
To each of the next 700	0 6 0	486 18
To the rest	0 5 0	405 15

MASTERS.

To the first 100 on the list, being qualified for the first or second rate	0 7 0	567 21
To the next 200 on the list, being qualified for the third or fourth rate	0 6 0	486 18
To the remainder, having served five years in the navy, two of which as acting or second master, or as master's mate or midshipman	0 5 0	405 15

PHYSICIANS.

After ten years' service	1 1 0	1,702 72½
After three years' service	0 15 0	1,215 45
Under that time	0 10 6	852 27½

SURGEONS.

Six years' service	0 6 0	486 18
Under that time	0 5 0	405 15

ASSISTANT SURGEONS.

Three years' service	0 3 0	243 09
Two years' service	0 2 0	162 06
Dispensers	0 5 0	405 15

CHAPLAINS.

After eight years' service at sea, or ten in harbor	0 5 0	405 15
For each year's longer service than eight at sea, or ten in harbor, 11½ cents additional till it reach	0 10 0	810 30

PURSEERS.

To the first 100 on the list	0 5 0	405 15
To the next 200	0 4 0	325 21½
To the rest	0 3 0	243 00

23D CONGRESS.]

No. 521.

[1ST SESSION.]

ON EXTENDING THE TERM OF PENSIONS CHARGEABLE TO THE PRIVATEER PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 19, 1833.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of Mary Elliot and others, claiming to be entitled to pensions payable from the privateer fund, reported:

That pensions chargeable upon that fund were continued for five years, by an act passed the 23d May, 1828, which act has expired without renewal.

That the privateer fund on the 30th September last, amounted to \$44,667.05, producing an annual income of	\$2,330 35
The annual amount of claims, which is estimated at.....	2,628 00
Leaving a deficit of	<u>\$297 65</u>

As the present number of annuitants will no doubt decrease, while none will be added, it is believed that the payment of the full amount of pensions chargeable will not materially affect the principal of the fund.

The committee, therefore, report a bill extending the term of pensions chargeable on the fund in question.

23D CONGRESS.]

No. 522.

[1ST SESSION.]

ON THE CLAIM OF SUSAN DECATUR AND OTHERS FOR PRIZE MONEY, FOR THE DESTRUCTION OF THE FRIGATE PHILADELPHIA, IN THE HARBOR OF TRIPOLI, IN 1804.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 19, 1833.

Mr. PATTON, from the Committee on Naval Affairs, to whom was referred the petition of Susan Decatur on behalf of herself and others, the survivors and legal representatives of the officers and crew of the ketch Intrepid, under the command of Captain Stephen Decatur, at the time of the destruction of the frigate Philadelphia, in the harbor of Tripoli, on the night of the 16th February, 1804, reported:

That they have had the same under consideration; that the facts connected with that gallant exploit constitute an important part of the naval history of the United States, and they deem it therefore unnecessary to enter into a detailed statement of them. All that is material to be known, in connection with the present claim upon the long delayed justice and liberality of the nation, is fully set forth in the memorial of the petitioner and the other papers herewith returned, and which the committee wish to constitute a part of their report, and to be printed with it.*

The committee believe that the achievement of the destruction of the frigate Philadelphia, certainly not surpassed, at least, by any exploit in the military or naval annals of any country, for the boldness and audacity of its conception, the daring confidence and cool judgment of its execution, and the important benefits resulting from its success, is yet the only brilliant and successful naval exploit in this country which has not been followed by some substantial pecuniary reward to the captors, both before and since the date of this event. Prize laws existed, within the spirit and letter of which it was evidently embraced. Those existing anterior to the year 1804 provided compensation in cases of capture of ships of the enemy by an inferior vessel belonging to our navy; but the amount of compensation was to be ascertained by reference to the number of men and guns on board of the captured vessel at the time of the capture. From the circumstances connected with the capture of the Philadelphia, the number of her guns and men could not be known. But it would be manifestly inconsistent with any sentiment of justice, that the very circumstance which gave to the exploit its singular and almost unparalleled merit, should be made the means of depriving the daring crew of the compensation provided by law in other cases.

In compliance with the express orders of the commander of the squadron in the Mediterranean, the frigate was burnt. Decatur was not at liberty to make the hazardous and doubtful experiment of hurrying off the captured ship. He was compelled to destroy that which, from the evidence, would have entitled him and his associates to a compensation probably in amount as large as that which the committee now propose, especially when the length of time which has elapsed since the right would have accrued, is taken into consideration.

The committee are therefore of opinion that the claim of the petitioners is founded in justice and equity; that it is not an address merely to the bounty or liberality of the government, but one which cannot be refused without making an invidious distinction between this case and all the other gallant and successful achievements of the navy; without inflicting upon the officers and crew of the ketch Intrepid a species of ostracism, by which they are excluded from receiving what they are entitled to, only because of their services having been of a peculiarly hazardous and singularly successful character.

* See American State Papers Naval Affairs, vol. 2, No. 393.

The committee have therefore come to the conclusion that the sum of one hundred thousand dollars ought to be distributed among the officers and crew of the ketch Intrepid, upon the principles and in the spirit of the prize laws. They have made the distribution so as to adhere to the spirit, and not the letter of the prize laws, in conformity to the suggestions of Commodores Rodgers and Warrington, in whose integrity and impartiality, as well as their peculiar competency to judge upon the subject, the committee are bound to repose the most implicit confidence; and, in conformity with the foregoing, the committee therefore report a bill.

23D CONGRESS.]

No. 523.

[1ST SESSION.

ON CLAIM OF A PILOT FOR THE EXTRA PAY ALLOWED FOR SERVICES ON BOARD OF THE SQUADRON OF COMMODORE PERRY IN THE BATTLE ON LAKE ERIE, IN 1813.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 23, 1833.

Mr. GRENNELL, from the Committee on Claims, to whom was referred the petition of Asel Wilkinson, reported:

That on the 6th of January, 1814, Congress passed "resolutions expressive of the sense of Congress of the gallant conduct of Captain Oliver H. Perry, the officers, seamen, and marines, and infantry acting as such, on board of his squadron," in the memorable battle on Lake Erie, of the 10th of September, 1813; and that, by one of said resolutions, it was provided "that three months' pay be allowed, exclusive of the common allowance, to all the petty officers, seamen, marines, and infantry acting as such, who so gloriously supported the honor of the American flag on that signal occasion."

The petitioner in his statement, verified by oath, represents that he joined the squadron on Lake Erie, under the command of Captain Perry, in April, 1813, as a pilot; that he first served on board of the schooner Somers, whence he was transferred to the Ariel; that he continued to serve in that capacity until the surrender of the British fleet; and that he was in the battle of the 10th of September, 1813. He further states that he has never received the three months' extra pay to which he was entitled, for his aforesaid services, nor assigned the right to it; and prays relief in the premises.

It appears to the committee, by a letter from the Fourth Auditor of the Treasury, which is subjoined as a part of this report, that the claimant was entitled to three months' extra pay, under the resolution above recited, which he has never received, amounting to \$75, for which a bill is reported.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 18, 1833.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, enclosing the petition and papers of Asel Wilkinson, and requesting me to furnish any evidence that may exist in this office on the following points:

First. As to the fact of the said Wilkinson's being engaged as an infantry soldier, seaman, or marine, on board of the squadron under the command of Captain Perry, in the battle on Lake Erie, of the 10th September, 1813.

Second. That the petitioner, if so engaged, has received three months' extra pay, under the resolution of January 6, 1814, or that anything is now due him for such service.

To the first, I answer that it appears from the files of this office that Asel Wilkinson was attached to the squadron under the command of Captain Oliver H. Perry, in the battle on Lake Erie, of the 10th September, 1813, in the capacity of pilot, and that his pay was twenty-five dollars a month.

To the second, I answer that it also appears by the files of this office that the said Wilkinson was entitled to three months' extra pay, under the resolution of 6th January, 1814, say seventy-five dollars, which has not been paid.

The petition and papers are herewith returned.

I have the honor to be, very respectfully, sir, your obedient servant,

AMOS KENDALL.

HON. GEORGE GRENNELL, Jr., *Member of Committee on Claims, House of Representatives.*

23D CONGRESS.]

No. 524.

[1ST SESSION.

RULES AND REGULATIONS FOR THE GOVERNMENT OF THE NAVY, PREPARED BY A BOARD OF OFFICERS OF THE NAVY, AND SUBMITTED FOR THE SANCTION OF CONGRESS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 23, 1833.

WASHINGTON, December 23, 1833.

To the House of Representatives:

The rules and regulations herewith submitted have been prepared by a board of officers, in conformity with an act passed May 19, 1832.

They are approved by me, and, in pursuance of the provisions of said act, are now communicated to the House of Representatives, for the purpose of obtaining to them the sanction of Congress.

ANDREW JACKSON.

NAVY DEPARTMENT, *December 21, 1833.*

SIR: I again submit to your consideration the rules and regulations prepared by the board of revision, and reported to me last November with the documents annexed, 1, A to D.

In conformity with your suggestions, they have been further examined by the board, and, after making such amendments as appeared useful, the board now present them, through this Department, for your final approbation.

I am, sir, very respectfully,
To the PRESIDENT of the *United States*.

LEVI WOODBURY.

No. 1.

WASHINGTON, *November 9, 1833.*

SIR: The board convened under your order, in pursuance of the act of Congress entitled "An act authorizing the revision and extension of the rules and regulations of the naval service," have the honor to report their proceedings to the present date.

The board first met on the 2d November, 1832, and, on referring to the law under which they were convened, and which prescribed their duties, different opinions were entertained by the members in relation to the extent of the duties imposed upon them by the act; and the subjects were finally referred to the Attorney General for his legal opinion, in two letters, copies of which are enclosed, marked A, as is a copy of his answer, marked B.

Upon the receipt of this opinion, the board decided to examine the present law for the better government of the navy, and such others as related to persons employed in it, as well as the rules and regulations adopted in 1817, and to recommend such alterations, modifications, or additions, as in their opinion the public interests required.

They proceeded accordingly, and transmitted, for the examination of the late Attorney General, the revised rules and regulations for the government of the navy, with the exception of the chapters relating to yeomen and pensions, which were subsequently adopted. These regulations were returned by the Attorney General with some marginal remarks; they were subsequently revised, and modified, in some instances, at the suggestion of members of the board, and, in others, upon the remarks of the Attorney General.

The majority of the board having agreed to all the articles in the rules and regulations for the navy, they enclose them herewith, marked C. Forms, which it is proposed to annex, for the purpose of securing uniformity in the reports, will be presented hereafter.

The board beg leave, however, to state that the articles numbered 281 and 283, in the chapter for pursers, are predicated on the assumption that the pay of those officers may be changed from its present form. If those officers continue to be paid as at present, the board would recommend the two articles which are enclosed on a separate paper, marked D, and having the same numbers, to be adopted as substitutes for those in the book.

The board have also completed their examination of the laws which relate to the government of the navy, or to persons employed in it, and of those to which their attention has been specially directed by you; but as those which had been transmitted to the late Attorney General were not returned by him before his resignation of that office, and the present Attorney General not having entered upon the duties of his office, they propose to retain them for his revision, unless you should deem it advisable to transmit them sooner, in which case they can be sent immediately.

I have the honor to be, very respectfully, sir, your most obedient servant,

JOHN RODGERS.

To the Hon. LEVI WOODBURY, *Secretary of the Navy.*

A.

The board of revision to the Attorney General of the United States.

WASHINGTON, *March 8, 1833.*

SIR: The board for revising the regulations of the navy being of opinion that, in the association of marines with the navy, the harmony and efficiency of the naval service and the public interests urgently require that all marines, when employed in navy yards, should be subject to the laws and regulations of the navy, in the same manner as when employed at sea, respectfully ask your opinion whether an article to that effect can, with propriety, be introduced in the revised system of regulations upon which they are now engaged.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

• *Same to same.*

WASHINGTON, *March 19, 1833.*

SIR: The board appointed under the act of Congress entitled "An act authorizing the revision and extension of the rules and regulations of the naval service," approved 19th May, 1832, request your opinion whether, under that law, they have the power to revise the act for the better government of the navy of the United States, passed 23d April, 1800.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

B.

The Attorney General of the United States to the board of revision, &c.

ATTORNEY GENERAL'S OFFICE, *March 20, 1833.*

Sir: In reply to your note of yesterday, I have the honor to state that the revision of the law of April 23, 1800, appears to me to have been one of the main objects for which your board was constituted. The design of the act of May 19, 1832, is to obtain a complete system of rules and regulations for the government of the naval service, and you have the power to alter, omit, or modify any of the provisions now existing on that subject. Your acts are not binding until approved by the President, and sanctioned by Congress; and the code you are engaged in preparing is in the nature of a bill, to be submitted to Congress, and upon which they are hereafter to legislate.

The principles above stated are also an answer to the question proposed to me in your letter of the 8th instant. If, in your judgment, the interests of the service would be promoted by subjecting marines, when they are employed in the navy yards, to the laws and regulations of the navy, in the same manner as when they are employed at sea, it is clearly within your power to introduce a provision to that effect in the system of rules and regulations upon which you are now employed.

I have the honor to be, very respectfully, your obedient servant,

R. B. TANEY.

C.

Regulations for the navy of the United States.

CHAPTER I.—RANK AND COMMAND.

Article 1. Sea officers of the navy of the United States shall take rank in the following order, viz:

COMMISSION OFFICERS.

1. Admirals,
2. Vice admirals, } flag officers when authorized by law.
3. Rear admirals, }
4. Captains.
5. Commanders, heretofore called masters commandant.
6. Lieutenants.

WARRANT OFFICERS.

7. Masters, heretofore called sailingmasters.
8. Second masters.
9. Passed midshipmen.
10. Masters' mates, if warranted as such.
11. Boatswains.
12. Gunners.
13. Midshipmen.
14. Carpenters.
15. Sailmakers.

Article 2. The above-named commission officers shall take precedence and command in their respective ranks, according to the priority of the date of their commission; passed midshipmen and second masters according to the number or date of their certificates of examination, or of their warrants as such; and the other warrant officers according to their date, except when an officer shall be appointed to act temporarily in some superior rank, in which case he shall, while so acting, have precedence and command over all officers attached to the same ship, post, or station, of a rank inferior to that in which he may be acting. Should officers of the same rank have commissions, certificates, or warrants, bearing the same date, they will be numbered, and the lowest number will designate the officer entitled to precedence and command.

Article 3. No officer of any rank below that of a second master shall be entitled to exercise any authority or command over any other officer of the same or of inferior rank, excepting when employed on detached service, where there is no superior officer present, or when he shall have succeeded to the command of a vessel or navy yard by the death or absence of all superior officers, or when he shall have charge of a watch, or when it shall be necessary for the suppression of any riot, quarrel, or other manifest impropriety of conduct, or when duly appointed to act in some higher grade.

Article 4. When under the laws and regulations for the government of the navy, and on duty with navy officers, all officers of the marine corps, and the following civil officers of the navy, viz., surgeons, pursers, chaplains, assistant surgeons, secretaries, schoolmasters, and clerks, shall have assimilated rank with the sea officers of the navy, as follows, viz:

Lieutenant-colonel of marines, next after captains of the navy.

Major of marines, next after commanders of the navy.

Captains of marines, surgeons, pursers, chaplains, and secretaries, next after lieutenants of the navy.

First lieutenants of marines, and passed assistant surgeons, next after masters.

Second lieutenants of marines, assistant surgeons, and schoolmasters, with passed midshipmen; and clerks with midshipmen.

No marine or civil officer shall, in consequence of any assimilated rank, exercise command over any sea officer, except as provided in article 5; but the civil officers of the navy, and the marine officers who shall be attached to any vessel of the navy, or to any navy yard, station, or other service which shall be commanded by a sea officer, shall be under the command of such commanding sea officer, and of any

other sea officer who may succeed to such command, or of the officer of the watch for the time being, whatever may be his rank.

Article 5. When any military operation shall be ordered to be exercised on shore, and the control of the same shall be assigned to a marine officer, the sea officers who may be ordered to aid in such operations, being of inferior rank to him, shall obey his orders.

Article 6. Marine officers and civil officers shall not have any authority, or exercise any control over each other while acting under the command of a sea officer, except in the following cases:

Marine officers will command each other and the marines, in whatever relates to the military duties in their detachments, according to their relative rank, and surgeons shall have authority to direct and regulate the professional duties and practice of assistant surgeons; provided that, in all cases, the orders given by such marine officers and surgeons shall be in conformity with the general regulations of the navy, and of their commanding sea officer.

Article 7. If any officer shall receive an order from his superior, contrary to any particular order of any other superior officer, or to the regulations of the navy, he shall respectfully represent (in writing when practicable) such contrariety to the superior officer from whom he shall have received the last order; and if, after such representation, the superior shall still insist upon the execution of his order, the officer is to obey him, and report the circumstances to the officer from whom he received the original order; but every officer who shall divert another from any service upon which he may be ordered by a common superior, must show, in the clearest manner, that the public interests required it.

Article 8. When an officer in command of a fleet, squadron, or single ship shall meet with his superior officer in command, he shall, if practicable, wait on him, and show his general instructions; and if he shall have sealed or secret orders, and his superior officer should determine to take him under his immediate command, he will then make the fact of his having sealed or secret orders known to his superior, who will not, in any case, open any sealed orders, or divert a commander from executing his original orders, unless he may conceive it absolutely necessary for the public service; which service having been executed, he will permit him to obey his original instructions, if still practicable and necessary, and will, as early as the nature of the service will permit, communicate all the facts of the case to the person under whose orders the inferior officer may have been acting.

Article 9. Vessels mounting 26 guns and upwards, shall be considered as the appropriate commands for captains; vessels from 16 to 24 guns, as the appropriate commands for commanders; and vessels under 16 guns, as the appropriate commands for lieutenants; but, whenever circumstances shall require it, captains may be appointed to any vessel of 20 guns and upwards, and commanders to vessels of 12 guns and under 16 guns.

Article 10. Whenever ships of the line shall be employed, a commander may be attached to each as executive officer.

Article 11. The military officers of the land and sea services of the United States shall rank together, as follows:

1st. A lieutenant of the navy with captains in the army.

2d. A commander of the navy with majors.

3d. A captain of the navy, from the date of his commission, with lieutenant colonels.

4th. Five years thereafter, with colonels.

5th. Ten years thereafter, with brigadiers general.

6th. Fifteen years after the date of his commission, with majors general; but should there be created in the navy a higher rank than captains, then rear admirals only shall rank with majors general, vice admirals with lieutenants general, and admirals with generals.

Article 12. Nothing in the preceding article shall authorize a land officer to command any United States vessel or navy yard, nor any sea officer to command any part of the army on land; neither shall an officer of the one service have a right to demand any compliment, on the score of rank, from an officer of the other service.

Article 13. The following table shows the full complement of officers, petty officers, seamen, ordinary seamen, landsmen, boys, and marines, which are to be allowed to vessels of the navy. The whole number of petty officers and persons of inferior ratings is not to be exceeded in any case, nor must the number in any particular rating be exceeded, unless it be to make up an existing deficiency in some higher rating, except by special order of the Secretary of the Navy.

Table.

Class for prize.	Rank or rating.	Ships of the line.			Frigates.		Sloops.		Schooners.	Proposed pay.
		Three decks.	Two decks.		1st class.	2d. class.	1st class.	2d class.		
			1st class.	2d class.						
1	Captains	1	1	1	1	1	1			
1	Commanders.....	1	1	1			1	1		
1	Lieutenants, if commanding.....							1		
2	Lieutenants.....	11	8	8	6	5	4	4	2	
2	Masters.....	1	1	1	1	1	1	1		
3	Surgeons.....	1	1	1	1	1	1	1		
3	Pursers	1	1	1	1	1	1	1	1	
3	Chaplains	1	1	1	1	1				
3	Secretary									
3	Second masters	1	1	1						
4	Assistant surgeons	4	3	3	2	2	1	1	1	
4	Passed midshipmen, masters' mates, if warranted.....	36	27	24	20	16	10	8	5	
4	Midshipmen									
4	Boatswains.....	1	1	1	1	1	1			
4	Gunners	1	1	1	1	1	1			
4	Carpenters	1	1	1	1	1	1	1		
4	Sailmakers	1	1	1	1	1	1	1		
4	Schoolmasters	1	1	1	1	1	1	1		
4	Clerks	1	1	1	1	1	1	1		
5	Masters' mates, not being warrant officers.....									
5	Yeoman, (see note).....	1	1	1	1	1	1	1	1	
5	Boatswains' mates	8	6	6	4	3	2	2	2	
5	Gunners' mates.....	6	4	4	2	2	1	1	1	
5	Carpenters' mates.....	4	3	3	2	2	1	1	1	
5	Master-at-arms	1	1	1	1	1	1	1	1	
5	Ships' cooks.....	1	1	1	1	1	1	1	1	
6	Quartermasters	12	10	10	7	6	4	4	3	
6	Quartergunners.....	24	18	18	10	8	4	4	3	
6	Captain of forecastle	3	3	3	2	2	2	2	2	
6	Captains of tops	9	9	9	6	6	4	4		
6	Armorer's.....	1	1	1	1	1				
6	Coopers	1	1	1	1	1				
7	Ships' stewards.....	1	1	1	1	1	1	1	1	
7	Officers' stewards	2	2	2	2	2	2	2	1	
7	Pursers' stewards	1	1	1	1	1	1	1		
7	Sailmakers' mates	2	2	2	1	1				
7	Captains of hold	2	2	2	2	2	1	1		
7	Officers' cooks.....	2	2	2	2	2	2	2	1	
7	Ships' corporals.....	3	2	2	1	1				
7	Masters of the band.....	1	1	1	1	1				
7	Seamen.....	300	240	220	150	120	55	50	17	
8	Ordinary seamen.....	350	250	180	100	70	38	33	12	
8	Musicians, 1st class.....	8	6	6	4	3				
8	Musicians, 2d class.....	6	5	5	3	2				
9	Landsmen.....	250	150	130	60	46	21	17	8	
9	Boys	77	57	50	25	20	12	10	6	
		1,140	830	710	430	340	179	159	70	
MARINES.										
2	Captains or superior officers	1	1	1						
3	Lieutenants	2	2	2	1	1				
5	Sergeants	3	3	3	3	3	2	2		
7	Corporals	4	4	4	3	3	2	2		
8	Drummers.....	1	1	1	1	1	1	1		
8	Fifers.....	1	1	1	1	1	1	1		
8	Privates	48	48	48	31	21	10	10		
	Total complement.....	1,200	890	770	470	370	195	175	70	

Clerk of commander of squadron.....	Proposed pay.
Coxswain to squadron.....	\$40 00
Steward to squadron.....	18 00
Cook to squadron.....	18 00
Domestics	12 00
NOTE.—The pay of yeomen, to be in ships of the line.....	40 00
In frigates.....	35 00
In sloops	25 00
In schooners	18 00

Article 14. The commander of a squadron shall be allowed, independently of the complement of the vessel in which he may be embarked, if commanding in chief, one flag lieutenant, one secretary, one clerk, one coxswain, one cook, and three servants. If not commanding in chief, he shall be allowed the same, excepting a clerk; and to a captain of a fleet there shall be allowed a coxswain and two servants, who, with the commanders of fleets or squadrons, and captains of the fleet, when allowed, are to be borne as supernumeraries for pay and provisions.

CHAPTER II.—APPOINTMENTS AND PROMOTIONS.

Article 15. No officer whatever shall, when within the jurisdiction of the United States, appoint any person, not holding a commission or warrant in the navy, to perform the duties of a commission or warrant officer, nor give to any commission or warrant officer an acting appointment for any higher grade than that for which he may be commissioned or warranted; nor shall he, at any time, order any officer into service, or upon duty, who is upon leave of absence or furlough, or make any change in the distribution or arrangement of officers, unless by the orders or permission of the Secretary of the Navy, except in cases of emergency.

Article 16. The commander-in-chief of a fleet or squadron, or the commander of a vessel acting singly, when without the jurisdiction of the United States, may, when necessary, but not otherwise, give acting appointments to commission or warrant officers, to fill vacancies, or to meet other wants of the service, and may appoint persons, not warranted, to act in the situation of boatswain, gunner, carpenter, and sailmaker.

Article 17. All officers who may have occasion to make acting appointments shall conform to the general regulations as regards the claims of rank and seniority, and as respects qualifications, whenever it shall be practicable, and shall give the earliest information to the Department of all such appointments which may be made by them, with their reasons for the same, and forward lists of all such appointments to the Secretary of the Navy immediately on their arrival in the United States.

Article 18. All acting appointments made by officers shall be made to continue during the pleasure of the commander-in-chief for the time being, or until the pleasure of the Secretary of the Navy may be known.

Article 19. Commanders-in-chief, when without the jurisdiction of the United States, may direct three captains, commanders, or other proper officers, as the case may require, to examine the candidates for promotion, when it shall be necessary for selecting persons who have not been examined, to fill vacancies, and the certificates of qualification shall be immediately forwarded to the Secretary of the Navy, who may, if he thinks proper, direct further examinations before the candidates are commissioned.

Article 20. If an officer shall succeed to the command of a vessel without the jurisdiction of the United States, in consequence of the death or captivity of the commander, he may make the necessary appointments to supply vacancies, to act until he brings the vessel into port, delivers her up to a superior officer, or receives the instructions of his commander-in-chief or of the Secretary of the Navy.

Article 21. Every officer entitled to a secretary shall have the power to appoint him, and every commander shall have the power to appoint his own clerk.

Article 22. Every commander shall have power to rate and disrate the petty officers allowed to the vessel under his command, having due regard to their conduct and qualifications, reporting to the commanding officer of the squadron to which he belongs all the alterations which he may make in such ratings.

Article 23. No person under fourteen or over twenty years of age, and who does not understand the elements of arithmetic, English grammar, and geography, will be appointed a midshipman.

Article 24. Acting midshipmen will not receive warrants until they shall have served at sea one year, and shall have produced satisfactory testimonials from their commanders of their good conduct and capacity. When their warrants are issued, they shall bear the same date as their original appointments.

Article 25. Boatswains, gunners, carpenters, and sailmakers shall receive acting appointments only until they shall have served twelve months, which appointments shall be revocable, for misconduct or incapacity, by the commander of a squadron, or of a vessel acting independently of any squadron. At the expiration of twelve months, should they produce satisfactory testimonials of good conduct and capacity from their commanders, they may, if their services should be required, receive warrants of the same date as their appointments.

Article 26. No person shall be appointed second master until he shall be twenty-one years of age, and shall have passed such an examination by a board of naval officers, in seamanship, mathematics, and navigation, as may be directed by the Secretary of the Navy, and produced satisfactory testimonials of general good conduct.

Article 27. No person, not already an officer of the navy, shall be appointed a master until he shall be twenty-five years of age, nor shall any person receive a warrant as master until he shall have passed an examination in seamanship, mathematics, and navigation, as may be directed by the Secretary of the Navy, and have produced the most satisfactory testimonials of general good conduct.

Article 28. No master shall be appointed as first master to a ship of the line, until he shall have performed at least two years' sea service as master in a frigate or sloop-of-war.

Article 29. No midshipman shall be promoted to a lieutenant until he shall be twenty years of age, and have performed at least three years' sea service, nor until he shall have passed an examination upon seamanship and mathematics, before a board of such officers as the Secretary of the Navy may appoint, and shall produce satisfactory evidence of his moral character and general good conduct.

Article 30. No lieutenant shall be promoted to a commander until he shall have performed at least three years' sea service as lieutenant.

Article 31. No commander shall be promoted to a captain until he shall have performed at least two years' sea service as commander.

Article 32. Warranted masters' mates are only eligible for promotion to second masters; second masters are only eligible to promotion as masters; and masters are not considered eligible to further promotion, except under extraordinary circumstances; but the promotion of a passed midshipman, who may be appointed to act as second master, or as master, will not be affected by such acting appointment.

Article 33. Promotion of officers, from passed midshipmen upwards, will be according to seniority, excepting for acts of distinguished bravery, or uncommon good conduct, and unless their claim should become forfeited by degradation or suspension from rank by disgraceful conduct or manifest incapacity.

Article 34. No person shall receive the appointment of assistant surgeon in the navy of the United States unless he shall have been examined and approved by a board of naval surgeons, who shall be designated for that purpose by the Secretary of the Navy.

Article 35. No person shall receive the appointment of surgeon in the navy of the United States, until he shall have served as an assistant surgeon at least two years on board a public vessel of the United States at sea, and unless he shall have been examined and approved by a board of surgeons designated for that purpose by the Secretary of the Navy.

Article 36. No person shall be appointed a chaplain in the navy, who shall not be a regularly ordained or licensed clergyman of unimpeached moral character, not exceeding fifty years of age, and who shall not be well qualified to give instruction in mathematics, history, and moral philosophy.

Article 37. Pursers shall not be appointed under twenty-one years of age, and, unless necessary from the urgent wants of the service, shall not be appointed to any sloop-of-war until they shall have served two years in brigs or schooners; nor to a frigate or navy yard, unless they shall have served four years in sloops or smaller vessels; nor to a ship of the line, until they shall have served six years in navy yards, frigates, or smaller vessels; and when a purser shall have performed two years' service in each class as above, he shall be liable to perform the same succession of duties, except he shall have been eight years a purser, or six years a purser at sea, in which case he shall not be ordered to a brig or schooner.

Article 38. Pursers may select their own stewards, subject to the approbation of their commanders; but all stewards shall, like other petty officers, sign the shipping articles, so that they may be subject to the laws and regulations for the government of the navy.

Article 39. No captain shall be appointed to the command of a ship of the line, until he shall have seen three years' sea service as captain, except in cases of necessity.

Article 40. No captain shall be appointed to the command of a navy yard, until he shall have served eight years as such, and shall have performed four years' sea service as captain; nor shall any commander be appointed to any such navy yard, until he shall have served as such four years, and have performed two years' sea service as a commander; nor shall any lieutenant be appointed as senior lieutenant to any such navy yard, until he shall have performed at least five years' sea service as a lieutenant; nor shall any master be appointed as first master at any navy yard, until he shall have performed at least five years' sea service as a master.

Article 41. No surgeon or assistant surgeon shall be appointed to any hospital or navy yard, before he shall have performed at least three years' sea service in the grade to which he belongs, except in cases of necessity.

Article 42. No chaplain shall be appointed to a navy yard, unless he shall have performed at least three years' sea service.

Article 43. No midshipman shall serve for a longer period than six months on board of a schooner, when it can be avoided without injury to the public service, before he shall have passed his examination for promotion.

Article 44. The foregoing articles, 28, 29, 30, 31, 39, 40, and 41, or either of them, which regulate the employment and promotion of different officers, may be suspended (except so much as relates to their passing the required examinations to prove their qualifications) in favor of officers who shall have performed acts of distinguished bravery and good conduct.

Article 45. Officers entitled to examination will notify the Secretary of the Navy, through the proper channel, of their wish to be examined; and notice will be given annually, by the Secretary of the Navy, to all persons entitled to examinations, of the time when, and place where, examinations are to be held, and of the classes of persons who are to attend.

Article 46. Should any officer fail to attend an examination to which he is entitled from his date, when notified, or shall not have sought or improved opportunities to see sufficient sea service, or, having attended, shall fail to pass the required examination, he shall not take rank with the class of his date, but with that with which he shall pass his examination, excepting he shall produce satisfactory proof that he was prevented from attending, in consequence of employment on distant service in the navy, by sickness or by other sufficient cause; in which case, if he presents himself at the first examination thereafter which he can attend, he shall take rank with the class of his date, in the same manner as though he had been examined with them.

Article 47. Assistant surgeons, second masters, and midshipmen, who shall be found unqualified for promotion upon a second examination, shall be forthwith dismissed from the service.

Article 48. If any person shall produce false certificates of age, time of service, or character, before a board of examination, such person shall, whenever it may be discovered, be brought before a court-martial to answer for such disgraceful conduct.

Article 49. The time which an officer may be attached to or doing duty on board a sea-going vessel of the navy in commission, will be considered as sea service within the meaning of these regulations.

Article 50. Boards of officers who may be appointed by the Secretary of the Navy to examine assistant surgeons, second masters, and midshipmen, shall grant certificates to such as, in their opinion, prove themselves qualified for promotion, and shall number such certificates according to the relative qualifications of the different individuals, giving No. 1 to the best qualified, and the other numbers in regular order, which certificates shall be conclusive as to their relative rank as passed assistant surgeons, passed second masters, and passed midshipmen, except as provided in article 46, for officers who cannot attend with their proper class.

Article 51. When an officer shall be appointed to the command in chief of a fleet or squadron, consisting of not less than ten ships-of-war, he may be allowed a captain to assist him, if he shall request it, who shall be styled "captain of the fleet."

Article 52. Every officer who shall be appointed to the command of a fleet or squadron, shall be allowed a lieutenant to assist him in performing his duties, who shall be styled "flag lieutenant."

Article 53. Whenever an officer shall be appointed to the command in chief of a fleet or squadron, the limits of his command shall be specified in his instructions.

CHAPTER III.—MILITARY HONORS AND CEREMONIES.

Article 54. When the President of the United States shall visit a vessel of the navy, he shall be received upon deck by all the officers in full uniform; the yards shall be manned; the full guard shall be paraded, and shall present arms; the music shall play a march; and a salute of one gun for each State in the Union shall be fired.

Article 55. When the Vice-President of the United States shall visit a vessel of the navy, the same honors shall be paid as are directed in article 54, excepting that the salute shall consist of twenty-one guns.

Article 56. When the Secretary of the Navy, or any other of the heads of departments of the general government, or any governor of one of the United States, shall visit a vessel of the navy, the same honors shall be paid as are prescribed in article 54, excepting that the salute shall consist of nineteen guns.

Article 57. Whenever the Navy Commissioners shall officially visit a vessel of the navy, they shall be received on deck by all the officers in uniform; an officer's guard shall be paraded, and shall present arms, and the drums shall give three ruffles, and a salute of seventeen guns shall be fired.

Article 58. Whenever any commander-in-chief of a fleet or squadron shall go on board any vessel of the navy, he shall be received on deck by the commander, if of the same or of inferior rank, and by the other officers in uniform; an officer's guard shall be paraded, and present arms, and the drum shall give three ruffles.

Article 59. Commanders of squadrons and divisions, not commanding in chief, and captains of the fleet, shall be received as directed in the preceding article, except that only two ruffles of the drum shall be given to commanders of squadrons, and only one ruffle to commanders of divisions and the captain of the fleet.

Article 60. Captains and commanders of vessels shall, when they go on board a vessel of the navy, be received on deck by the commander of the vessel visited, when of the same or of inferior rank, by the officer second in command, and by the officers of the watch; a sergeant's guard for captains, and a corporal's guard for commanders, shall be paraded, and present arms.

Article 61. All commission officers below the rank of a commander shall be received by the officer of the watch; warrant officers shall be received by a warrant officer of the watch.

Article 62. The salutes of an admiral commanding in chief, shall be seventeen guns; of a vice admiral commanding in chief, fifteen guns; of a rear admiral commanding in chief, or of a captain commanding a squadron in chief, thirteen guns. But when any of the foregoing officers shall be in command of squadrons or divisions, and not commanding in chief, then their salutes shall be two guns less than when commanding in chief.

Article 63. Whenever an officer shall be appointed to the command of any fleet, squadron, or division, he shall, on assuming the command, and hoisting the flag of his rank, receive the salute to which he may be entitled from all the vessels present which belong to his fleet, squadron, or division.

Article 64. Vessels when first joining a fleet, squadron, or division, or which may rejoin one after separation of not less than six months, shall salute the senior commanding flag officer, or commander-in-chief of a squadron, who may be present. Neither captains (except when in command of a squadron or division) nor commanders shall salute each other.

Article 65. When fleets, squadrons, or divisions meet, the commanding officers only shall salute. When more than one vessel salutes, the officer receiving it shall wait till they shall have ceased firing, and then fire the number of guns to which he is entitled as a salute.

Article 66. Salutes from officers who are entitled to receive them shall be returned with the number of guns to which they are so entitled. Salutes of captains shall be returned with nine guns; salutes of commanders shall be returned with seven guns; and of lieutenants commanding with five guns.

Article 67. Officers of the army of the United States may be received in the same manner as is prescribed for officers of the navy of corresponding rank, when they visit the vessel of the senior navy officer in any port of the United States.

Article 68. Upon the anniversary of the declaration of the independence of the United States, at the hoisting of the colors in the morning, all the vessels of the navy shall, when in port, be dressed, and so continue until the colors are hauled down at sunset, if the state of the weather and other circumstances will allow it. At meridian a salute shall be fired from every vessel in commission mounting over six guns, to consist of one gun for each State in the Union.

Article 69. On the 22d day of February, being the anniversary of the birthday of Washington, a salute of one gun for each State in the Union shall be fired at meridian from every vessel of the navy in commission mounting over six guns.

Article 70. Ministers plenipotentiary of the United States, when they embark on board any vessel-of-war to proceed on a foreign mission, or shall visit a vessel in a foreign port, shall be received in the same manner as an admiral commanding in chief.

Article 71. Chargés des affaires embarking for a foreign mission, or visiting a vessel-of-war in a foreign port, shall be received in the same manner as a rear admiral not commanding in chief, a consul general in the same manner as a captain commanding a squadron, but not in chief, and consuls in the same manner as captains.

Article 72. Foreigners of distinction, not being naval officers in command, may, when they shall visit vessels of the United States, be saluted with a number of guns, corresponding with their rank or quality, upon their leaving the vessel.

Article 73. When naval or military officers of a foreign nation shall visit a vessel of the United States, they may be received with the same honors as officers of the United States of the same rank.

Article 74. Forts or castles of the United States are not to be saluted by United States vessels-of-war.

Article 75. The foregoing regulations in this chapter shall extend to navy yards, as far as they can be made to apply.

Article 76. Salutes between vessels-of-war of different nations are considered national and not personal salutes. When a foreign vessel-of-war shall salute a vessel of the United States, her salute shall be returned gun for gun.

Article 77. Vessels of the United States may salute the vessels-of-war of other nations in foreign ports, on receiving an assurance of receiving gun for gun. But they shall never first salute any foreign

vessel-of-war within the jurisdiction of the United States. If at anchor, one or more sails shall be loosed when a vessel is saluted.

Article 78. Vessels of the United States may, upon their arrival in a foreign port, salute the place, upon receiving an assurance that their salute shall be immediately returned, gun for gun. The sails shall be furled when a port or place is saluted.

Article 79. Vessels of the United States may fire salutes when in foreign ports, upon the celebration of any national anniversary of the country to which the port belongs, or when the national anniversary of another country, in amity with the United States, shall be celebrated by the vessels-of-war of such country, which are lying in the same port.

Article 80. Commanding officers of any fleet, squadron or vessel, will, after anchoring in any foreign port, make the first visit to the commanding naval officer of the nation to which the port belongs, and to the authorities of the place, provided the usual offers of civilities shall have been first made to them.

Article 81. Whenever foreign vessels-of-war, of a nation in amity with the United States, shall arrive in a port of the United States where there is a vessel of the navy, or navy yard, the commanding officer shall send on board to offer any assistance which the foreign vessel may require; but he shall not himself visit the foreign officer till that officer shall have first visited him.

Article 82. Vessels-of-war of the United States are never to lower their sails or flags in any part of the world to any foreign ship or ships, unless such foreign ships shall have first lowered, or shall at the same time lower their sails and flag to the vessels of the United States.

Article 83. Upon the death of the President, or of an ex-President of the United States, the commanding officer of navy yards and of vessels in commission will cause minute guns to be fired on the day following the receipt of official intelligence, commencing at noon, and firing one gun for each State in the Union, and will display their colors at half-mast during the day. Officers are to wear crape on the left arm for one month.

Article 84. When the commander of a fleet, squadron, division, or vessel shall die during his command, the colors, flags and pendants of all the vessels present shall, when at sea, be hoisted half-mast during the performance of the funeral service; and when in port, from the time of his decease until the funeral service shall be completed. At sea, when the body shall be committed to the deep, and in port, when it leaves the vessel to proceed on shore, the vessel in which he had been embarked shall fire as many minute guns as shall be equal to the number designated as the salute for officers of his rank and command.

Article 85. When a lieutenant in actual service shall die, the colors of the vessel to which he had belonged shall be hoisted half-mast during the performance of the funeral service when at sea, and, when in port, from the time the body leaves the vessel until the funeral service shall be completed. The full guard of the ship shall fire three volleys of musketry when the body is committed to the deep, or when it leaves the ship for the shore.

Article 86. Upon the death of any warrant officer, the colors of the vessel to which he may have belonged at the time of his death shall be hoisted half-mast during the performance of the funeral service at sea, and, when in port, from the time the body leaves the ship until it reaches the shore, and the guard shall fire two volleys of musketry.

Article 87. The funeral honors to be rendered to officers on service, having assimilated rank with sea officers, shall be the same as is prescribed for sea officers of their respective ranks.

Article 88. No military honors shall be paid, except between the rising and setting of the sun.

CHAPTER IV.—GENERAL REGULATIONS.

Article 89. All officers are to be constant in their attention to their duties, never absenting themselves therefrom without the consent of their commanding officer, nor remaining out of the vessel to which they belong during the night, after the watch is set, without express permission to that effect from their commander.

Article 90. All persons in the navy shall conduct themselves with perfect respect to their superiors, and show every proper attention to those under their orders, having due regard to their situation, and should invariably set an example of morality, regularity and attention to duty.

Article 91. If any officer shall consider himself to be oppressed by his superior, or observe any misconduct in him, he is not, on that account, to fail in his respect to him, but he is to represent through the prescribed channels (in the chapter upon correspondence) such oppression or misconduct to the captain of the ship, the commander of the fleet or squadron, or to the Secretary of the Navy, as the circumstances of the case may require.

Article 92. If any person belonging to the navy shall know of any fraud, collusion or improper conduct in any agent, contractor or other person employed in matters connected with the naval service, he shall report the same in writing, through the prescribed channel, to the proper officer, or to the Navy Department. But he must, in all cases, specify the particular acts of misconduct or collusion, and state the means of proving the same; and he will be held strictly accountable for any groundless or vexatious charge he may exhibit.

Article 93. No person in the navy shall use any language that may tend to render officers or others dissatisfied with any service in which they may be engaged, or which may diminish their confidence in, or respect for, their superiors in command, or which may, in any manner, weaken that subordination which is essential to the security and usefulness of the navy; and it shall be the duty of any officer, who may hear such language, to reprove and suppress it in all inferiors, and to report them to the proper officer, if they disregard such interference.

Article 94. No deviation is to be made from the directions which the Navy Commissioners may give, relative to the construction, arrangement, armament or equipment of vessels, without their previous sanction. Should cases of absolute necessity occur for a change, the alteration and the effects produced by it are to be reported to the Navy Commissioners as soon thereafter as practicable.

Article 95. Every officer is strictly enjoined to avoid all unnecessary expenditure of public moneys or stores, and, as far as may be in his power, to prevent the same in others, and to encourage the strictest economy that may be consistent with the interests of the service; and all persons in the navy will be held answerable for any unnecessary or improper expense which they may direct or authorize.

Article 96. No article of public stores is ever to be appropriated to the private use of any person,

without the consent of the Navy Department, except in cases of distress, and by the order of the senior officer in command, who shall give the earliest information to the Department of the circumstances, and shall be careful to take the best security which the nature of the case will admit, so that the articles or their value may be refunded to the United States.

Article 97. The United States are, in all cases, to receive credit for the actual proceeds of all bills of exchange. When practicable, the rate of exchange, at the time and place where the bill was negotiated, should be certified by the consul of the United States, or by three respectable merchants. The Secretary of the Navy must be immediately advised of every draft drawn, and the amount chargeable to each particular item of appropriation.

Article 98. All persons employed in the navy, or for naval purposes, are strictly prohibited from having any concern or interest in purchasing or contracting for supplies of any kind for the navy, or in any works appertaining to it. Neither shall they receive any emolument or gratuity of any kind from any contractor or other person furnishing supplies, either directly or indirectly, on account of such purchases, contracts, or works.

Article 99. Every person whose signature is necessary for the passing of any other person's accounts, shall, before relinquishing his command or leaving his station, sign all such as may be necessary for that purpose, upon being satisfied of their accuracy.

Article 100. When the sun sets after six o'clock, the watch shall be set at nine o'clock; and when it sets before six o'clock, it shall be set at eight o'clock in the evening.

Article 101. All lights and fires, excepting those necessary for the service of the vessel, or specially allowed by the commanding officer, shall be extinguished at the setting of the watch, and excepting the lights used by the commissioned and warrant officers, which shall be extinguished at ten P. M., unless sooner directed by the commanding officer.

Article 102. In the execution of criminal process issued by civil authorities, officers are required to furnish active assistance, when necessary, within their commands.

Article 103. The commander of a fleet, squadron, or single ship, acting alone, shall, before leaving a port at which he may have received supplies, the bills for which require his approval, notify the persons who may have furnished the same to attend at some specified time, with their accounts, so that none may be left without receiving his inspection and approval, should they be correct. The approval of the accounts must bear the date of the time of the approval, and the sum for which the account is approved must be written in words at length, not given in figures.

Article 104. Within the United States, men are not to be transferred from vessels of one squadron or station to vessels of another squadron or station, without the consent of the Secretary of the Navy, nor from one vessel to another of the same squadron, unless required for the public interests, or as authorized by the 174th article of chapter 9—"Commanders of Vessels."

Article 105. No person in the navy is to be discharged before the expiration of his term of service, without the orders or permission of the Secretary of the Navy, or of the commander-in-chief of a fleet or squadron upon a foreign station.

Article 106. When any person shall be transferred from one vessel, navy yard, or station to another, the commander of the vessel, navy yard, or station, from which they may be sent, shall take care that they are accompanied by a correct statement of their respective accounts, showing the date of their original entry into the service, the time when their service expires, their rating, the amount they may have received, and the amount still due to them; which statement shall be forwarded to the commander of the vessel, navy yard, or station to which they may be sent, to be by him handed to the purser.

Article 107. Gambling is strictly prohibited on board the vessels of the navy, and in navy yards.

Article 108. Notwithstanding there are particular duties prescribed for different officers on board vessels by these regulations, yet it is not intended to limit their duties to those which are thus specified; but they are promptly to obey all orders which they may receive from their commanding officers, who will take care that every officer performs all his duties in a proper manner.

CHAPTER V.—THE COMMANDER-IN-CHIEF OF A FLEET OR SQUADRON.

Article 109. When an officer shall be appointed to the command of a fleet or squadron, he may, so soon as a vessel shall be appointed to receive him, or shall be placed under his command, hoist his proper flag, or distinguishing pendant, in such vessel, and wear it until his suspension, removal, or return to the United States.

Article 110. The commander-in-chief of a fleet or squadron shall, as early as possible, inform himself of the state and condition of the vessels, and with the qualifications and character of the commanders and other officers who are placed under his command, so that he may be able to select, for particular services, those best qualified to perform them.

Article 111. He shall use every exertion to equip his fleet or squadron as expeditiously as possible, and make frequent reports to the Navy Department of his progress.

Article 112. He shall, at all times, keep the fleet or squadron in the most perfect condition for service that may be practicable, and shall employ for that purpose the artificers and others belonging to the vessels under his command, in aid of such other means as may be deemed necessary.

Article 113. Immediately before sailing for foreign service, he must cause reports to be made to the Navy Commissioners, of the length of time for which the fleet is provided with provisions and stores; and he must, thereafter, give them such information as shall enable them to forward supplies in time to prevent the necessity of disadvantageous purchases abroad.

Article 114. He shall order no alteration in navy yards or vessels, without the consent of the Navy Commissioners, unless in cases of pressing emergency, of which he shall give them the earliest information.

Article 115. He shall exercise no authority in a navy yard, unless it shall have been placed under his direction by the Secretary of the Navy.

Article 116. He shall direct frequent examinations to be made of the hospital vessels and establishments under his command, and cause every attention to be paid to the comfort of the sick, and shall require, from the examining officers, written reports of their state and condition.

Article 117. All requisitions for supplies for the vessels under his command must receive his approval, or the approval of the captain of the fleet, before the articles will be furnished, unless the vessel

should be separated so as to render it impracticable, and, in such cases, the requisitions must be approved by the senior officer present, and copies transmitted to the commander-in-chief of the squadron, by the earliest opportunity. The approving officer must, in all cases, satisfy himself that the articles and quantity required are really necessary for the public service, or conformable to such allowances as are or shall be established.

Article 118. He shall have no private interest in the procurement of any supplies for the public service, nor in any way interfere with their purchase, when there are proper officers appointed for that purpose, unless there should be a necessity of making use of his credit or authority for obtaining them.

Article 119. When there is no regular agent established, he may appoint one, or adopt such other measures, for the purpose of procuring supplies, as he may deem most advantageous to the United States.

Article 120. He must exercise the fleet or squadron on all occasions, when the state of it and other circumstances will admit, in performing the various evolutions that are essential to order and safety, particularly those which may be necessary or useful to adopt in presence of an enemy.

Article 121. He shall inspect, or cause the captain of the fleet to inspect, the vessels under his command as frequently as he may deem necessary, and see that all proper attention is paid to order, discipline, efficiency, and cleanliness, and to the laws and regulations of the service, and he shall be careful that the ship in which he himself sails shall be a proper example to others upon those subjects.

Article 122. He shall be attentive in battle to observe the conduct of those under his command, that he may be able to correct their errors, and prevent ill effects from any misconduct.

Article 123. Should he find cause to transfer, or suspend from their stations, any officers under his command, he shall, in such cases, transmit to the Secretary of the Navy an account thereof, with his reasons for the same.

Article 124. He shall make to the Secretary of the Navy semi-annual reports of the professional skill and attainments of all commanders of vessels in his squadron, and of the order and efficiency in which they keep their vessels, and quarterly reports according to form No. —, on the last days of March, June, September and December.

Article 125. He shall correspond, regularly and frequently, with the Secretary of the Navy, keeping him informed of his proceedings, and of the state and condition and probable wants of the vessels under his command, and of all other important information within his knowledge, relative to the service in which he may be employed, and of any foreign naval force employed upon the station or in its vicinity—sending duplicates when on foreign service.

Article 126. He shall forward, by all convenient opportunities, to the Secretary of the Navy, monthly returns of the condition, distribution, and employment of the vessels of the squadron, and of the officers and men in the different vessels, according to forms in the appendix, marked —.

Article 127. He shall number and keep all orders and instructions given or received by him, and all his official correspondence, in the most intelligible form, and at the end of every cruise shall transmit to the Secretary of the Navy a list of all the numbers of his correspondence with the Department, and copies of any papers which the Secretary may state not to have been received.

Article 128. He shall forward to the Navy Commissioners any suggestions or plans for the improvement of public works in navy yards, or in the construction, equipment, or arrangement of vessels-of-war, or upon any subject connected with the navy, which he may deem important to the interests of the service, accompanying the same with estimates of their cost, when practicable.

Article 129. He shall, whenever a vessel of his squadron is to return to the United States, take care to transfer to her invalids and all persons whose terms of service have expired, or are about to expire, unless the public interests should require their detention; so as to prevent, if possible, the unnecessary detention of any person in the service beyond the term for which he had enlisted.

Article 130. He shall not resign his command without the previous consent of the Secretary of the Navy, unless the ill state of his health shall render it absolutely necessary.

Article 131. When he shall resign his command to another, or be superseded therein, he shall deliver to his successor accurate copies of all unexecuted instructions, orders, or signals, taking receipts for the same, together with all such information relating to the squadron, or the service to be performed, as may be useful to his successor.

Article 132. Should he be killed in battle, his flag shall be kept flying while the enemy remains in sight, and the officer next in command shall be immediately informed thereof, and take command of the fleet.

CHAPTER VI.—COMMANDERS OF SQUADRONS OR DIVISIONS OF A FLEET.

Article 133. The commanders of squadrons, under a commander-in-chief, will be held responsible to him for the efficiency, discipline, and attention of the vessels under their immediate command.

Article 134. All reports, returns, and requisitions, from vessels belonging to squadrons or divisions of a fleet, must be made to their respective commanders, and by commanders of divisions to commanders of squadrons, and receive their approval before they are transmitted to the commander-in-chief.

Article 135. The commander of one squadron or division may correct, by signal or otherwise, the mistake or negligence of ships in another squadron or division, when it is probable they cannot be distinctly seen by the commander of the squadron or division to which they belong, or whenever, being in presence of an enemy, the officer commanding that squadron or division does not, himself, immediately correct such negligence or mistake.

Article 136. If a commander of a squadron or division should, during battle, perceive any vessel of a squadron or division commanded by an officer of inferior rank, or junior to himself, evidently avoiding battle, or not doing his duty, he may send an officer to suspend the commander of that vessel, and to take command of her. If the vessel does not belong to the division of the officer who takes these measures, he is to give the earliest information of his proceedings to the commander-in-chief, and to the commander of the squadron or division to which the vessel may belong.

Article 137. Commanders of squadrons and divisions shall, when practicable, inspect the vessels under their command, immediately before going to sea and after their return into port, and at other times, when it can be done, as often as once a month, and whenever the commander-in-chief may direct, and shall make reports, in writing, to him of their efficiency and discipline.

Article 138. Whenever the commander-in-chief shall not declare his intention of manœuvring the

fleet in detail, it shall be the duty of commanders of squadrons and divisions to make all the signals which may be necessary to regulate the movement of their squadrons or divisions, so as to carry into execution any general evolution, or to preserve any prescribed position that may have been ordered by the commander-in-chief.

Article 139. Commanders of squadrons and divisions will, after battle, call upon their captains for written reports of the conduct of their officers, and the state and condition of their vessels, and will, afterwards, make similar reports to their immediate commanders.

Article 140. Officers who may be entitled to carry a flag or broad pendant, together with the captain of the fleet, flag lieutenant, and secretary, when allowed, and the coxswain, cook, steward, and servants of such superior officers, shall not be considered as belonging to any particular vessel, but shall be borne as supernumeraries on the books of the vessels in which they may sail.

CHAPTER VII.—THE COMMANDER OF A PORT OR COAST STATION.

Article 141. Whenever an officer shall be appointed to the command of a port or coast station in the United States, the limits of the command will be defined by the Secretary of the Navy.

Article 142. All vessels of the United States in commission, which shall arrive, or be stationed, within the limits of his command, shall make all their reports and submit all their requisitions to him for examination and approval, and shall obey his orders, unless they shall be commanded by superior officers, or shall be under orders and in the presence of his superior officer.

Article 143. The commander of a port or coast station will conform to the regulations, prescribed for commanders-in-chief of fleets or squadrons, respecting the procuring and distribution of stores and the discipline of the service.

Article 144. The same officer cannot perform the duties of a commandant of the navy yard and commander of a port or coast station at the same time, except by order of the Secretary of the Navy.

Article 145. It shall be his duty carefully to inspect, with the commander of the vessel, all vessels at the port where he may be, and which are not commanded by superior officers, or under the command and in the presence of his superior officer, immediately before going to sea, and report to the Secretary of the Navy and to the Navy Commissioners their state and condition, and their efficiency for service.

Article 146. He shall also examine and inspect, with the commander, all vessels which arrive from sea at the port where he may be, not commanded by a superior officer, nor under the command and in the presence of his superior officer, and shall report to the Secretary of the Navy and to the Navy Commissioners the efficiency, state, and condition of the vessels, and the nature and extent of any repairs which, in his opinion, they may require to enable them to perform the service for which they may be intended.

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CHAPTER VIII.—CAPTAIN OF A FLEET.

Article 147. It shall be the duty of the captain of the fleet to keep a journal of the movements and operations of the fleet or squadron, and he shall insert in it all information which may be obtained, that may relate to the service upon which the fleet or squadron shall be engaged, and shall note, particularly, the various evolutions and circumstances attending them, that may occur in action. He shall present the journal to the commander-in-chief daily, who will approve it upon satisfying himself of its correctness.

Article 148. He shall receive the orders of the commander-in-chief, and shall transmit them, in his name, to the person for whom they are intended, according to his directions, either by signals, in writing, or verbally, as may be necessary. These orders shall be obligatory upon all persons in the fleet to whom they may be addressed, when issued at the place where the flag of the commander-in-chief is flying.

Article 149. He shall immediately report to the commander-in-chief any neglect or disobedience of his orders.

Article 150. He shall keep a register of the orders of the commander-in-chief, noting the day and the hour when he shall have received them. This register shall be kept according to the form annexed, and marked —.

Article 151. He shall keep another register, according to the form annexed, and marked —, in which he shall insert the register number of the orders he may transmit, noting the day and the hour when they are transmitted.

Article 152. He shall take care, when officers are called on board to receive verbal orders, that they note in an order book, (see form marked —,) which they must bring for that purpose, the substance of the order given.

Article 153. He shall cause to be inserted in a register, according to form marked —, all signals which may be made in the fleet or squadron.

Article 154. The captain of the fleet shall be subject only to the orders and directions of the commander-in-chief, or whoever may act as commander-in-chief for the time being.

Article 155. Whenever the captain of the fleet shall be detailed for or employed on any other service, he shall take rank and command according to his commission.

CHAPTER IX.—COMMANDERS OF VESSELS.

Discipline and general duties.

Article 156. When an officer shall be appointed to the command of a vessel, he shall, immediately upon joining her, visit her throughout, and ascertain her state and condition; and, if he discovers any defect or deficiency, shall make immediate report to his superior officer.

Article 157. After assuming the command, he will be held responsible for the whole conduct and good government of the officers and others belonging to the vessel, according to the laws and regulations for the government of the navy, and must set an example of respect and obedience to his superiors, and of unremitting attention to his duties.

Article 158. When a vessel shall be transferred, by the commander of a navy yard, to him for service, he shall hoist his pendant, and use every exertion to complete the arrangements that may be necessary for her efficient employment at sea, and shall report her state, weekly, to the proper authority.

Article 159. When appointed to the command of a vessel, he shall be furnished with a statement of

her condition, and of her presumed or ascertained qualities, according to the form annexed, and marked —, by the commandant of a navy yard; or by the previous commander of the vessel, if the vessel be already in commission.

Article 160. He shall, as soon as possible, arrange his men at their quarters, and at their various stations, for performing their different duties, and shall muster and exercise them as frequently as other duties will permit before going to sea; and shall cause the quarter, watch, and station bills to be fairly made out and hung in some conspicuous place, where all persons on board may have access to them for information.

Article 161. He shall, as soon as possible, after recruits are received on board, rate them according to their abilities, without partiality or favor, but no person shall be rated ordinary seaman who shall not have been employed at sea two years, nor seaman, unless he has been at sea five years; and he shall take care that every person does actually perform the duties of the station to which he is rated.

Article 162. He shall, as often as once in three months, at general muster, revise the ratings of the petty officers and crew, having strict regard to their merits and demerits; but the number of men, in any rating which may be established by regulations, shall in no case be exceeded, except to make good a deficiency in some superior rating. He shall make monthly returns to his immediate commander of the state of his crew, according to form No. —.

Article 163. He shall, when it can be done without great inconvenience, cause recruits, when they first join the vessel, to be exercised at quarters daily; and the whole ship's company shall, at all times, be exercised at quarters, as often as it can be done without neglecting other indispensable duties. Great pains must be taken, in the first instance, to instruct the men in the minutest details of their exercise, giving each necessary word of command according to the form annexed, marked —; but as they become well acquainted with their duties in this respect, the words of command shall be diminished, until the men are able to perform their exercise in a perfect manner, with no other words of command than one from the captain of the gun to "fire."

Article 164. The petty officers and crews of vessels shall be instructed, successively, by their divisions at quarters, in the simplest modes of loading and firing small arms, and forming lines, and in the use of the cutlass and pike; and the various modes of boarding a vessel, or of defending her against boarders. Great pains must be taken to render them skillful in these duties.

Article 165. The men at quarters shall be arranged in divisions under the charge of particular officers, from whom the commander shall require that everything appertaining to the division shall be kept in the most perfect order, that the men are duly instructed in their exercises, and that their clothing is carefully and neatly preserved.

Article 166. The men shall not be allowed to sell, exchange, or in any manner dispose of, clothing or necessaries, without special permission; and, as far as possible, all traffic, which may require them to draw additional supplies from the purser, shall be prevented.

Article 167. He shall give due encouragement to such persons as may distinguish themselves by meritorious behavior, and shall correct, or report, those who may be guilty of misconduct. He, alone, shall order corporal punishment to be inflicted; and, when public punishment shall be necessary, the officers and men shall be present, and the offence and circumstances shall be made known before punishment is inflicted.

Article 168. He will conform to the spirit of the law, and never allow any individual to be punished with more than twelve lashes for any offence or offences committed at the same time; nor shall he order or permit any petty officer to be flogged, unless by sentence of a court-martial. He shall make reports, quarterly, according to the form annexed, marked —, to the commander of the fleet, squadron, or division, to be by him transmitted, through the proper channel, to the Secretary of the Navy, of all punishments which are inflicted on board the vessels under his command, stating the offence and the nature of the punishment, with such explanatory remarks as he may think proper to make.

Article 169. When in the ports of the United States, he shall transmit, through the proper channel, to the Secretary of the Navy, monthly reports of all persons who have been received on board, or who may have died, been discharged or deserted from the vessel under his command, within that period. When on a foreign station, similar reports shall be made to the commander of the fleet or squadron. These reports shall be made in forms — of the appendix.

Article 170. He may cause to be expended, in firing at a target, in each of the first six months after receiving a new crew on board, not exceeding as many cartridges and round shot as shall amount to a full broadside, and twenty rounds of musket-ball cartridges for each man exercised in the use of small arms, and the same quantity for every three months thereafter, while the vessel is in commission. When possible, the target shall be so placed that the cannon shot may be recovered.

Article 171. He is to encourage the officers under his command to improve themselves in every branch of nautical science and to require the lieutenants, master, master's mates, and midshipmen, to keep regular journals, as per form marked —, and to present them for inspection on the 1st and 15th of every month. He must require them to observe the latitude, and to make observations and calculations for determining the longitude and variation of the compass, at all convenient times; and whenever the vessel visits a port, he will require them to fill forms similar to that of the remark book, marked —, as far as it can be done, and illustrate their remarks by charts, plans, and views, according to their abilities.

Article 172. He is required to make himself acquainted with the localities of every port or harbor which he may visit, unless objected to by the authorities of the place, and to enter the information he may obtain in a remark book, as per form annexed, marked —, or to state therein satisfactory reasons for the omission.

Article 173. He will transmit through the proper channel to the Secretary of the Navy, by safe opportunities, his own remark book, and those of such of the other officers as may request it, with such further information, charts, plans, or views as he or they may be able to furnish.

Article 174. When a commander is removed from one vessel to another, being in the same port, he may, by express permission from the Secretary of the Navy or the commander-in-chief of the squadron, and not otherwise, take with him a number of men not exceeding a fifteenth of the complement of the vessel which he leaves, of whom one-fifth may be petty officers; but they shall be replaced by an equal number, of the same rates and quality, from the vessel to which he is removed. He may take with him his clerk, steward, servants, and cook, without such permission.

Article 175. He shall deliver, to the officer appointed to succeed him in command, all signals, and the originals or attested copies of all unexecuted orders which he may have received.

Article 176. He shall leave with his successor in command a complete muster book, pay and receipt book, and expense book, duly audited and signed by him to the time of his resigning his command; and he shall examine, sign, and forward to the proper officer, all accounts and books which may be necessary for passing the accounts of the officers of the vessel.

Article 177. He shall leave with his successor a report of the qualities of the vessel, according to the form marked — in the appendix, together with every other information which he may deem serviceable to her commander; and he shall forward a similar report to the Navy Commissioners, whenever he is removed from or resigns the command of a vessel.

Article 178. Women are not to be taken to sea, from the United States, in any vessel of the navy, without permission from the Secretary of the Navy, or, when on foreign service, without the permission of the commander-in-chief of the fleet or squadron.

Article 179. When directed to cruise, he is to keep the sea the time required by his orders, or produce satisfactory reasons for acting to the contrary.

Article 180. He is not to go into any port but such as may be designated in his instructions, unless from necessity, and then to make no unnecessary stay.

Article 181. In time of war, or appearance thereof, he shall give convoy to vessels of the United States, or others entitled to his protection, bound the same way as himself, when it can be done without deviation from his orders or improper detention of his vessel.

Article 182. Should a vessel be separated from a fleet or squadron to which it belongs, the commander must show, in the most satisfactory manner, that such separation was not caused by any neglect of his, and that he had complied strictly with all instructions which may have been given for his government, in case of such separation.

Article 183. He shall facilitate any examination which it may be the duty of any custom house officer of the United States to make on board the vessel he commands; and he shall not permit any person under his command to take on board, or land, for sale, any article to the injury of the revenue of the United States or any other nation.

Article 184. The commander of a vessel, having on board a superior officer in command, is, on all occasions of general duty, to consult his wishes and follow his directions; and no formal punishment shall be inflicted, or general exercise ordered, without his knowledge and approbation.

Article 185. He shall, when not acting under the orders of a superior officer, be governed by the regulations for the commander-in-chief, so far as they may be applicable.

Article 186. He shall cause some competent person among the petty officers, or persons of inferior rating, to instruct the boys of the ship in reading, writing, and ciphering; and shall not permit any boy who shall have been shipped to serve until he is twenty-one years of age, to act as a waiter upon any person, but shall take great pains to have them so instructed in the duties of the service as to best qualify them for becoming good petty officers.

Preservation of the ship.

Article 187. He shall not permit the two officers next in rank to himself to be absent from the ship, on leave, at the same time, nor shall he allow more than one-third of the sea officers to be absent, except on duty, nor grant leave of absence to any officer, when it will retard the public service.

Article 188. He shall, at all times, require the presence of a lieutenant upon deck, unless the number attached to the vessel shall be less than three; when, if he deem it expedient and safe, he may direct some other officer to take charge of the deck, so as to increase the number of officers, having charge of a watch, to three.

Article 189. He shall keep a liberty book, in which shall be entered the name of every person to whom permission may be given to absent himself from the ship, with the time for which the leave may be granted, and the time of leaving and returning to the ship, and by whom the leave was granted, as per form.

Article 190. When the number of lieutenants shall be greater than four, besides the executive officer, they shall be arranged in four watches, placing the junior lieutenant with the senior having charge of a watch, the next junior with the next senior, and in that manner until the whole are arranged.

Article 191. When two lieutenants are in the same watch, the senior shall have charge of the watch at night, and the junior be stationed on the forecabin; but in the day the junior shall carry on the duty, under the supervision of the senior, unless the commander should think proper to direct otherwise.

Article 192. When standing towards the land, he shall have the hand leads used whenever the ship is in less than twenty-five fathoms water.

Article 193. When going into any port or harbor, or approaching shoals or rocks, whether with or without a pilot, he shall cause regular soundings to be taken.

Article 194. Upon all occasions of anchoring, he is, if possible, to select a safe berth, and have the depth of water and quality of ground examined for at least three cables' length round his vessel, in places that are not well known, or where he is a stranger.

Article 195. He shall take care that the conductors are, at all times, ready for service.

Article 196. He shall have the temperament of the air and water tried, every four hours, when at sea, and oftener when approaching or leaving soundings, and record it in the log book, in the proper column.

Article 197. The commander of a vessel must be particularly careful in guarding against accident from fire. He will not permit lights or fires in any part of the vessel, except when absolutely necessary, and then only under the special care of some person.

Article 198. No person must be permitted to read in bed by the light of a lamp or candle; and no smoking must be permitted, except at or forward of the galley, or in the captain's cabin.

Article 199. The spirit room is never to be opened, nor spirits drawn off, except in the daytime, unless in cases of extreme necessity, and never except in the presence of an officer, and lights must never be taken into the spirit room to draw off spirits.

Article 200. All lights and fires are to be extinguished, and all other proper precautions to be taken to guard against accidents, when it is necessary to receive, discharge, or remove powder, or to open the

magazine; which is never to be done without the knowledge and consent of the commanding officer for the time being.

Article 201. He shall be attentive to keep the vessel well caulked, particularly about the belts, waterways, and other parts liable to be strained, as her preservation depends materially upon her being kept tight.

Article 202. He shall direct officers, who may be sent to board a vessel, to ascertain if the state of such vessel would expose persons visiting her to quarantine; and the officer shall not, except in cases of necessity, allow any such communication as would require quarantine, without orders from his commander. And should any vessel of the navy have had any communication, or visited any port, or have any disease on board which would require quarantine, it shall be the duty of her commander to have a yellow flag hoisted, to warn others against improper communication with her.

Article 203. In cases of shipwreck, (or any other disaster whereby the ship may be lost,) he, with the officers and men, shall stay by her as long as possible, and save all they can. He shall particularly endeavor to save the muster, pay, and receipt books, and slop books, and take special care to destroy, or carefully preserve, all signals, secret orders or instructions, to prevent their falling into improper hands; and he will take care to preserve discipline, and prevent any irregularities which might give just cause of offence to the inhabitants of the country where he may be.

Article 204. He shall, in case of shipwreck without the United States, lose no time in returning to the fleet or squadron to which he may belong, or, if acting alone, to the United States, with his officers and crew; to effect which, he may dispose of the property saved, or draw bills, as he may deem most advantageous to the public interests. If within the United States, he shall repair to the nearest navy yard or station.

Article 205. Should a commander be compelled to strike his flag to an enemy, he is to take special care to destroy all signals or other papers, the possession of which, by an enemy, might be injurious to the United States, and he will keep them so prepared, with weights attached to them, that they will sink immediately on being thrown overboard.

Preservation of the men.

Article 206. Before a crew is received on board a vessel, when first commissioned, she shall be as perfectly cleansed and dried as circumstances will permit.

Article 207. As cleanliness, dryness, and pure air are essentially conducive to health, the commander of a vessel is to use his utmost endeavors to ensure them to the ship's company in the most extensive degree. He shall not suffer the men to sleep in wet clothes or bedding, or to take them below the gun deck, when it can be avoided.

Article 208. He shall cause the decks to be frequently washed, or otherwise cleansed, having proper reference to the state of the weather; taking care to have those decks where the men sleep as thoroughly dried as possible, before the men are permitted to take their bedding below.

Article 209. He shall cause the bedding and clothing of the crew to be opened, dried, and cleansed, as often as once a fortnight, when the weather will permit.

Article 210. He shall not allow the men to sleep about the decks, or in situations where they will be exposed to night dews.

Article 211. He shall cause the men to bathe, or wash themselves, frequently, when the weather is warm.

Article 212. He shall require the men to wear flannel next to their skin, at all times when, in the opinion of the surgeon, it may be beneficial to their health, and to wear thick outside jackets when upon deck in the night.

Article 213. He shall take care that the boats' crews have their breakfasts before leaving the vessel, and their other meals at the usual times, except special duties shall prevent it.

Article 214. He shall not allow boats to be detained on shore for officers after the setting of the watch, unless the officers are upon duty.

Article 215. He shall prevent all unnecessary exposure of those under his command, which may tend to produce disease.

Article 216. He shall adopt suitable precautions to prevent the use of improper quantities of fruit, or of other articles which may endanger the health of the crew.

Article 217. He will order, in writing, such quantities of clothing and necessaries, and such only, as may be required for the health and comfort of the men, to be issued by the purser; but he will limit the quantity to mere necessaries, when the men are indebted to the United States.

Article 218. He shall not allow water to be drank, or otherwise used, until the mud and other impurities it may contain shall have time to settle, and in no case allow the immediate use of water taken from alongside the vessel.

Article 219. He shall cause a sufficient quantity of water to be delivered to the cook, to dress the vegetable part of the ration, even when on allowance, except in time of extreme scarcity; and the men shall not be placed on a daily allowance less than one gallon, unless the commander should deem the interest of the service to require it.

Article 220. He may cause fresh meat and vegetables to be issued to the crew not exceeding three days in a week, unless the surgeon may think it necessary to their health to issue it more frequently.

Article 221. He shall endeavor to induce the men under his command to voluntarily relinquish the spirit part of their ration, provided they will relinquish it for the whole cruise, and may withhold it, without their consent, from all persons who may be guilty of drunkenness. He will direct the purser to keep an account of spirits which may be thus relinquished or withheld, and to pay for the same at the price which may be established for it in the ration, either at their discharge, or at such other times as he may think will secure to the men the greatest benefit. Spirituous or intoxicating liquors are prohibited from being sold on board any vessel of the navy, or in any navy yard. He shall cause the allowance of spirits to be mixed with water before it is issued.

Article 222. He will cause every attention to be paid to the comfort of the sick and wounded, by the surgeons and others, and to take care that proper persons be appointed to attend upon them.

Article 223. He will require daily reports of the state of the sick from the surgeon; and his opinion of the best means of preserving or restoring health, whenever he may think proper.

Article 224. He shall not send men to any hospital, unless absolutely necessary, and with the approbation of the senior officer in command, and then their accounts shall be sent with them; and all men so sent are to be borne on the ship's books, until she is ready for sea, or paid off; at which time, all such as, in the opinion of the surgeon, are in a state to rejoin their vessel, shall repair on board, and those left in the hospital shall be discharged from the ship's books to the hospital.

Preservation of the stores.

Article 225. The commander of a vessel, when she is first equipped, shall be furnished, by the commandant of the yard, with inventories of all the articles belonging to the different departments of the vessel, and he is, thereafter, to keep accurate accounts of all expenses incurred for the vessel in the different departments, and shall make quarterly returns to the commander of the division, squadron, or fleet, in the form annexed, and marked—, so that the actual expense of each vessel may be correctly ascertained.

Article 226. He shall cause a regular and strict account of the receipts and expenditures of all articles of provisions and stores to be kept, and, after satisfying himself of their correctness, have the same entered, monthly, in a general abstract expense book, and he shall, whenever the quantity of any article will allow it to be done, without great inconvenience, ascertain and note if the quantity actually on board corresponds with the quantity shown by the expense books.

Article 227. He shall examine all returns of expenditures, all requisitions for supplies, and all accounts rendered against the vessel, and, on being satisfied of their correctness, shall approve the same.

Article 228. In making requisitions for stores, he should, unless otherwise specially authorized, only require the articles which may be necessary to complete such quantities as are or may be established as the allowance for the vessel, and the requisition shall state that it is so made.

Article 229. He shall use the utmost economy and care in everything which relates to the expenses of the vessel or the public service, and shall require from all those under his command a rigid compliance with the regulations for the receipt, conversion, and expenditure of stores of every description.

Article 230. Should it become necessary to cut or slip a cable, or should a vessel part one, the commander, or, if he cannot, the senior officer present, shall use every exertion to recover it; but should neither have an opportunity, such information must be forwarded to the Navy Commissioners, or the nearest public agent of the United States, as may best enable them to have it done.

Article 231. When a vessel is to be placed in ordinary, he shall, after a survey which shall be made upon the different articles, cause all her stores to be safely delivered to the proper officer of the navy yard, well tallied and properly marked, and shall transmit to the commandant of the yard the general expense book, duly approved by himself, up to the date of its transmission.

CHAPTER X.—EXECUTIVE OFFICER.

Article 232. The sea officer next in rank to the commander of a vessel is to be considered the executive officer.

Article 233. He shall, under the direction of the commander of the vessel, have the superintendence of the general duties to be performed, and of the police of the vessel.

Article 234. He shall take care that the quarter watch and station bills are kept complete, according to the orders which he may receive from the commander; that each of the officers provide themselves with copies of those connected with their own stations, and that the whole of the internal regulations of the vessel are so disposed, that all persons may readily refer to them for information.

Article 235. He shall examine the ship daily, and report to the commander when she is ready for his inspection.

Article 236. He shall, at the setting of the watch in the evening, wait upon the commander, and receive his orders, and, after receiving them, shall communicate them to the proper officers.

Article 237. He shall, under the direction of the commander, control the expenditure of all stores (surgeons, pursers, and marine officers' excepted), and examine weekly the reports of receipts and expenditures, and upon being satisfied of their correctness, will approve the reports, and hand them to the commander of the vessel.

Article 238. He shall require from the master, boatswain, gunner, carpenter, and sailmaker, reports of the state of the vessel in their respective departments, at the setting of the watch in the evening, and at 8 o'clock in the morning.

Article 239. He shall require of the different officers that they perform their respective duties in strict conformity with any regulations which may be established to secure uniformity in their execution.

Article 240. He shall have charge of the deck whenever the ship is getting under way or coming to an anchor, or when all hands are called for any general exercise, or to perform particular duties, unless the commander shall otherwise direct.

Article 241. He shall immediately report to the commander any defect or deficiency which he may discover, and that may, in any manner, endanger the safety, or impair the efficiency, of the vessel.

Article 242. He shall have charge of the keys of the cisterns and storerooms.

Article 243. He shall never absent himself from the vessel, without the previous approbation of the commander.

Article 244. He shall not be required to keep a watch, unless the number of commissioned sea officers on board, and fit for duty, shall be less than three.

Article 245. His station in time of action shall be upon the upper deck, unless peculiar circumstances should, in the opinion of the commander, require his presence in some other part of the vessel.

CHAPTER XI.—LIEUTENANTS.

SECTION I. Article 246. Lieutenants are to be constantly attentive to their duties, and to obey, with promptitude, all orders which they may receive from their superiors.

Article 247. Lieutenants shall conform, as nearly as possible, to the practice of the executive officer in the performance of duties, when there is no particular regulation upon the subject.

Article 248. When called on board the ship of the commander of the fleet or squadron, by signal, or when they shall be sent on board to receive orders, they are to take with them order books, and insert therein the orders which they may receive.

Article 249. The senior lieutenant who may be present in the ward room will be careful to check and suppress any improper conduct that may lead to a violation of the discipline of the service, or disturb the harmony of the officers and crew.

Officers of the watch.

SECTION 2. Article 250. When an officer has charge of a watch, he is not to leave the deck unless regularly relieved. He is to see that the officers and men are alert, and attentive to their duty; that every precaution is taken to prevent accidents; that the ship is properly steered, the sails properly set and trimmed, the log regularly hove, and all necessary remarks duly entered upon the log slate, which he shall examine and sign at the expiration of his watch.

Article 251. He shall inform the captain of all strange sails that are seen, all appearances of danger, all signals that are made, all changes in the sails or movements of the ship of the commander of the fleet or squadron, and of all circumstances which may alter the relative position of the vessels of the fleet, or prevent the ship from steering the course ordered.

Article 252. He is never to change the course, nor increase or diminish the sails of the vessel, without authority from the captain, except to avoid some immediate danger.

Article 253. He is to direct some careful officer to look out for signals, particularly from the commander of the fleet or squadron; but he is not to answer any signal until he is certain that he sees it distinctly, and understands the purpose for which it was made.

Article 254. He is not to make any signal, by day or night, without orders from his commander, unless to warn vessels from some danger; but he will, at all times, see that everything is in readiness, should they be required.

Article 255. He is to be very particular to inform the officer who relieves him of all unexecuted orders which he may have received, of all signals which remain to be executed, of the position of the commander of the fleet or squadron, and give him all such other information as may be necessary or serviceable to him in keeping the vessel in her proper station.

Article 256. He shall take care that a strict and accurate account is taken of all stores received on board during his watch, and see that they are delivered to the proper officer, and that the number or quantity is entered upon the log slate.

CHAPTER XII.—THE MASTER.

Article 257. The master, or officer appointed to perform his duties, will, if ordered to a vessel before her stowage is commenced, superintend, under the direction of the commandant of the yard, or commander of the vessel, if commissioned, the stowing of the ballast, water, provisions, and all other articles in the hold and spirit room.

Article 258. When the stowage of the hold shall be completed, he shall enter in the log book a particular account of the manner in which it was done, specifying the quantity and disposition of the ballast, and the number, size, and disposition of the tanks and casks, and shall annex a plan of the same to the log book.

Article 259. He is to visit the hold and cable tiers very frequently, and see that they are kept in good order, and as clean as circumstances will admit.

Article 260. He is to have charge of the keys of the hold and spirit room, and shall only deliver them to a commission or warrant officer.

Article 261. He is, under the direction of the commander or executive officer, to see that the cables are at all times properly secured and protected from injuries; that the tiers are kept clear; and that all necessary arrangements are made for anchoring, mooring, unmooring, or getting under way, with the greatest facility and dispatch.

Article 262. He is, in the same manner, to see that the standing and running rigging, and the sails of the vessel, are at all times in good order; protected from injury, and ready for service, and to report all such as may require alteration or repairs.

Article 263. He is to be particularly careful to prevent any waste or improper expenditure of fuel and water; and he is to report daily to the captain the quantity of water expended for the last twenty-four hours, and the quantity remaining on hand.

Article 264. When the vessel shall be approaching any land or shoals, or entering any port or harbor, he shall be very attentive to the soundings; and he shall, at all times, inform the commander of any danger to which he may think the vessel exposed.

Article 265. He shall examine the charts of all coasts which the vessel may visit, and note upon them any errors which he may discover, and inform the commander of the same, that he may, if he thinks them sufficiently important, transmit them to the Navy Department.

Article 266. He shall frequently examine the compasses, time glasses, log and lead lines, and keep them in proper order for service.

Article 267. He is to have charge of, and must account for, all nautical books, instruments, charts, national flags, and signals belonging to the ship.

Article 268. He shall have charge of keeping the ship's log book, and see that all required particulars are duly entered in it; and he shall immediately afterwards send it to the lieutenants, that they may sign their names at the end of the remarks in their respective watches, while the circumstances are fresh in their memories, and he shall then take it to the commander for his inspection.

Article 269. There shall be entered on the log slate and log book, with minute exactness, the following particulars:

First The direction of the wind, state of the weather, courses steered, and distances sailed; time when any particular evolution or service was performed; the numbers of all signals made, the time when, by whom, and to whom they were made; the nature and extent of all public punishments inflicted, with the name and crime of the offender; the result of all observations made to find the ship's place, and all dangers discovered in navigation.

Second. The loss of or serious injury to boats, spars, sails, rigging, or stores of any kind, with the circumstances under which it happened.

Third. A particular account of all stores received, with their marks, contents, or quantities; from whom received, or by whom furnished, and the department for which they were received.

Fourth. A particular account of all stores condemned by survey, or converted to any other purpose than that for which they were originally intended.

Fifth. A particular account of all stores lent, or otherwise sent out of the vessel, and by what authority it was done.

Sixth. The marks and numbers of every cask or bale which, on being opened, is found to contain less than is specified by the invoice or than it ought to contain, with the deficiency found.

Seventh. Every alteration made in the allowances of provisions, and by whose orders.

Eighth. The employment of any hired vessel, her dimensions or tonnage, the name of the master or owner, the number of her crew, how or for what purpose employed, by whose order, and the reasons for her employment.

Ninth. The vessel's draught of water when light, and afterwards when taking in articles; the draught after the receipt of every hundred tons in ships of the line, of every fifty tons in frigates, and every twenty-five tons in sloops-of-war; and, immediately before going to sea and upon arriving in port, the draught forward and aft, and the height of the forward part of the forward port still, after part of after port sill, and centre of centre port sill, from the water.

Article 270. He will make the entries of the receipt, conversion, loss, or expenditure of stores, after they shall have been examined by the officers who are to have or have had charge of them, who, if the entry is found to be correct, will sign their names at the bottom.

Article 271. After the log book has been signed by the lieutenants, no alteration is to be made therein, unless the lieutenant of the watch in which the alteration is proposed shall be satisfied of its correctness, and with the approbation of the commander. When any alteration is so made, the proper lieutenant shall sign it.

Article 272. The master shall deliver to the commander of the vessel a fair copy of the log book every six months, to be transmitted, by the first opportunity, in a public vessel or by an officer, to the Navy Department. The original log book shall be kept by the vessel until she is paid off, when it shall be transmitted to the Navy Department by the commandant of the yard.

Article 273. Should the master be removed or suspended, he shall sign the log book, and deliver it to his successor, taking his receipt for the same.

CHAPTER XIII.—PURSERS.

Article 274. All articles forming a part of the ration, or taken on board as substitutes for parts of the ration, shall be considered as "provisions."

Article 275. All articles of clothing and bedding, or from which clothing or bedding is made, which shall be taken on board a vessel for the use of the officers and crew, shall be considered as "slop clothing."

Article 276. All articles of groceries, not being parts of the ration, and all other articles, not being provisions or slop clothing, taken on board to sell for the convenience and comfort of the crew, shall be considered as "small stores."

Article 277. The purser shall receipt for, charge himself with, and be held accountable for, all money, provisions, slop clothing, and small stores, which shall be placed in his charge for the public service, or for the use of persons employed in the navy.

Article 278. The purser shall report to the commanding officer any articles which may be received in his department that he may think of improper quality, deficient in quantity, or requiring additional means for their preservation.

Article 279. The purser shall make all necessary requisitions for money, and for articles of provisions, slop clothing, and small stores; but such requisitions shall at all times be subject to the revision and approval of the commander of the vessel and of the senior officer present in command, who shall regulate the quantities of small stores with reference to the proposed service of the vessel, so as to secure the greatest advantage to the crew.

Article 280. The purser shall be charged with slop clothing at its cost, as delivered in the navy yard, and shall issue it to the crew at an advance of five per centum, and no more. He shall be credited with the amount of his issues after deducting the five per centum above named, which is to be retained for the United States, to cover the expense of transportation and risk of loss. Should there be any deficiency of slop clothing in the settlement of his account, for which he cannot account by regular surveys, or, when no surveys could be held, by other proof satisfactory to the Secretary of the Navy, he shall be charged with the same, at cost.

Article 281. He shall be charged with all articles of provisions, and be credited with all issues according to the muster letters of the muster books; and as these letters include the whole of one ration for each person on board, he is, if credited in the settlement of his accounts with *money* paid for stopped rations, to be charged with such rations as provisions, in addition to the provisions received from other sources. Seven per centum may be allowed as wastage and leakage upon provisions, (should any deficiency be found not accounted for in the settlement of his account,) without charging him for the same; but he shall be charged with any deficiency not accounted for by survey, beyond seven per centum upon the quantity received, at the prices which are, or may be, established for the component parts of the ration.

Article 282. He shall be charged with *small stores* at their net cost as delivered at the navy yard, and shall charge the same, when issued, at an advance of five per centum, and no more; which five per centum shall be retained for the United States: and the purser shall be credited for the remainder of the issues in the settlement of his accounts, and he shall not be charged with any deficiency or loss, unless it shall exceed ten per centum, and then such excess shall be charged at cost.

Article 283. He shall not be allowed any credit for, or take to his own use, or in any manner dispose of for his own benefit, any provisions, slop clothing, or small stores; and should there be at any time any excess of any of these articles in his possession, beyond what he shall be required to account for, they shall be considered as belonging to the United States.

Article 284. He shall prepare lists of all the articles of slop clothing and small stores, with their cost, and the prices at which they are to be issued, placed opposite to each; which list, when approved

by the commander, shall be hung up in some public part of the vessel, so that all persons may have free access to it for information.

Article 285. He shall only issue slop clothing and small stores in such quantities, and at such times, as shall be directed in writing by the commanding officer; and all issues shall be made and received for at the time, in the presence of a commission or warrant officer, and be witnessed by him.

Article 286. He shall, before leaving the United States, make out, sign, and deliver to the commander, to be forwarded to the Navy Commissioners and to the Fourth Auditor of the Treasury, duplicate copies of invoices containing the prices and quantities of all articles of provisions, slop clothing, and small stores received on board.

Article 287. He shall make up quarterly, to the last day of March, June, September, and December, similar copies of invoices of all articles which he may have subsequently received within that quarter, and abstract statements, according to form —, of provisions, slop clothing, and small stores, showing the quantities on hand at the commencement of the quarter, the receipts and expenditures during the quarter, and the quantity remaining on hand at its close, and shall hand the same, in duplicate, to the commander, to be forwarded, by the first safe opportunity, to the Navy Commissioners and Fourth Auditor of the Treasury.

Article 288. No slop clothing is ever to be purchased upon the ground that the clothing furnished by the United States is of inferior quality, or dearer than may be supplied by purchase upon particular stations, but only when the quantity on board, or upon the station, is absolutely inadequate to the wants of the service.

Article 289. Whenever it shall be absolutely necessary, upon foreign stations, to purchase slop clothing, the articles shall be, as nearly as possible, of the same kind and quality as those furnished by the United States; and no more shall be purchased than shall be sufficient to meet the existing emergency.

Article 290. When slop clothing shall be furnished to the purser, packed in bales for preservation, the bales shall not be opened to ascertain their contents, but the purser shall receipt for them as marked. And as such bales of slop clothing are secured against wet, moths, or vermin, they shall not be opened till it be necessary for making issues to the men; and when thus opened, it shall be in the presence of an officer, and their contents shall be compared with the invoice, and, if found to vary from it, a survey shall be held to authenticate the fact.

Article 291. Slop clothing which shall be condemned by survey as unserviceable, shall not be thrown overboard without a written order from the senior officer in command at the place, but must be turned into some store; and such order, or the receipt of the storekeeper, must be produced before the purser shall receive credit for the same in the settlement of his accounts.

Article 292. If he should at any time receive an order from his commander to supply a person with slop clothing or small stores beyond the amount which is due to him, he shall notify the commander of the fact, and receive his further instructions in writing.

Article 293. There shall be no change in the daily allowance of provisions, except by the written order of the commanding officer.

Article 294. No person shall be allowed to draw more than the established allowance of any particular article of the ration, nor to have any preference in the distribution of the ration.

Article 295. When rations shall have been stopped from the crew, not on account of scarcity, payments shall be made in kind, under the direction of the commanding officer of the vessel, excepting spirits, which will be paid for in money.

Article 296. He shall, when directed by his commander, pay in money for all stopped rations, or parts of rations which shall have been stopped by his authority, in consequence of scarcity, (excepting always such as shall be stopped by advice of the surgeon,) at the prices which are or may be established for them respectively, and shall preserve the orders for stopping and paying for the same, and the receipts for the payment, as vouchers for the settlement of his provision accounts.

Article 297. He shall forward to the Fourth Auditor of the Treasury, with his quarterly returns, an account of all stopped rations or parts of rations, and of all payments which he may make by proper authority for such stoppages.

Article 298. Provisions, slop clothing, or small stores, in charge of the purser, shall not be lent to another vessel, except by order of the commander of the squadron or senior officer at the place, and they must be accompanied by an invoice, stating the actual cost, as far as practicable. The receipt of the person to whom they are lent must be taken in triplicate, one of which must be sent to the Fourth Auditor of the Treasury by the first safe opportunity.

Article 299. He shall make no payment to any person, nor disburse any of the money placed in his charge by the government or its agents, without the written order or approval of his commander.

Article 300. All payments to the officers and crew upon foreign stations shall be made so as to be of the same value as if made in standard coins of the United States.

Article 301. He shall take care that all receipts for payments, on account of purchases made on foreign stations, shall express whether they were made by bill of exchange, or in what particular coin or currency.

Article 302. He shall pay no officer, on account of pay and subsistence, an amount beyond what may be due at the time, except as provided in the next subsequent article, No. 303, nor any claim for any extra allowance not authorized by the laws or regulations for the government of the navy, without first representing, in writing, to the commander the fact of such overpayment or want of authority; but if, after such representation, the commander shall, in writing, insist upon obedience to his original order, the purser shall make the payment and the commander will be held responsible for the order.

Article 303. The purser may, by authority from the commander of the fleet, squadron, or commander of the vessel, when alone, and when about to leave the United States for a foreign station, advance to the commission and warrant officers, beyond the amount of pay actually due to them, a sum not exceeding four months' pay when bound to the Pacific or Indian oceans, three months' pay when bound to Europe or south of the equator, and two months' pay when bound to other foreign stations, or to the Gulf of Mexico.

Article 304. No purser shall pay over to any administrator or executor any balance of wages which may be due to any person deceased, without orders from the Secretary of the Navy.

Article 305. He shall make weekly reports to the commander of all expenditures of provisions, and monthly reports of other articles in his department, and of the quantity of each kind remaining on board.

Article 306. Every bill of exchange must be drawn in conformity with such instructions as the Secretary of the Navy may give.

Article 307. He shall keep a muster book which shall contain:

First. A complete list of all the petty officers and persons of inferior ratings, marines excepted, who shall form a part of the vessel's complement.

Second. A list of the commission and warrant officers of the vessel, marine officers excepted, and the schoolmaster and captain's clerk.

Third. A list of the marine officers and private marines, the officers being placed first and detached from the others.

Fourth. A list of flag officers, or officers commanding squadrons, with the officers' secretaries, clerks, and servants forming their retinue, the domestics being arranged after and separate from the officers.

Fifth. Other supernumeraries for pay and provisions.

Sixth. Supernumeraries for provisions only; and the persons on each list are to be numbered in order, 1, 2, 3, &c.

Article 308. He shall make up quarterly, to the last day of March, June, September, and December, a complete quarterly muster book, and a pay and receipt book, (as per form,) showing fully and accurately the state of every person's account at those dates, which receipt book shall be duly received by all persons to whom payments may have been made, and be approved by the commander of the vessel, and shall be forwarded by him to the Secretary of the Navy by the first safe opportunity. The pages of the pay and receipt book shall contain the same names, and in the same order as they stand on the muster book.

Article 309. He shall, in his accounts, make separate and distinct statements of the amounts which he may pay to the officers and crew in "money," in "slop clothing," and in "small stores," and shall keep his books and accounts, and make his returns, in conformity with the regulations of the navy, and with such instructions as he may receive from the Treasury Department through the Secretary of the Navy.

Article 310. He shall credit the United States and charge himself with the actual proceeds of all bills of exchange that he may draw, or with which he may be furnished for the public service.

Article 311. No purser shall take on board, nor be allowed to sell to any person belonging to the navy, or to others, any article of slop clothing or small stores for his own private account or benefit.

Article 312. He shall take charge of all dead men's and deserters' clothes and effects, and either preserve the same for their legal representatives or dispose of them at public auction, as the commander may direct. When such clothing shall be sold at auction, he may be allowed five per centum upon the amount of sales, as a compensation for his trouble.

Article 313. The ordinary distribution of the daily allowance of provisions for fourteen successive days, and the prices for the different articles according to which the quantity of substitutes, and the prices for stopped or relinquished parts of the allowance, are to be regulated, are shown in table —, of the appendix.

CHAPTER XIV.—SURGEON OF THE FLEET.

Article 314. When a surgeon shall be appointed to act as surgeon of the fleet, he shall be attached to such vessel as the commander-in-chief of the fleet or squadron may direct.

Article 315. His duties shall be to inspect the practice of all the surgeons or persons acting as such in the fleet, and to report to the commander-in-chief any errors or neglects which he may discover; to examine and certify as to the necessity of their requisitions and correctness of their accounts; and to suggest to the commander-in-chief and commanders of vessels the most proper measures for preventing or checking disease, or promoting the comfort of the sick.

Article 316. He shall, when practicable, make weekly reports to the commander-in-chief, specifying those vessels which may appear, from the state of health of their crews, least fit for active service, or most in want of refreshments.

Article 317. He shall keep a journal, according to the form annexed, and marked —, and shall inspect the journals kept by the several surgeons in the fleet, and make such remarks upon them as he may deem proper, and transmit the same, with his own, to the commander-in-chief, to be by him transmitted to the Secretary of the Navy, semi-annually, on the 1st of January and 1st of July, and at the expiration of the cruise.

CHAPTER XV.—SURGEONS.

Article 318. The surgeon will, on joining a vessel, navy yard, or hospital, take charge of, receipt for, and be held accountable for all medicines, surgical instruments, and hospital stores belonging to it.

Article 319. He shall conform to the regulations, and such allowances of medicines, instruments, and stores as are or may be established, when making requisitions, unless there should be some special cause for varying from them, and then such cause shall be stated upon the requisition.

Article 320. He shall take care that all articles in his department are faithfully applied to the purposes for which they were intended, and that no part of them is wasted or embezzled.

Article 321. He shall keep a regular account of receipts and expenditures in his department, according to such forms as have been or may be prescribed, and shall make weekly reports, of hospital stores expended and on hand, to his commander.

Article 322. He will be allowed to his exclusive use, when it can be done, a convenient store room for the preservation of articles in his charge.

Article 323. He shall be extremely attentive to the cleanliness of the sick, and of their bedding and sick bay, and shall take special care that they are supplied, at proper times, with the medicines and food which their situation may require.

Article 324. He shall visit the sick at least twice every day, and oftener when necessary. When he shall consider it desirable to supply any sick person with hospital stores instead of his ration, he shall inform the purser daily, that he may stop the ration, and carry the amount to the credit of the navy hospital fund.

Article 325. He shall report to the commander, daily, the names and situation of the sick, according to the form annexed and marked —, and may, at the same time, suggest any measures to the commander which he may deem important to the health of the crew.

Article 326. He shall deposit daily, in the binnacle, a list of every officer, or other person, whose

situation requires that they should be excused from duty, or whose allowance of spirits should be stopped.

Article 327. He shall take all possible precautions to prevent the introduction or progress of contagious diseases, and make immediate report to the commander of any probable danger from, or the appearance of, any such disease.

Article 328. He shall particularly examine the crew upon their first joining the vessel, to ascertain if they have had the small-pox or kine-pox; and if any shall be found who have not, he shall make immediate report to the commander, that they may be vaccinated as soon as practicable.

Article 329. He will, upon application to the commander, be allowed, besides the assistant surgeons, a steward and other proper persons, to assist in the preparation and distribution of articles for the nourishment of the sick, and to perform such other services for their comfort as he may direct.

Article 330. He shall at all times be prepared with everything necessary for the relief of wounded men. He shall cause a sufficient number of tourniquets to be distributed to the officers in different parts of the ship, upon the probability of an engagement; and he shall instruct all persons stationed with him, and such others as may be directed, in the proper mode of using them.

Article 331. He shall cause all sick persons who may be sent to a hospital, or hospital vessel, to be accompanied by a medical person, and shall send with him a statement of their diseases, and the treatment they have received. A list of their clothing and effects shall also be sent with them, according to form annexed and marked —.

Article 332. He shall frequently examine the provisions and spirits issued to the men, and cause the assistant surgeons to inspect and report the state of the galley daily.

Article 333. He shall keep, or cause his assistant to keep, a journal, according to the form annexed and marked —, which shall show the state of the weather, a list of patients, with their age, rank, disease, treatment and progress of their diseases, remarks on the probable origin of prevailing diseases, topographical observations of the vicinity of anchorages, and such other professional observations as may be productive of benefit to the public service; and he shall also note the number of days any patient was subsisted from the hospital department, instead of drawing his ration from the purser. The journal shall at all times be subject to the inspection of the commander, the surgeon of the fleet, if any such there be, and of such other persons as may be appointed to examine the same; and it shall be forwarded to the Secretary of the Navy, through the proper channel, semi-annually, on the 1st of January and 1st of July, and at the expiration of the cruise, or when the surgeon shall be removed from the vessel, navy yard, or hospital.

Article 334. He shall, when a ship is placed in ordinary, return into the proper store all articles of which he had the charge, and shall apply to the proper officer for a survey to examine and certify as to the quantity and state of the medicines, stores, and instruments so returned; and should any deficiency of stores or medicines, or any injury to the instruments, be found to exist, the surgeon will be charged with their value, unless he shows clearly that such loss or injury was not owing to his fault or neglect.

Article 335. Whenever any person on board shall receive any wound or injury, which may probably entitle him to make application for a pension, the surgeon shall report the same to the commander, that a proper survey may be held, and certificates granted to such as may be entitled to receive them, stating all the facts of the case and the nature of the injury.

CHAPTER XVI.—ASSISTANT SURGEONS.

Article 336. Assistant surgeons shall perform all professional duties which may be required by the surgeon, and will be unremitted in their attentions to the comfort and cleanliness of the sick, and exact from those under them a rigid performance of their duties.

Article 337. In the absence of the surgeon, the assistant surgeon, oldest in commission, who is never to be absent at the same time, is to perform all the duties of the surgeon.

CHAPTER XVII.—CHAPLAINS.

Article 338. He is to perform divine and funeral services at all times, when required so to do by his commander.

Article 339. He shall be very attentive to the requests of all sick persons who may desire his attendance, and shall, although not requested, visit all such as may be dangerously ill, and offer them such consolation or admonition as they may require.

Article 340. He shall instruct the midshipmen and other persons in such branches of science, relating to their profession, and upon such other subjects as he may understand, whenever he shall be directed by the commander of the vessel.

Article 341. When a person shall be appointed to instruct the boys of the vessel, he shall frequently attend to see that he performs his duty properly, and that the boys attend regularly, and shall report to the commander those who are particularly deserving, and all who may be idle or negligent.

CHAPTER XVIII.—SCHOOLMASTER.

Article 342. He is to give his attendance regularly at such times as shall be directed by his commanding officer, and to instruct the midshipmen and others who may be directed to attend, and report weekly to the commanding officer the attendance which they may give and the proficiency they may make.

CHAPTER XIX.—MIDSHIPMEN.

Article 343. Midshipmen will be respectful and obedient to their superiors, and prompt in the execution of their duties.

Article 344. They shall keep themselves provided with a sextant or quadrant, Bowditch's Treatise upon Navigation, and blank journals.

Article 345. They are daily to ascertain the position of the ship, and send the same to their commander. They are to keep regular journals, as per form marked —, which they will present to the commander for inspection semi-monthly; and they will, at all times, embrace every opportunity of acquir-

ing such information, theoretically and practically, as may be applicable to their profession as seamen and officers.

Article 346. Whenever it shall be required of them by their commander, they shall attend regularly to the means of instruction which may be provided for them.

Article 347. They are not to have permission to absent themselves from the ship except upon duty, unless their journals are kept up, and they have copies of the watch, and of the quarter and station bills for their division made out for use, and shall have given proper attention to such means of instruction as shall be provided for them.

Article 348. When midshipmen shall have returned from a cruise, they may have reasonable leave of absence granted them to visit their friends, with instructions, upon its expiration, to report themselves at some one of the navy yards or stations where there shall be persons provided for their instruction; and while they are at such navy yard or station, they shall be considered on duty, and will be required to attend in rotation to such duties as the public service may require; and all those who are not so employed, shall attend regularly to instruction in the theory of their profession, or to such other duties as may be prescribed, until they shall be ordered on other service.

CHAPTER XX.—BOATSWAIN, GUNNER, CARPENTER AND SAILMAKER.

Article 349. They must carefully examine all articles belonging to and all stores received for their respective departments, and see that they are of good quality, that they agree in quantity with the invoice or bill sent with them, and that they are in good order, and must make immediate report to the commander or executive officer of any defect or deficiency which they may discover.

Article 350. They shall make no charge for expenditure or conversion of stores, without a written order from the commander, or such other officer as he may appoint to issue them; and they shall produce such order of the commander, or officer appointed by him to audit their weekly accounts, as vouchers for the expenditures therein charged.

Article 351. They shall lend no stores, except by written order of the commander, which order, together with the receipt of the person to whom the stores were lent, must be produced as vouchers for the expenditure.

Article 352. They shall conform strictly to the length, dimensions, or quantity of articles, which may be prescribed by general regulations, in all their expenditures, unless expressly ordered to vary from them, which order they must preserve as a voucher.

Article 353. They shall, as far as may be possible, expend the oldest stores first, particularly if they are of a perishable nature.

Article 354. They shall request a survey upon all stores which may be injured or become unfit for service, and expend such as the surveying officers may condemn, preserving a copy of the survey as a voucher; but if the survey shall direct them to be converted to some other use, they shall charge themselves with them accordingly, and expend them in the same manner as any other stores.

Article 355. They shall not receive credit for any loss or waste of stores, unless they shall produce regular vouchers or certificates to show that it was not occasioned by their neglect or misconduct.

Article 356. They shall be particularly watchful, and make immediate report to the commander or executive officer, of any neglect or misconduct which they may discover in the yeoman or person having the charge of stores.

Article 357. They shall examine the different parts of the ship which are more immediately under their particular charge, or belonging to their department, and report their condition to the executive officer and officer of the watch at eight o'clock in the evening, and in each morning watch, and make such further examinations and reports as may, at any time, be directed by their superior officers.

Article 358. When a ship is about to be dismantled, they are to be careful that all the articles belonging to their respective departments are properly secured, and tallied with their name, quality, whether "serviceable," "requiring repairs," or "unserviceable," and that all precautions are taken to prevent their being in any manner injured. They will only receive credit according to the receipt given for them by the navy storekeeper, or other person into whose charge they may be delivered, or according to the report of the surveying officers duly appointed; and they will attend to the survey which may be made to ascertain the quantity of stores so returned by them, and will be called upon to account for any deficiency that may be found to exist.

CHAPTER XXI.—COOK.

Article 359. He is to be responsible for the safe keeping and proper distribution of the fresh water, meat, and vegetables which may be delivered into his charge. He shall receive no meat unless it is properly tallied.

Article 360. He is to have the rations of the ship's company properly cooked, and delivered to the cooks of the messes at such time as may be directed by the commander.

Article 361. He is to see that the boilers and cooking utensils are kept perfectly clean, and shall preserve order and silence about the galley, and report offenders.

CHAPTER XXII.—MASTER-AT-ARMS.

Article 362. He is to exercise the men at small arms, when directed by his commanding officer.

Article 363. He is to see the regulations respecting lights and fires duly enforced, and that no improprieties are committed by the men below.

Article 364. He is to examine all lighters and boats that come to the vessel, and see that no improper articles are brought on board or taken from the ship, and that none of the crew leave her without proper authority.

Article 365. He shall report daily, in writing, to the commander of the vessel, the name and offence of every person confined, how confined, by whose order, and the number of days he has been confined.

CHAPTER XXIII.—SHIP'S CORPORAL.

Article 366. The ship's corporal is to be subordinate to, and assist, the master-at-arms, and to perform his duties when there is no master-at-arms present.

CHAPTER XXIV.—YEOMAN.

Article 367. The yeoman shall have charge of all stores in the boatswain's, carpenter's, and sail-maker's departments, and all stores in the gunner's department, ammunition excepted.

Article 368. He shall see that the regulations respecting lights are strictly observed, and that every precaution is taken to guard against fire or other accidents; and must never suffer any wines, spirituous liquors, or private stores of any kind to be kept or carried into the store rooms, without written orders to that effect from the commander of the vessel.

Article 369. He shall keep regular accounts, according to the prescribed form, of all receipts, expenditures, conversions, or transfers of stores in their respective departments, specifying the time and place, and the person from whom the articles were received, and to whom and for what purpose they were delivered, and, if converted to other purposes than those for which they were received, by whose order.

Article 370. The yeoman shall not receive more than three-fourths of his pay, until the stores in his charge shall have been examined and found correct, unless ordered by the Secretary of the Navy.

CHAPTER XXV.—FURLOUGHS, AND LEAVE OF ABSENCE.

Article 371. Permission to leave the United States can only be granted by the Secretary of the Navy.

Article 372. Within the United States, leave of absence for a longer time than one week shall only be granted by the Secretary of the Navy, except in cases of great emergency, which must be immediately reported to him.

Article 373. Commanding officers, acting under the immediate orders of the Secretary of the Navy, may, within the United States, grant leave of absence to persons under their command for not exceeding one week, provided it can be done without injury to the public service.

Article 374. Commanders-in-chief of squadrons and commanders of navy yards or stations, in the United States, shall not leave the limits of their command for a longer period than one week in any successive two months, without the permission of the Secretary of the Navy.

Article 375. Commanders of vessels acting under the orders of other officers, when in their presence shall grant no permission for any person to be absent after the setting of the watch, without the sanction of such superior officer; and when alone, shall grant none which may be injurious to the public service, nor for a longer time than forty-eight hours, without having the previous permission of the commander-in-chief.

Article 376. Commanders of fleets or squadrons abroad may grant permission for officers to return to the United States when it shall be duly certified that it is absolutely necessary, on account of their health, or under extraordinary circumstances, when the commander shall be responsible, and shall report to the Secretary of the Navy; but, without such causes, they are not to grant permission when it shall render any new appointment necessary, or otherwise produce any injury to the public service.

CHAPTER XXVI.—PAY AND ALLOWANCES.

Article 377. Allowances will be made for traveling expenses incurred in obedience to any order, or in conformity with any rule or regulation of the navy, except when the person proceeds in a public vessel or conveyance, or returns from a foreign station by permission, without a sick ticket, as provided in article 379, or when an order shall be revoked, or an exchange of situations shall be made at the request of the officer.

Article 378. When travel is performed, as provided in the preceding article, the allowance shall be twelve and a half cents a mile to captains, commanders, and judge advocates, and ten cents a mile to all other commission or warrant officers, or persons having assimilated rank with them; the distances to be computed conformably to the post-office measurement on the route usually traveled. The amount may be advanced by the navy agent or purser on the station, upon the order of the commanding officer, and shall be charged against the pay of the person receiving it until the service shall be performed, and regular accounts, duly approved, be forwarded to the Fourth Auditor of the Treasury.

Article 379. When it shall be certified by the proper surveying officer, to the satisfaction of the commander-in-chief, that a change of climate is indispensable for the preservation of the life of an officer, and no conveyance in a public vessel can be furnished in proper time, half the reasonable expenses incurred by his return to the United States will be allowed by the Secretary of the Navy, on his producing a certificate of the surveying officers, and of the commander-in-chief, that his return was necessary, as above stated.

Article 380. When an officer shall be ordered to join a fleet, squadron, or vessel upon a foreign station, or to return from a foreign station to the United States, and no conveyance shall be provided for him at the public expense, he shall be allowed the amount of his reasonable expenses, upon the presentation of his accounts, duly vouched. The account shall be paid, when due upon a foreign station, upon the order of the commander-in-chief, and, when due upon his return to the United States, upon the order of the Secretary of the Navy.

Article 381. When officers shall be attached to vessels in commission, and are compelled to live in private lodgings, for want of necessary public accommodations, there shall be allowed, as house rent or chamber money, to commanders of fleets or squadrons, six dollars per week; to captains, four dollars per week; to commanders, three dollars per week; to other commissioned officers and persons of equal assimilated rank, two dollars per week; and to warrant officers and others of equal assimilated rank, two dollars per week.

Article 382. When officers shall be employed, or detained at any place as members of or attending upon courts-martial or courts of inquiry, surveys of vessels or stores, or boards for the examination of officers, there shall be allowed to flag officers, captains, and commanders, three dollars per day; to lieutenants, pursers, surgeons, chaplains, and to citizens, two dollars per day; and to all other commission or warrant officers, and persons having equal assimilated rank, one dollar and fifty cents per day; to judge advocates, if not belonging to the navy, ten dollars per day, and, if belonging to the navy, five dollars a day; provided, however, that no such allowance shall be made to any officer composing or attending a court, survey, or board of examination, which may be held at sea, or in any fleet or squadron upon foreign service, nor upon a survey at the place where they may be stationed, and except to judge advocates of courts-martial or courts of inquiry.

Article 383. When officers shall be employed on special duties, not enumerated in the preceding article,

they shall receive such extra allowance as may be deemed just and proper by the Secretary of the Navy, having regard to the nature and importance of the service, and the expenses to which they may be exposed.

Article 384. There shall be allowed to commanders of squadrons and of all vessels in commission, from the date of their orders to the expiration of their command, in addition to the fixtures specified in the tables of equipment and stores, the following sums, in lieu of cabin furniture, viz: commanders of fleets, squadrons, or divisions, \$30 per month; captain of a ship of the line, \$25 per month; captain of a frigate, \$20 per month; commanders, \$15 per month; lieutenant commanding, \$10 per month.

Article 385. The fixtures allowed in the tables of equipment and stores, for vessels in commission and for officers' houses in navy yards, must not be varied in number or kind, and they must not exceed the prices therein specified.

Article 386. The commander and other officers of a vessel shall be bound to accept such fixtures as shall be furnished from the navy store, whenever they shall be considered of proper quality by the commandant of the yard; nor shall any such fixtures be surveyed, sold, or replaced, during the cruise, except by the express direction of the commander-in-chief of the fleet or squadron.

Article 387. No articles of furniture, belonging to houses of officers at navy yards or hospitals, shall be replaced without the approbation of the Secretary of the Navy. When an officer takes possession of a house he shall receipt to the navy storekeeper for the furniture belonging to the public, and, when he relinquishes his situation, he must deliver the furniture to the navy storekeeper or to the officer succeeding him, and take his receipt in duplicate, one of which he must transmit to the Secretary of the Navy.

Article 388. The other extra allowances to officers who may be attached to navy yards, or who may be employed at hospitals, rendezvous, or any other established shore station, will be regulated by the annual estimates, as they may be sanctioned by the appropriation of Congress.

Article 389. The pay and allowances of navy agents, which may be designated in the annual estimates, and sanctioned by the appropriation of Congress, shall be deemed a full compensation, in addition to their legal commissions, for any duties which they may be required to perform, and for any disbursements which they may make for any purpose connected with the navy.

Article 390. The extra compensation which is or may be allowed to any commander of a fleet, squadron, or vessel, shall continue from the time of hoisting his flag or pendant until it shall be struck, in conformity with the regulations of the service.

Article 391. Whenever any officer shall be ordered to any navy yard or shore station which may entitle him to any extra allowances, he shall be entitled to them from the time that he actually commences the duties, and shall receive them until his death, suspension, removal, or until he is superseded.

Article 392. Where any person belonging to a vessel shall be fully competent to act as pilot, and shall be employed by his commander to pilot a vessel of the United States out of or into any harbor where pilots are usually employed, in consequence of not being able to obtain a regular pilot, he may be allowed one-half the amount which would have been paid to a pilot of the place for the same service.

Article 393. When it shall be necessary to employ a purser to make purchases of provisions or stores for the public service on a foreign station where there is no consul or regular agent appointed for that purpose, he will be allowed, in the settlement of his accounts, his extra expenses on shore in making the purchases, upon producing the proper vouchers, and a certificate from his commander of having been so employed.

Article 394. When a consul of the United States shall be employed to make purchases or disbursements for the navy, he shall be allowed a commission of two and a half per centum on his disbursements.

Article 395. There shall be allowed to every vessel in commission, and to every navy yard, to constitute a library for the use of the officers, such books as are, or may hereafter be, designated by the Secretary of the Navy.

Article 396. When officers shall be sick while on duty or under orders, and there shall be no suitable accommodations for them on board some vessel, or at a navy yard or hospital, their necessary expenses, beyond one ration a day, may be paid by the United States; provided that no charge for medical attendance shall be allowed, if there was any naval medical officer near who could have attended him, unless the attendance of another physician shall be required for consultation.

Article 397. When officers and other persons in the navy may have been wounded or hurt in the service, and suitable accommodations cannot be provided for them in some public vessel or hospital, they shall, until cured or pensioned, be entitled to all the advantages enumerated in the preceding article.

Article 398. The necessary funeral expenses of all persons who shall die, while in actual service, will be paid by the Navy Department.

Article 399. When an officer shall be first appointed, his pay shall commence with the date of his first orders to perform, or to report for duty.

Article 400. The pay of an officer shall cease from the day of his death, the date of the acceptance of his letter of resignation, or of the letter of the Secretary of the Navy, notifying him of his dismissal from the service.

Article 401. When an officer shall be promoted or appointed to act in a superior rank, his pay shall be increased from the date of his commission or appointment.

Article 402. When an officer shall, from necessity, be appointed to the command of a vessel of greater force than by these regulations he is entitled to command, he shall, notwithstanding, during the actual continuance of such command, receive the pay and emoluments of the rank next above his own.

Article 403. When an officer shall *succeed* to the command of a vessel by the death or captivity of her commander, he, and those under him whom it may be necessary to order to act in higher stations, shall receive the pay which officers of proper rank would be entitled to receive in the same situations, while they shall be so acting.

Article 404. When passengers shall be received on board any vessel of the United States, at the public expense, by order of or authority from the Secretary of the Navy, there shall be allowed, to compensate the officers who may entertain them for their extra table expenses, such an amount as the President of the United States may deem reasonable and proper.

Article 405. All accounts for traveling expenses, detention on special duty, for cabin furniture, for passages, for chamber money, expenses when sick, or commissions upon purchases, must state distinctly and particularly the services performed or expense incurred, the date, and a copy of the order or permis-

sion which required or allowed it. They must be signed by the person making the claim, and approved by the immediate commanding officer, and by the senior officer in command in the squadron or upon the station.

Article 406. Commanders of vessels shall not, without authority from the Secretary of the Navy, allow allotment pay tickets to be made for more than half the pay and rations of the person making it. The allotments must be restricted to the families, creditors, or relations of the parties making them. They must be made in duplicate, and one of them forwarded by him to the Fourth Auditor of the Treasury. All allotments must be witnessed by the purser, and be approved by the commander.

CHAPTER XXVII.—CORRESPONDENCE AND REPORTS.

Article 407. All letters which relate to the appointment, promotion, employment, or conduct of officers, the employment of vessels, and the execution of duties under immediate orders from the Secretary of the Navy, are to be addressed "To the Secretary of the Navy."

Article 408. Letters which relate to the construction, defects, repairs, equipment, or to any improvement or alteration of vessels, to supplies of provisions and stores of every kind, and to repairs or improvement of navy yards, or to clerks or mechanics employed therein, are to be addressed "To the Board of Navy Commissioners."

Article 409. Should the same communications be made to the Secretary of the Navy and Navy Commissioners, the person forwarding such duplicates shall state the same in the communication.

Article 410. When doubts exist as to what branch of the department any communication ought to be made, officers will address to that branch from which orders are usually issued upon similar subjects.

Article 411. All communications, reports, or requests, connected with the public service, which shall be made by officers or others belonging to the navy, acting under the orders of other officers, shall be sent open, under cover, to their immediate commander; and if they are intended for, or require transmission to, his superior officer or the Navy Department, he shall forward the same, with such remarks as he may deem proper, to his immediate commanding officer, if any there be, to be acted upon by him or transmitted to the Navy Department, as the case may require, unless the public interest would be hazarded by the delay of transmission in this manner, in which case the communications may be direct; but duplicates shall be forwarded to the proper commanding officer, and information given to him of the deviation from this regulation by the earliest opportunity.

Article 412. Officers, in signing reports, certificates, returns, official letters, or documents of any kind, must annex to their names their official rank.

Article 413. Officers are prohibited from commenting, in their private correspondence, upon the operations of the vessel or squadron to which they may be attached, or from giving any information of their destination or intended operations, as such communications may be published to the injury of the service.

Article 414. Officers must enter, in proper books, copies of all the official letters they may write, and of all orders they may receive, and carefully file and preserve all other official documents.

Article 415. The receipt of all orders or instructions must be immediately acknowledged.

Article 416. Official instructions, and official confidential communications, must not be published without the permission of the Secretary of the Navy, except it may be necessary for the defence of an officer before a court-martial, court of inquiry, or court of law.

Article 417. All official communications to the Navy Department must be written upon paper of the size lodged at the different navy yards as samples for "official paper," and must have a margin of at least one inch and a half wide, so that they may be bound up if necessary; and all such communications must be enclosed in blank envelopes.

Article 418. Letter books, containing copies of all orders given, and the originals of all letters received on public service at the different navy yards and other shore stations, shall be left at those stations, and carefully preserved as records. The commanding officers may, if they think proper, take copies of all orders or letters which they may receive.

CHAPTER XXVIII.—SURVEYS.

Article 419. All applications for surveys on provisions or stores must be made in writing, by the officer having charge of the same, to his immediate commanding officer; and he shall, if serving in a fleet, transmit the same to the commanding officer of the division or squadron to which he belongs, who is to order such surveys to be taken, unless the commander-in-chief shall have otherwise directed. But when officers are not in company with the commander of a division or squadron to which they belong, the applications are to be transmitted to the senior officer present.

Article 420. Officers who may order surveys will, when practicable, select at least three commission officers for that duty, and of a rank proportioned to the importance of the survey to be held, so that the United States may not be exposed to loss from the inexperience of the surveying officers; and, when it can be done, the officers shall be selected from other vessels than those to which the articles may belong.

Article 421. Surveying officers may call upon the person having charge of the articles to be surveyed, or upon any other person, for information which may assist them in making correct statements upon the subject they may have been directed to investigate; and if any person shall endeavor to deceive the surveying officers by giving false statements, or if the surveying officers shall discover or find reason to suspect any fraud, they shall notice it particularly in their report.

Article 422. The report of officers, directed to survey articles represented to be unfit for service, must specify by whose order the survey was held, each particular article surveyed, the state in which they were found, and the most proper disposition to be made of them; and, if the articles were found to be damaged or of improper quality, their report must further state, if possible, by whom they were furnished, and whether the damage or injury was, or was not, owing to the neglect or misconduct of any, and of what person or persons.

Article 423. When officers are ordered to ascertain the quantity of articles, they are not to take any accounts of them from the officer who has charge of them, unless it shall be impracticable to make a personal examination, or they shall be directed to take the account from him by the person ordering the examination; and when the quantity of articles shall be so taken, it must be particularly noted in their report, with the reasons why it was so taken, and they shall state if any, and what articles are defective.

Article 424. When a survey is held to ascertain the quantity of articles, and they are found deficient, one report of the survey, duly signed, and made upon the back of or attached to the order, is to be furnished to the officer who requested the survey, another to the commander of the vessel, and a third to the person ordering the survey, to be by him transmitted to the Navy Commissioners; and if the articles were in charge of a purser, a fourth copy must be forwarded to the Fourth Auditor of the Treasury.

Article 425. No stores or provisions are to be thrown overboard, except the surveying officers shall, in their report, represent them as being, in their own opinion and that of the surgeon, dangerous to the health of the ship's company, in which case they shall see that they are thrown overboard before they leave the vessel; but all other articles are to be converted to some other use, or returned into store.

Article 426. If any officer of the navy, having charge of money, provisions, or other stores belonging to the United States, shall die, be removed, or otherwise separated from his vessel or station, so as to render it necessary to appoint another person to perform his duties, it shall be immediately reported by his commander to the senior officer present in command, who shall order, in writing, a survey to be held by proper officers, and, when practicable, in presence of the officer who is to succeed to the charge of the articles aforesaid; and the surveying officers shall make out a statement in writing of the amount, quantity, or number of such articles in quadruplicate, and sign the same. The surveying officers shall then transmit these statements, in a report, to the officer ordering the survey, who shall retain one in his own possession, transmit one to the Navy Department, cause one to be lodged with the papers of the person who had previously been in charge of the stores, and transmit the fourth to the person who is about to take charge of them; and such officer shall, upon taking charge of the articles, or entering upon his duties, charge himself with all the articles contained in the report, which shall have been found fit for service, and be held accountable for the same, and his predecessor shall be credited, according to the report of the survey, in the settlement of his accounts.

Article 427. Whenever it shall be represented that the ill health of an officer requires that he should leave any foreign station, the commander-in-chief shall direct a survey to be held upon him by three officers, of whom, if possible, one shall be a captain, and at least two surgeons or assistant surgeons, who shall state their opinion upon his case, and, if they are of opinion that his removal is necessary, shall state the particular disease or complaint which occasions the necessity of such removal.

Article 428. When persons shall be surveyed to ascertain if they are entitled to a pension, the survey shall be made upon a certificate of the commander and surgeon of the vessel in which he sustained the injury, setting forth the circumstances under which it occurred. The surveying officers shall be composed of captains or commanders, with surgeons, not less than three collectively; and the report of the survey must state the nature and extent of the injury, and the opinion of the surveying officers whether it will render him wholly or partially able to contribute to his own support by his labor, and if partially, then to what extent. The certificate of the commander and surgeon, with one copy of the report of survey, must be returned to the officer ordering the survey, to be by him forwarded to the Secretary of the Navy, and a report of the survey given to the person surveyed, to be kept by him.

Article 429. When men shall be represented as unfit to remain in the service, they shall be surveyed as directed in the preceding article, and if they should be found unseviceable, the surveying officers shall, if possible, state whether their disabilities were owing to hurts or diseases contracted whilst they were in the service, or to causes which existed prior to their entry; and if the man should be discharged, he shall be furnished with a copy of the survey.

Article 430. All officers ordered upon surveys are strictly required to perform that duty with the utmost attention and fidelity, and to make their reports with the strictest impartiality, so that, should they be called upon, they may be able, conscientiously, to make oath of their correctness.

Article 431. Copies of all surveys, excepting upon officers and men, which may have been held, with an abstract of the same, shall be forwarded by the commanding officer of fleets, squadrons, or navy yards, to the Board of Navy Commissioners, quarterly, made up to the last days of March, June, September, and December.

Article 432. The quantities of articles must be stated in words at length, and not in figures.

CHAPTER XXIX.—CONVOYS.

Article 433. A commander of a vessel, who shall be appointed to convoy the trade of the United States, shall give the necessary printed or written instructions and signals to the master of each vessel which is to sail under his protection.

Article 434. He shall take a list of the vessels under his convoy, specifying their names and description, the places where bound and to which they belong, the names of their masters, their owners, and supercargoes, if any, and transmit a copy of the same to the Secretary of the Navy, with the date of their joining the convoy.

Article 435. Before he shall take under his convoy any vessel bound to a belligerent port, he shall require satisfactory proof that there are no articles on board such vessel of a contraband nature, and, without such satisfactory evidence, he shall not be bound to take such vessel under his convoy, or to give her any protection against the other belligerent nation, unless specially directed.

Article 436. Every officer charged with a convoy must be very vigilant in defending it from attack or surprise, and must never weaken the conveying force, by detaching a part in chase beyond signal distance, nor must he separate from the convoy, without such separation shall be the best means of preserving the convoy from an enemy.

Article 437. He shall adopt all possible measures to prevent the separation of the convoy, and may direct such vessels to repeat his signals as he may deem proper.

Article 438. When different convoys shall sail at the same time, or shall meet at sea, they shall sail together so long as their course shall be in the same direction; but the different convoys shall be kept as distinct from each other as circumstances will allow.

Article 439. He will make report to the Secretary of the Navy of the name of any vessel, and of the master, who shall disobey the instructions or signals for the convoy, or leave the convoy without permission, or otherwise misbehave, stating the particulars of his misconduct, so that insurance offices may be informed of the same.

Article 440. Whenever the master of any vessel under convoy shall willfully or repeatedly neglect or refuse to conform to the instructions or signals of the commanding officer of the conveying force, the said commanding officer may refuse him any further protection, and be released from any further responsibility for the safety of the vessel.

CHAPTER XXX.—ARRESTS AND COURTS-MARTIAL.

Article 441. No officer is to be placed under arrest without authority from the Secretary of the Navy, or the commander-in-chief of a fleet or squadron upon a foreign station. On complaint being made against an officer, or in cases requiring immediate decision, any superior officer may suspend his inferior, and confine him within such limits as the case may require, until the directions of the officer in command of the vessel, or upon the station, or of the Secretary of the Navy, shall be received.

Article 442. Offences of different character shall not be embraced in the same charge; but separate charges shall be made for each offence of different character which may be exhibited.

Article 443. When a court-martial shall be assembled in conformity with the order for convening it, the person ordered to be brought before it for trial shall be introduced before the court. The order for convening the court, and for the appointment of the judge advocate, shall then be read by the judge advocate.

Article 444. A court-martial must not be sworn for the trial of any person except in his presence, and after he shall have had an opportunity to make any legal objection that he may choose to offer, and, when made, not until the court shall have decided upon such objection.

Article 445. The court having been duly sworn, the charges and specifications against the accused shall be read by the judge advocate, and the accused shall then be asked by him if he pleads guilty or not guilty to the charges. If he pleads guilty, the court shall warn him of the consequences, and if he then repeats his plea of guilty, it shall be recorded, and the court shall proceed at once to deliberate and determine upon the sentence. If he pleads not guilty, or stands mute, the court shall then proceed to examine the testimony in the case. The record of the court must state distinctly that these questions were put, and the answers which may be given, and that the court was duly sworn according to law.

Article 446. It shall be the duty of the judge advocate to lay before the court, a list of the witnesses which he may intend to produce, with a general statement of the facts expected to be proved by each. He shall then, under the direction and control of the court, proceed to examine the witnesses who have been summoned, on the part of the United States, to support the charge or charges.

Article 447. The examination of a witness having been closed on the part of the United States, he may be cross-examined by the accused, and when the cross-examination shall be closed, the court will then allow any further questions which may be deemed necessary.

Article 448. When the witnesses on the part of the United States shall all have been examined, the witnesses on the part of the accused shall then be examined, and afterwards cross-examined by the judge advocate, and examined by the court in the same manner as those which had been called on the part of the United States. Further examination of witnesses may then be continued, if the accused or the court shall desire it. When the examination of a witness shall be closed, the whole of his testimony shall be read over to him, that he may correct mistakes, if any shall have been made in recording it.

Article 449. Questions to be propounded to a witness shall be reduced to writing, and submitted to the court for their approbation, before they are read to him.

Article 450. Should an objection be made to any proposed question, or to the reception of any testimony, the court shall proceed at once to determine whether it shall or shall not be received, and, if they shall decide against its reception, it shall not be allowed to form a part of the record.

Article 451. If a member of a court-martial shall, from any legal cause, fail to attend, and witnesses shall be examined during his absence, the court must, should he resume his seat during the trial, cause every person, who may have been so examined in his absence, to be called into court, and the recorded testimony of such witness must be read over to him; and such witness must acknowledge the same as his testimony, and be subject to such further examinations as the said member may require; and without a compliance with this regulation, and an entry of it upon the record, a member who shall have been absent, during the examination of a witness, shall not be allowed to vote upon the question of the innocence or guilt of the accused, or upon any question for his punishment.

Article 452. The examination of the witnesses being completed, the accused shall be at liberty to make his defence, in writing, against the charges and specifications; which defence he will submit to the court for their inspection, before it is publicly read, and if, in the opinion of the court, it shall contain anything disrespectful to the court, they may prevent that part from being read.

Article 453. After the defence shall have been read, the court shall be cleared, and the members shall proceed to consider the testimony and defence of the accused. When they shall have sufficiently examined and considered the same, the question shall be put upon each separate specification of each charge, beginning with the first: Whether it is "proved" or "not proved," or "proved in part." The members shall vote in the order required by law, each member writing the word "proved" or "not proved," or "proved in part," and stating what part, with his signature, and shall hand his vote to the judge advocate, who shall, when he has received all, read them aloud, and shall enter on the record the number who shall have found it "proved" or "not proved," or "proved in part;" and if a majority agree in any such finding of "proved in part," the part found to be proved shall be recorded.

Article 454. When the members shall have thus voted upon all the specifications of any charge, the question shall then be put to each member, "Is the accused guilty of this charge," "guilty in a less degree than charged," or "not guilty?" and the members, in the order required by law, shall write the word "guilty" or "not guilty," or "guilty in a less degree than charged," and in what degree, upon a piece of paper, with their signatures, and hand them to the judge advocate, who shall, after receiving all the votes, read them aloud and record the result, and shall then proceed to the next charge and specification, until votes shall have been taken, as above directed, upon all the charges and specifications.

Article 455. When the court shall have voted upon all the charges, if the accused shall have been found guilty upon any one of them by the number of members which the law may require in the particular case, they shall next proceed to vote upon the punishment to be inflicted. In this case each member shall, in the order directed by the law, write down and subscribe the measure of punishment which he may think the accused ought to receive, and hand it to the judge advocate, who shall, after receiving all the votes, read them aloud.

Article 456. If the requisite majority shall not have agreed in the nature and degree of the punishment to be inflicted, the judge advocate shall proceed in the following manner to ascertain which of the different votes will obtain the assent of the requisite number of the members. He shall begin with the mildest punishment which shall have been proposed, and, after reading it aloud, shall ask the members,

in the order prescribed by law, "Shall this be the sentence of the court, or shall it be more severe?" and every member shall vote, and the judge advocate shall note the votes. In case the proper number shall not agree upon a punishment on the first vote, he shall then take the next lowest punishment, and proceed to take a vote as before directed, and thus proceed until a proper majority shall be obtained for some of the proposed punishments.

Article 457. The sentence having been recorded, the proceedings in each separate trial shall be signed by all the members present, and by the judge advocate.

Article 458. As the oath taken by the members requires them to decide according to the law and the evidence, in relation to the facts of the case, and does not allow them to take into consideration the general character or former services of the persons brought before them, in determining the punishment to be awarded, any member may, after the sentence is pronounced, move for a recommendation of the accused to the clemency of the officer by whom the proceedings of the court are to be approved, and such recommendation, with the reasons therefor, shall be entered immediately under the sentence, and shall be signed by the members concurring in it.

Article 459. The court may allow counsel to the accused, for the purpose of aiding him in his defence against the charges, but always under the restriction that all motions or communications shall be made in writing.

Article 460. If from any cause, after a court shall be organized, so many members as the law may require shall not assemble upon any day to which the court may stand adjourned, and the court, by that fact, should be dissolved, the proceedings, and the fact of the dissolution of the court, must, nevertheless, be authenticated by the signature of the members who may be present, and transmitted by the senior member to the officer by whom the precept was issued, that such further measures may be directed as circumstances shall require.

Article 461. The sentences of all courts-martial, which shall be approved upon a foreign station, shall be communicated to the commander of each vessel in the squadron, that they may be made public; and when approved in the United States, they shall, in the same manner, be communicated to the commander of each vessel or station in the United States, for the same purpose.

Article 462. Should the proceedings of a court-martial be disapproved for any informality or irregularity of the court, the particular informality or irregularity shall be made known to the commanders of navy yards and stations, so as to prevent, if possible, their recurrence.

CHAPTER XXXI.—RECRUITING SERVICE.

Article 463. Officers ordered upon the recruiting service are to use every exertion to procure, as expeditiously as possible, the number of men required; but they are to enter none but such as shall be first certified by the proper medical officer to be sound and healthy; and they shall enter no foreigner, not naturalized, knowing him to be such, except by order of, or authority from, the Secretary of the Navy, or of the commander-in-chief on a foreign station.

Article 464. A recruiting officer shall enter no boy under thirteen years of age; nor any person under twenty-one years of age, without the consent of his parent or guardian, if any such may be found; and no landsman over twenty-five years of age, unless he shall have a knowledge of some mechanical trade, which will be useful on board a vessel, nor any landsman, having such mechanical trade, unless he is under thirty-five years of age; and for other ratings he shall be governed by the instructions for ratings as established in the 161st article of these regulations.

Article 465. The surgeon or other medical officer who may be appointed to examine persons offering to enlist, or upon their first joining a receiving or other vessel, after enlistment, shall not certify to the fitness of any person for service, unless he shall be sound of mind, possess the power of seeing and hearing distinctly, and have no serious impediment of speech; have the free use of his muscles and joints; the proper use of his hands and feet; be free from external and internal tumors, and from all cutaneous diseases and chronic ulcers; nor if his appearance indicates the presence of, or danger from, consumption, scrofula, or dangerous diseases from the effects of intemperance or other causes; nor if known to be subject to epilepsy, or similar diseases; and all ruptures and other injuries, for which he may not be rejected, shall be carefully noted and registered, that no improper claims may be made for pensions.

Article 466. The recruiting officer shall cause the shipping articles to be read to every person before such person signs them; nor shall he allow any person to sign such articles when intoxicated; nor shall he ship any person known to have been convicted of a felony.

Article 467. The recruiting officer shall make no advance of pay, except by express order from the Secretary of the Navy, or of the officer under whose orders he may be placed; and, in all cases of making advances, he is to take good security for the same.

Article 468. Recruiting officers shall not pay over any advance money, except to the person entitled to receive the same, nor until he shall have been found fit for service on board the receiving or other vessel to which he may be first sent; and they are, if possible, to induce the men to repair on board with their effects, and to receive the amount of their advance in clothing, and other necessaries, from the vessel; in which case the recruiting officer is to give the necessary information to the commander of the receiving vessel, and will be excused from taking security. When an advance is to be made, the recruiting officer shall take care that each person furnishes himself with at least one good suit of thick clothing, two frocks or shirts, a pair of shoes, a pair of stockings, hat, and handkerchief, as nearly of the navy pattern as possible, and that they are sent on board with them.

Article 469. Recruiting officers must produce receipts for the amounts advanced from the persons to whom they may make advances; a receipt for the individual, from the commanding officer of the vessel on board which they may be sent, and an acknowledgment from the purser of such vessel that he has received lists showing the amounts advanced to the individuals respectively, before they can receive credit for the advances made.

Article 470. Recruiting officers shall not receive, without the sanction of the commanding officer of the station, more than one thousand dollars at any one time, which they may obtain by requisition upon the navy agent, duly approved by the senior officer in command of the port or station, who shall not approve such requisition unless satisfied that the amount is required for the public service.

Article 471. The recruiting officer must report weekly to the Secretary of the Navy and his com-

manding officer the number of men he may have entered, and the amount of money remaining in his hands, as per form annexed, and marked —.

Article 472. No recruiting rendezvous is to be opened in the United States, without the order or consent of the Secretary of the Navy. Commanders of vessels may, however, fill small deficiencies in their complement by enlisting on board their vessels; but no allowance will be made to officers who enlist men in this manner, as no responsibility or risk is incurred.

Article 473. When practicable, some vessel will be designated, at the port where the recruiting officer may be stationed, to receive men who may be entered for the navy, the commander of which will take charge of, and receipt for, and see that the purser receipts for, the advance of such men as may be sent him by the recruiting officer; provided they shall, after a strict examination on board the vessel, by a surgeon and two other commissioned officers, be found healthy, sound, and fit for the service; but if they should be found sickly, unsound, or unfit for service, they shall be returned to the recruiting officer, and no receipt shall be given for them.

Article 474. When men shall be received on board a receiving vessel, a particular description of their persons shall be entered in a book kept by the commander for that purpose, and all injuries, as well as marks, carefully noted.

Article 475. Whenever men shall be sent from a receiving vessel to any other port or to some other vessel, the commander of the receiving vessel shall send with them a complete descriptive list, in addition to the the statements of their accounts which are by law required to be sent, and shall, on those descriptive lists, state whether they have or have not been petty officers in the service.

Article 476. While men are on board the receiving vessel, they shall receive no supplies of slop clothing or small stores from the United States, except upon the order of the commander, and with the approbation of the senior officer in command of the station; and the purser who may be directed to furnish such articles must preserve such order as a voucher, or he will receive no credit for the deliveries in case the person to whom they are made should die or desert before he is out of debt to the United States.

Article 477. The receiving vessel, when it is practicable and necessary, shall perform the duties of a guard vessel; and the men, when they are received, shall be employed in such manner, upon seamen's duty, as the senior officer in command of the station may think proper, and they shall, when practicable, be exercised daily at the cannon and small arms. Great attention must be paid to their cleanliness and comfort.

Article 478. The commander of the receiving vessel is to adopt all proper precautions to prevent desertion, and is not to allow any recruit to go on shore on liberty, without the consent of the senior officer upon the station.

Article 479. The senior officer in command of the station will give the necessary instructions to the navy agent to procure vessels to transport such men as he may be directed to send to any other place, when he has no public vessel at his disposal for that purpose, and will send proper officers to take charge of them, informing the Secretary of the Navy of every draught so sent, and of their number, and the names of the officers under whose charge they were placed.

Article 480. Receiving vessels are to be in commission, and the officers who may be attached to them are to conform to the general regulations in the same manner as though attached to any other vessel, except as limited in this chapter; but service in a receiving vessel is not to be considered as "sea service" for promotion or appointment. Officers attached to them are, however, to be considered entitled to pay as though employed in a sloop-of-war at sea.

CHAPTER XXXII.—MARINES.

Article 481. When a vessel is to be put in commission, the Secretary of the Navy will give the necessary instructions to have the proper number of officers and marines prepared to go on board.

Article 482. The senior naval officer in command upon the station, having received instructions upon the subject, will direct the marines, with their proper officers, to repair on board whenever he shall think their services necessary.

Article 483. When marines are so received on board a vessel, they are to be entered separately on her books, by the purser, as a part of the complement, or as supernumeraries, as the case may require, and are to be, in all respects, upon the same footing as the seamen with regard to provisions and short allowance money.

Article 484. The senior marine officer shall report daily, in writing, to the commander of the vessel, the state of the marines who may be on board.

Article 485. Marines may be furnished by the purser with slop clothing and small stores, when the commanding marine officer shall certify that they require them, and the commander of the vessel grants his permission. The marine officer shall stop the amount of such supplies from the pay rolls of the men, and settle with the purser.

Article 486. Marines are to be paid by the purser, while they are on board vessels, upon pay rolls duly certified by the commanding marine officer, and approved by the commander of the vessel, which pay rolls, countersigned by the purser, shall be regularly transmitted, in the same manner as the pay rolls for the rest of the crew, to the Secretary of the Navy, that the amount may be refunded to the appropriation for the pay of the navy.

Article 487. Marines, when sick or wounded on board vessels, are to receive the same care and attention as the seamen, and, when sent to the sick quarters or hospitals, are to be in all respects under the same regulations. Their sick and clothing tickets are to be certified by the commanding marine officer, and countersigned by the commander of the vessel.

Article 488. No marine is to be discharged and entered as a seamen until his term of service as a marine shall have expired, without special authority from the Secretary of the Navy.

Article 489. The uniform clothing of marines who may desert, or die on board vessels or in hospitals, shall be preserved by the marine officer; and all other clothing and effects may be sold at auction, and the produce charged to the purchaser; and the marine officer will, by the first opportunity, transmit to the paymaster of the corps an inventory of the articles so sold, with the amount they produced, signed by himself, and countersigned by the purser and the commander of the vessel, in order that such amount may be paid over to the hospital fund or to his legal representative, as the case may require.

Article 490. The commanding marine officer is to have charge of, and will be accountable for, the arms, accoutrements, and clothing belonging to the marines; and he will be careful to have the whole preserved in the best possible order. He will report any injury that may result to them from the neglect or misconduct of any person, that the amount may be recovered from him.*

Article 491. The marine officer will be allowed the exclusive use of a store room, for the preservation of the clothing, accoutrements, and other articles belonging to the marines, when it can be conveniently granted.

Article 492. When marines shall be detailed for guard duty or employed as sentinels, they are to be considered as under the immediate direction of their own officers, who are to be responsible to the commanding officer, the executive officer, and the officer of the watch, for their attention and good conduct; but all officers are required to report any misconduct or neglect of which marines, so employed, may be guilty, and in case of urgent necessity, may order them into immediate confinement.

Article 493. Marines, when not upon guard duty, nor employed as sentinels, are to be under the orders of the sea officers, in the same manner as any other portion of the ship's company; but they are not to be compelled to go aloft, nor punished for not showing an inclination to do so, although it is desirable that they shall receive every encouragement to acquire a knowledge of seamen's duty.

Article 494. No sergeant or corporal is to be struck, except by sentence of a court-martial, nor shall they be reduced to a lower rating except by the order or approbation of the commander of the vessel.

Article 495. No punishment shall be inflicted upon the marines without the approbation of the commander of the vessel.

Article 496. The marines shall be exercised in the use of muskets and at the cannon, when, in the opinion of the commanding officer of the vessel, it can be done with propriety.

Article 497. When there shall be two marine officers belonging to a vessel, they shall not both be absent at the same time, except on duty.

Article 498. Whenever any portion of the army or militia of the United States shall be embarked in any vessel of the navy as passengers, or to be transported from one place to another, no punishment shall be inflicted by order of any army or militia officer, without the knowledge and consent of the commander of the vessel.

CHAPTER XXXIII.—COMMANDANTS OF NAVY YARDS.

Article 499. The commandant of a navy yard will be considered responsible for the due preservation of all buildings and stores contained therein, and of all vessels in ordinary, or repairing in the yard; nothing, therefore, is to be done within the limits of his command without his knowledge.

Article 500. He will be considered responsible for the judicious application of all labor. Every person, therefore, who may be stationed at, or employed within the limits of his command, is to be subject to his orders.

Article 501. The commandant of the yard will cause the mechanics and others employed in the yard to be mustered, conformably to the instructions which have been or may be given on the subject; and he will be particularly careful that none but effective men are employed, that no more are employed than is requisite, and that they are obtained upon the most favorable terms for the United States; and he must approve all pay rolls for labor, and all bills for supplies furnished, upon being satisfied of their correctness, before they can be paid.

Article 502. The commandant of the yard shall see that all officers, and other persons in the yard, perform their duties in a proper manner, and that all reports and returns are made in the manner which may be directed by the Navy Department.

Article 503. The commandant of the yard will see that the fire engines are at all times in proper order, and will be particularly careful to guard against accidents from fire. He will cause all lights and fires on board vessels under his control to be extinguished as early in the evening as directed to be done on board of vessels in commission, and he will establish proper regulations to guard against accident from fire in the dwellings or other buildings within the yard.

Article 504. In case of fire in the vicinity of the yard, the engines are to be prepared, and every precaution taken for the security of the public property. The engines and persons belonging to the yard are not to leave it, unless the commandant shall be of opinion that it will best contribute to the safety of the public property, or that it can be done without exposing it to hazard; but at all times the engines and men are to be kept under the control of their proper officers, that they may be immediately returned to the yard, if required.

Article 505. All reports or returns made to the Secretary of the Navy or Navy Commissioners, by officers attached to the yard or to vessels in ordinary, must be approved by the commandant, as an evidence of his having satisfied himself of their correctness.

Article 506. The commandant of the yard is not to authorize or allow any alteration in the arrangements of the yard, nor the purchase of any surplus stores, nor the sale of any article, unless specially directed by the Navy Department.

Article 507. No slaves are to be employed in the navy yards, without the previous sanction of the Navy Department.

Article 508. The countersign and pass word for the night shall be issued by the commandant of the yard, or, in his absence, by the next in command.

Article 509. The commandant of the yard shall draw up regulations for the police of the yard, and transmit them to the Navy Commissioners for their approbation.

Article 510. A regular journal shall be kept under the direction of the commandant, in which shall be entered the time when any vessel is received for repairs or put in commission; the number of mechanics and others employed; the arrival and departure of all vessels-of-war, and of vessels with stores of any kind for the yard; the time when any vessel is taken into or removed from the dock; when and how long a vessel may be hove out for repair, and all the other principal transactions of the yard.

Article 511. He shall exercise no authority over, or in any manner interfere with, vessels in commission, when they are not placed under his direction, unless in cases of urgent necessity; and should such cases occur, he shall give immediate information to the Secretary of the Navy.

Article 512. When a vessel is directed to be placed in ordinary, or given into his charge for repair, he will cause her to be properly moored or otherwise secured, in which he is to be assisted by the offi-

cers and crew of the vessel, unless otherwise directed by the Department, or the senior officer in command upon the station.

Article 513. When a vessel has been delivered into his charge for repair, the commander of the ship shall have no direction in relation to her repairs, but it shall be his duty to point out any defects or deficiencies which he may discover.

Article 514. When a vessel shall be placed in a proper situation to receive any repairs that may have been ordered, her officers and crew shall be removed to some other vessel or quarters, if any are prepared for their reception, until her repairs shall be completed, and strict care must be taken that such vessel or quarters, and all articles belonging to them, are at all times kept perfectly clean and in good order, by the persons having charge of them for the time being.

Article 515. No vessel shall be repaired without the previous sanction of the Navy Commissioners, except in cases of emergency; and in all such urgent cases the repairs shall be made conformably to the report of surveying officers duly appointed, and a copy of the survey shall be forwarded to the Navy Commissioners without delay.

Article 516. The commandant of the yard shall report to the Navy Commissioners the time he receives a vessel for repairs, when the repairs are commenced, and the time she is returned into the charge of the commander, or when her repairs are completed.

Article 517. When a vessel in ordinary is to be equipped for service, her equipments shall be made under the direction of the commandant of the yard, conformably to such orders as he may receive from the Navy Commissioners, unless otherwise specially directed.

Article 518. When he shall be directed to build, or repair, or equip any vessel, or to construct any building, or make any improvement in the navy yard, he will direct the navy storekeeper to keep an account against such vessel, building, or improvement, debiting it with the number of days' work, and the cost of the labor performed by each class of mechanics and laborers, and the quantity and cost of the different materials used.

Article 519. When requisitions, duly approved, are made upon the storekeeper for articles which are not in store, he will direct the storekeeper to make requisitions for the same upon the navy agent, and will approve the same, that they may be furnished with the least possible delay.

CHAPTER XXXIV.—SECOND IN COMMAND.

Article 520. The officer who shall be attached to a navy yard as second in command shall be considered as the executive officer of the yard, and perform such duties as may be assigned him by the commandant of the yard. During the absence of the commandant, by order or upon leave, or whenever unable to perform his duties, he shall perform all the duties assigned to the commandant, as commandant of the yard.

CHAPTER XXXV.—MASTER SHIPWRIGHT.

Article 521. The master shipwright may, under the direction of the commanding officer of the yard, have a general superintendence and control over the inspector and measurer of timber, and all the master workmen, except the master rigger and sailmaker, and over mechanics and laborers who may be employed in building or repairing vessels within the yard.

Article 522. He will take care that proper measures be taken to prevent the use or conversion of any timber or wood materials or metals, until such an account is taken of them as shall secure a correct expenditure; and that daily returns be made to the inspector and measurer of timber, of the particular timber or wood materials which may have been used or converted, and to what object applied, so that the inspector may, at all times, be able to furnish the information necessary to make requisitions to cover the expenditure, and to know the particular species and quantity remaining on hand.

Article 523. He will conform rigidly to such instructions as he may receive for the construction or repairs of vessels; but if he should, in the progress of the work, be of opinion that a deviation from those instructions would be beneficial, he will represent the same to the commandant, with the reasons for such opinion.

Article 524. He will carefully and thoroughly examine, at least once a month, all the vessels which may be upon the stocks or in ordinary, to see that they stand securely and true, and that they are as effectually secured against decay as circumstances will admit, and make written reports to the commandant of the yard upon the subject.

Article 525. Such timber as, from latent defects, shall be found unfit for naval purposes when it is wrought, but will answer for other purposes, shall be considered "refuse timber," and so entered on the storekeeper's books; and such as, under similar circumstances, shall be found unfit for any use, as navy timber, shall be designated "condemned timber," and shall be placed in situations appropriated for the reception of each kind respectively; and all condemned timber shall be considered as expended, and shall be included in the monthly requisitions, as though it had been expended in any other manner.

Article 526. He shall direct proper requisitions to be made, on the last day of each month, to cover the expenditure of all the timber and wood materials which may have been used during the month by the different master workmen.

Article 527. He will see that his clerk furnishes to the commandant of the yard, on the first and sixteenth of each month, a return showing the total number of days' work which had been performed during the preceding half month, by each class of mechanics and laborers, upon each object, with a general statement of the labor performed on each object, according to such form as may be prescribed.

Article 528. He shall see that his clerk furnishes the commandant of the yard, daily, with a statement of the number of days' work which shall have been performed during the next preceding working day, by each class of mechanics, upon each of the objects upon which they had been employed.

CHAPTER XXXVI.—PURSER OF THE YARD.

Article 529. The purser of the yard shall have the charge of paying and victualling all persons attached to the yard, and to the vessels in ordinary at the yard.

Article 530. He shall deposit all public moneys which he may receive, in such bank as the Secretary of the Navy may direct.

Article 531. He shall pay all mechanics and laborers, who may be employed under the direction of the commandant, upon pay rolls which shall be made out and certified by the clerk of the yard, after he shall have satisfied himself of the correctness of the calculations, and they shall have been approved by the commandant.

Article 532. He shall make all payments to mechanics, by checks upon the banks in which the public moneys are deposited, in bills of that bank, or in specie.

Article 533. He shall make requisitions, monthly, upon the navy agent, under the direction and with the approval of the commandant, for such amount of money as may be necessary for the public service in his department.

Article 534. He shall make no advance to any person whatever, without the sanction of the President of the United States.

Article 535. He shall keep distinct accounts of moneys received and expended under different appropriations, and never apply them to any other appropriations than those for which they were originally intended, except by special written authority from the Secretary of the Navy, in conformity to law.

Article 536. He shall keep his accounts, and make his returns, in such manner as may be directed by, or through, the Navy Department.

Article 537. He shall not be allowed any commissions or other extra compensation than such as may be granted by law, for the performance of any duties in a navy yard, as those duties are to be considered among the ordinary duties of his station.

CHAPTER XXXVII.—NAVY STOREKEEPER.

Article 538. The navy storekeeper shall take charge of all stores which may be received into the navy yard for the public service, and be held accountable for the expenditure of the same, conformably to the regulations of the service, or to the orders of the Navy Department.

Article 539. He will, therefore, under the direction of the commandant of the yard, have charge of the keys of all storehouses and buildings containing articles for which he is responsible.

Article 540. He shall make requisitions upon navy agents for all articles which may be wanted, whether purchased by contract or not, when he may be directed by the commandant, and present the same to him for his approval. Such requisitions must always specify the appropriations for which the articles are required, and separate requisitions must be made under each appropriation for which articles may be wanted.

Article 541. The storekeeper shall not give a receipt for any articles delivered into the yard, by navy agents or contractors, until he shall have been furnished with an invoice or bill stating the particular articles, their cost, and the object for which they were purchased, nor until they shall have been certified to be of the proper quality by the inspecting officers, unless required by written order of the commandant.

Article 542. All articles whatever, which may be received into the yard for public service, or which may be placed in the storekeeper's charge by the commandant's orders, shall be immediately entered by the storekeeper in his books, and included in his returns under the respective appropriations to which they belong.

Article 543. He shall never deliver articles for any other object or appropriation than that for which they were originally received, except by the written order of, or requisition approved by the commandant, which order or requisition he must produce as the authority for such transfer.

Article 544. The storekeeper will issue no article, timber or timber materials excepted, but by the written order of, or upon requisitions duly approved by the commandant of the yard, or, when he is absent upon leave, upon the approval of the next in command. These requisitions must specify the appropriations and object for which the articles are wanted; and when they are to be drawn from an appropriation different from that for which they are wanted, it must be distinctly stated on the face of the requisition.

Article 545. He will deliver articles to vessels in commission, upon requisitions signed by the commanding officer of the vessel, approved by the senior officer present in command of such vessel, or captain of the fleet, and by the commandant of the yard, taking receipts as directed in the next following article.

Article 546. He will take receipts for all articles delivered, upon the requisitions themselves, and preserve them as vouchers for his expenditures; and he shall give credit to the proper objects, and charge himself with all surplus stores that may have been required for any object, and returned to him again as not having been wanted.

Article 547. He shall examine all accounts rendered for supplies furnished, which shall have been certified to have passed inspection, and, on being satisfied of their accuracy, shall receipt the same, and send them immediately to the commandant for his approval; but if he shall believe any article to be overcharged, he shall first call the attention of the commandant to such charge.

Article 548. He will notify the commandant whenever any article of stores may be nearly expended, and when any additional measures may be necessary for the proper preservation of articles in his charge.

Article 549. He shall, under the direction of the commandant of the yard, have charge of the transportation of all stores from the yard at which he is stationed to other places, by such conveyances as may be furnished by the navy agent, and conformably to such orders as he may receive upon the subject. Particular attention must be paid by him to have all articles thus transported deliverable, by the bills of lading, at the precise place to which they may have been ordered, and that they are all in good shipping order.

Article 550. All articles sent from the navy yard must be accompanied by a bill or invoice, stating the particular contents of each package, the cost of the separate articles, and the appropriation to which they may belong.

Article 551. He shall keep his books and make his returns in such manner as may be prescribed by the Navy Commissioners.

CHAPTER XXXVIII.—CLERK OF THE YARD.

Article 552. The clerk of the yard shall attend to the mustering of all mechanics and laborers employed under the direction of the commandant of the yard, and shall strictly conform to such regulations as have been or may be prescribed upon the subject.

Article 553. He shall make out and certify, semi-monthly, pay rolls for paying the mechanics and laborers, showing the number of days' labor performed by each person upon each object, his daily pay, the amount chargeable to each object and to each item of appropriation, and the total amount due to each person.

Article 554. He shall furnish to the commandant of the yard, semi-monthly, abstracts of the number of days' work performed by each class of mechanics and laborers, and the cost of the same upon each object of expenditure, agreeably to such form as may be prescribed, which is to be transmitted to the navy storekeeper.

CHAPTER XXXIX.—MASTER WORKMEN.

Article 555. The master workmen who may be employed in the navy yard shall inspect all stores that may be received into the yard, in their respective departments, and certify as to their quality.

Article 556. They shall keep daily records of the labor performed by each individual in their respective departments, upon different objects under their direction, and hand copies of the same to the clerk of the master shipwright and the clerk of the yard on the following morning.

Article 557. They shall examine and be responsible to the commandant for the fitness of all the workmen they may be authorized to employ in their respective departments; and they will report to the master shipwright, who will report to the commandant, his and their opinion of what should be the daily wages of each person, for his decision, and whether their number can be reduced without injury to the public interests.

Article 558. They shall have the immediate control of, and be vigilant to ensure diligence from, all those who may be employed under their immediate direction.

Article 559. They shall attend all surveys and conversions of stores in their respective departments, and, if necessary, they may suggest measures for their better preservation.

Article 560. They will hand to the clerk of the master shipwright, daily, an account of all the timber and timber materials which may have been taken for use the preceding day.

Article 561. No article whatever is to be taken or used without the knowledge of the proper master workman; nor must any article be taken or used, timber or wood materials excepted, until a requisition has been made for them, and duly approved; nor must any article which belongs to one appropriation or object be taken or used for any other appropriation or object, without the express orders of the commandant.

Article 562. The master workmen must give their regular personal attendance, and are only to be paid, like all other persons who receive daily pay, for the time they actually attend to their duty in the yard, except when special exemptions shall be granted by the Navy Department.

CHAPTER XL.—NAVY AGENTS.

Article 563. All supplies for the navy, not furnished by contract, are to be purchased by the navy agent, by order of the Navy Commissioners, or upon requisitions approved by the commandant of the navy yard; or if there be no navy yard at the place where he is directed to reside, then upon requisitions approved by the senior officer in command upon the station.

Article 564. He shall make all purchases upon the most advantageous terms for the United States, and see that all articles supplied through him are of the best quality.

Article 565. He shall have no private interest, directly or indirectly, in the supply of any article which it may be his duty to furnish the navy.

Article 566. Articles sent on board any vessel or to any navy yard, by the navy agent, must be delivered to the commanding officer, or such person as he may appoint to receive them, who is hereby required to cause receipts to be given for the same, provided they are of the proper quality, in proper order, and accompanied by proper bills or invoices.

Article 567. All stores sent to a navy yard or on board a vessel in commission, by a navy agent, will be carefully examined when they are first received by the officer to whose department they may belong, and such others as the commandant of the yard or commander of the vessel may appoint, and if found by them to be of improper quality, a regular survey of the same will be held with the least possible delay.

Article 568. Such articles as the surveying officers may declare to be unfit for service, or not conformable to contract, may be returned to the agent, and no receipt shall be given for the same. Duplicates of the surveys must be immediately forwarded to the Navy Commissioners, accompanied by such remarks as may be deemed necessary.

Article 569. Every cask, box, or package of provisions, or other supplies, must be numbered, and have the contents distinctly marked upon it, when intended for shipment.

Article 570. All supplies furnished must be accompanied by a bill or invoice, specifying the particulars and cost of each, the objects for which they are intended, and the appropriation to which they belong: without these no receipts will be given for them, unless the senior officer of the station, the commandant of the yard, or the Navy Department, shall think proper to give an express order to that effect.

Article 571. He shall make no purchase for, or sale of articles belonging to, the United States, nor incur any public expense, without the sanction of the senior officer upon the station, the commandant of the navy yard, or of the Navy Department.

Article 572. He will receive no credit for any disbursements he may make, unless he produces an order from the Navy Department, or of some proper officer, to make the purchase or payment, or requisitions duly approved, conformably to the regulations of the navy, the receipts of the persons to whom the articles were delivered, or to whom payment was made, and unless the payment shall have been sanctioned by the proper officer, as required by these regulations.

Article 573. He shall draw no money from the bank, except to pay approved accounts or requisitions; and all his checks upon the bank shall have a receipt upon the bank, showing on what account, for what at service, and to whom the money was paid.

Article 574. He shall pay no bill for articles furnished or services rendered to navy yards, or vessels under the control of the commandant of the yard, without the previous approval of that officer.

Article 575. He shall pay no bill for supplies furnished or services rendered directly to vessels in commission, without the certificate of the commander of the vessel, and the approval of the senior officer in command upon the station.

Article 576. He shall make no advances of money to any person whatever on public account, but according to the general regulations of the navy.

Article 577. He is never to pay bills or requisitions under one appropriation from any money belonging to another appropriation, without the express sanction of the Secretary of the Navy, in conformity to law; and whenever money shall be so transferred, he shall note it particularly in his next monthly and quarterly returns.

Article 578. His requisitions upon the Department for money must be made under the specific heads of appropriation, and must be accompanied by a statement of the particular objects for which it is intended.

Article 579. Whenever the expenditure has not been specially authorized by the Navy Department, the requisition itself must be approved by the commanding officer of the station, or by the officer under whose order or sanction the expense shall have been authorized.

Article 580. When it is necessary to send articles from one place to another, particular attention must be paid to make them deliverable, by the bill of lading or other agreement, at the precise place where they may be specially required.

Article 581. He must report monthly to the Navy Commissioners the progress made toward the completion of all contracts for articles to be delivered at the station where he resides.

Article 582. He must make monthly returns to the Secretary of the Navy and the Navy Commissioners, of all moneys received, expended, and remaining on hand under each appropriation, in such form as may be prescribed. These returns must be made within ten days after the expiration of each month.

Article 583. He must forward quarterly accounts to the Fourth Auditor of the Treasury, made up to the last day of March, June, September, and December, within twenty days after the expiration of each quarter. These accounts must distinctly show the amount of all money received, expended, and on hand, under each appropriation, and must be accompanied by all the vouchers necessary for a final settlement of the account.

CHAPTER XL.—PENSIONS.

Article 584. Persons making application for pensions, in consequence of injuries received in the service, should forward a certificate, as per form marked —, from the surgeon of the vessel or yard where the injury was received, countersigned by the commanding officer, stating particularly the circumstances under which, and the time when, the injury was received, the nature and extent of the injury, and the extent of the disability which it may have produced. If the applicant is unable to forward such certificate, he must forward the best evidence which he can collect in relation to the circumstances, and particularly as to the name of the vessel, and her commander, in which, and the time when, the injury was received.

Article 585. After a pension shall have been granted to any person, in consequence of his disability, it may be paid to him quarterly, on his presenting himself to the person who may be directed to make the payments; but if the payments are to be made to any other person on behalf of the pensioner, it shall only be done upon a regular power of attorney, made before, and attested by, some justice of the peace or notary public, accompanied by a certificate from some commission officer of the navy, judge of the United States court, district attorney, or collector of the customs, that the pensioner was, to his knowledge, living at the time when the payment demanded became due, or that he had deceased on some given day since the preceding payment.

Article 586. Before any pension will be granted, the Secretary of the Navy will, if he should think proper, order an examination of the applicant, in addition to the certificate of the surgeon and commander, to determine more satisfactorily the degree of disability produced by the injury received; and he may, at any subsequent period, direct similar examinations to be made, if he has reason to believe that the disability has been diminished or increased. When it can be conveniently done, these examinations shall be made, and the certificates given, by two medical officers, and a captain or a commander of the navy.

Article 587. The injuries received shall be classed in the following manner, viz:

First. Injuries which produce total disability in the claimant to contribute by his own labor to his support, and which require the aid of another to attend to his person.

Second. Injuries which render the claimant unable to contribute to his own support, but leave him able to attend to his own person.

Third. Injuries which leave the claimant unable to contribute more than one-fourth to his own support.

Fourth. Injuries which leave the claimant unable to contribute more than one-half to his own support.

Fifth. Injuries which leave the claimant unable to contribute more than three-fourths to his own support.

Those of the first class may receive as a pension the full amount of their pay.

Those of the second class, seven-eighths of their pay.

Those of the third class, five-eighths of their pay.

Those of the fourth class, three-eighths of their pay.

Those of the fifth class, one-eighth of their pay.

Where the injury received does not diminish the power of the individual to support himself as much as one-fourth, he will not be considered entitled to any pension.

Article 588. When any applications are made for pensions, in consequence of the death of any person who may have been killed, or died from wounds received in action, they must state the name of the person for whose death the claim is made, the name of the vessel, the action in which the death or the wounds occurred, and the time when the death took place, if subsequent to the action. The applicants must, also, forward legal proof of their right to claim a pension, as the widow or child of the deceased, according to the provisions of the law; and of the age or ages of the child or children who may be the claimants.

Article 589. After a pension shall have been granted, the widow must make affidavit, before some

justice of the peace or notary public, at each period when payment may be due, that she is still legally entitled to receive the same, and present it to the person authorized to make the payment. When payments are to be made to children, their guardian must make affidavit, before some justice of the peace or notary public, that such children are still living, and under the age required by law.

Article 590. When pensions shall be granted for wounds received in action, they shall not be withdrawn, although the pensioners may be employed afterwards in the naval service, provided the disability continue; but when they shall have been granted for injuries received otherwise than in action, they shall be suspended whenever the pensioner shall be employed in any branch of the naval service, with a compensation equal to the pay he was entitled to receive when he was injured; and when his compensation shall not be equal to his pay when he was injured, the amount of the pension granted to him shall, if necessary, be diminished, so that, during such employment in the naval service, it shall not increase his compensation beyond his pay when the injury was received. But the pension may be renewed on his leaving the naval service, according to the nature and extent of the disability.

Article 591. The conviction of a pensioner of any felony, or any willful attempt to deceive the government, by any false pretences, declarations, or certificates, in relation to his claim for a pension, shall be sufficient authority for withholding it, and shall operate as a forfeiture of any pension to which the guilty person may otherwise have been entitled.

CHAPTER XLII.—UNIFORM.

Article 592. The uniform which is or may be established shall be worn by all officers who may be attached to any vessel, navy yard, station, recruiting service, or hospital, for duty, except they shall be absent from the station.

Article 593. All officers are to conform strictly to the uniform which is or may be established, and are prohibited from wearing the navy button upon any article of dress which does not conform to the prescribed uniform.

Article 594. Officers are expected to wear the uniform whenever they make an official visit to the President of the United States and the Secretary of the Navy.

Article 595. Officers are to wear their uniform when acting as members of a court-martial, or court of inquiry, or when attending such courts as witnesses, or in any other official capacity.

Article 596. The undress uniform shall be worn upon such courts, unless the officer convening the same, or the president of the court, shall specially order the full dress to be worn.

Article 597. Officers, constituting or appearing before boards of examination, shall wear their undress uniforms.

Article 598. Officers are strictly prohibited from wearing their uniform when suspended from duty by sentence of a court-martial.

Article 599. Officers on furlough are recommended not to wear their uniform except on special occasions.

Article 600. Petty officers shall wear the following marks of distinction:

Boatswains' mates, gunners' mates, carpenters' mates, masters-at-arms, ships' stewards, and ships' cooks, by an anchor on the *right* sleeve of their jackets in winter, and frocks in summer.

Quartermasters, quartergunners, captains of forecastles, captains of tops, armorers, coopers, ships' corporals, and captains of the hold, by an anchor, in the same manner, upon their *left* sleeve.

The anchor shall not be more than three, nor less than two inches in length, placed half way between the elbow and shoulder, upon the front of the sleeve: it shall be white when worn on a blue garment, and blue when worn on a white garment.

Article 601. The outside *dress* clothing of the petty officers, seamen, ordinary seamen, landsmen, and boys, shall consist of blue cloth jackets and trowsers, blue vest, blue cloth cap or black hat, black handkerchief, and shoes, when the weather is cold; when the weather is warm, it shall consist of white frock and trowsers, black or white hats, or blue cloth caps, as the commander may direct, having regard to the convenience and comfort of the crew, black handkerchiefs and shoes.

CHAPTER XLIII.—OFFICERS' APARTMENTS.

Article 602. The commander of a fleet or squadron, in a vessel having more than one cabin, may occupy for his own use whichever he may prefer.

When in any vessel having but one cabin, he will select a part of it for his own accommodation, and the remainder will be occupied by the commander of the vessel.

Article 603. A captain of the fleet will be accommodated with the commander of the vessel, or the flag officer, to whom he may be allowed, as he may direct.

Article 604. Sea lieutenants, masters, pursers, surgeons, captains of marines, chaplains, secretaries, and first lieutenants of marines, will, in ships of the line or frigates, occupy the ward room, and shall constitute the ward room mess. The choice of state rooms or sleeping berths allotted for these officers shall be granted to them according to the order in which they are named above, and to those of the same class according to their rank.

Article 605. Assistant surgeons, second masters, second lieutenants of marines, passed midshipmen, schoolmasters, and clerks, shall constitute the gun room mess, and occupy the gun room in ships of the line, except when it shall be occupied, as above, by the ward room officers, in which case they will mess on the after orlop, and, in frigates, shall occupy the starboard side of the steerage, and the midshipmen shall occupy the larboard side.

Article 606. The sleeping berths of the gun room officers and midshipmen may be determined by the commander of the vessel.

Article 607. In sloops-of-war, and smaller vessels, the captain shall occupy his proper cabin; all other commission officers and the master, the ward room; and passed midshipmen, midshipmen, schoolmasters, and clerks, the steerage.

Article 608. The foregoing regulations shall have the force of general orders from the President of the United States, and no change shall be made in them except by his order or approbation.

They are to supersede all former regulations on the same subjects, so far as they extend, and are inconsistent with former regulations.

D.

If Congress should not pass the proposed law in relation to the compensation of officers of the navy, or give to pursers of the navy a fixed annual compensation, then the following articles are recommended by the board of revision as substitutes for articles No. 281 and 283 of chapter 13, providing rules, &c., for pursers, viz:

Article 281. All articles of slop clothing and small stores issued by the purser shall be charged at an advance of 15 per cent. upon their original net cost, and no more; of which 5 per cent. in ships of the line, 4 per cent. in frigates, 3 per cent. in sloops-of-war, but nothing in brigs or smaller vessels, shall be retained by the United States, to cover their risk and the expense of transportation; and the remainder of the said 15 per cent. shall be allowed to the purser for his profit, and to cover all wasteage and his risk.

Article 283. He shall, in the settlement of his accounts, be charged with slop clothing and small stores at their net cost, and be credited with the value of his issues, after deducting the percentages mentioned in the 7th article of these regulations, when duly authenticated, and made in conformity with the regulations of the navy.

NAVY DEPARTMENT, June 12, 1834.

Sir: As the board of revision in the case of the naval laws and regulations has made its reports on both subjects separately, which reports have been transmitted to Congress by the President, and are now understood to be before the Naval Committee, it is supposed that the legal power of the board and the President, under the resolution relating to these subjects, has probably terminated. But an interesting correspondence between some of the members of the board and other officers has lately taken place, in relation to the regulations recommended by the board; and it having passed through this Department and the hands of the President, and it being deemed useful, by some of the parties concerned, that their views and those of the President and this Department upon them should be known to the Naval Committee, before acting on the subject of the regulations, I take the liberty herewith to enclose the objections and replies made concerning various portions of the regulations. (No. 1 to No. 6.)

After a careful examination of these papers, and the regulations as reported, I subjoin a schedule of the articles to which objections have been presented, with a suggestion, under each article, of the opinion entertained by the President and this Department as to the propriety of any change, and, where a change seemed expedient, with a memorandum of the extent and character of it. (No. 7.)

I have the honor to be, very respectfully, your obedient servant,

LEVI WOODBURY.

Hon. C. P. WHITE, *Chairman of the Naval Committee, H. R.*

No. 1.

The President of the United States having kindly permitted us to lay before him our views of the code of regulations for the government of the navy, prepared by a board of captains, under a resolution of Congress, dated 19th May, 1832, we have the honor to submit the following remarks:

Duly regarding the vital principle of our profession, we are sure the President will believe that it is not in any spirit of insubordination that we have called his attention to this subject; and we confidently hope to satisfy him, before we conclude, that the certain effect of some of the proposed regulations would be to take from us a high external incentive to useful exertion, and to deprive us of a participation in the harvest which those who have served long and well have a right to expect.

That the board did not execute the duties assigned them in good faith, *according to their views*, we do not mean even to insinuate; it so happens, however, that *our* views differ materially from *theirs*; and conceiving that their functions ceased when they made their report, never having had an opportunity of seeing the result of their labors until the whole had, as we thought, passed out of their hands, and cheered, in the course we have taken, by Executive approbation, we proceed to a task which we wish had fallen into abler hands.

If we succeed in satisfying the President that our views are correct, it will be a proud consummation of our work; if we fail, we shall at least have the satisfaction of believing that we have fulfilled a *duty*, and will cheerfully yield *our* opinions to *his* better judgment.

Taking the *objectionable* regulations in the order in which they stand, we remark, that

Article 2 is objectionable, inasmuch as it gives to the commanding officer power to place a *junior* officer over his *senior*, and opens the door for *favoritism*.

Article 4, inasmuch as it interferes with and alters the assimilated rank already established, by placing a lieutenant colonel of marines *after* instead of *with* a captain under five years, gives to a commander-in-chief power to confer on any citizen rank equal to that of captain of marines, and places officers who have served long and honorably (as captains of marines) on a footing with pursers, chaplains and secretaries; the latter of whom are not even officers of the navy.

Article 9. The President having already the power to employ all officers of the navy as he may think fit, this article is unnecessary, and might, under some circumstances, have an injurious effect on the service.

Article 10. Objectionable, inasmuch as it assigns to masters commandant duties inappropriate to their rank, and belonging to the grade beyond which they have passed; and excludes lieutenants from situations which are considered as affording the best opportunity for the acquisition of experience, and the display of general professional abilities.

Article 11. We conceive that injustice is done to our *junior captains* and masters commandant in this assimilation of rank. By the construction of this section, should *one* captain of fifteen years' standing be created a rear admiral, *then* all other captains below him (though also of fifteen years) take rank with brigadier generals *only*.

Article 18. *The power of appointment* is necessarily conferred upon a commander-in-chief; but it is deemed inadvisable to empower him to *annul* without reference to the Secretary of the Navy.

Article 22. All the reports demanded by this article are embraced in the quarterly returns and muster rolls of a vessel, and provided for in other parts of this code of regulations.

Article 37. The regulations concerning pursers are very objectionable; but an explanation in writing must be lengthy and elaborate, and can be best undertaken by that class of officers. The same may be said of surgeons.

Articles 39 and 40. Objectionable, inasmuch as they make an invidious distinction between the senior and junior captains, excluding the latter from a fair and equal participation in the honors and responsibilities of the service; deprive the Executive of the power of selecting, from at least half the list of captains, officers who may be peculiarly fitted for the command of navy yards, who have been in the navy from twenty-five to thirty-five years, and who, before they can overcome the impediments thrown in their way by article 40, will have almost reached the utmost limit of the life of man. In the present state of the navy, a captain cannot expect to be employed in command at sea until he has been from seven to ten years a captain; then he makes a cruise of three years at most; he returns, but cannot be placed in command of a navy yard, because he has not seen *four years'* sea service; he must then go on the lowest rate of pay, and wait for another command; but other captains want sea service, and he must wait for his second turn; after seven or ten years more, he succeeds; then he has to make a three years' cruise, and comes home *qualified* to command a navy yard; he will then be, taking the average age of the captains now on the list, over sixty years of age, and will have been in the navy more than forty years. If these regulations are sanctioned by Congress, the now senior captains will continue to enjoy, by law, what they have heretofore done by monopoly—all that is desirable, both in gratified professional ambition and emolument in pay, exchanging with each other, to the end of their lives, from Navy Commissioners to the command of squadrons, navy yards, or stations; then back again to be Commissioners, &c. In short, this article will operate to the special benefit of the first *seventeen* captains on the list. Similar remarks will apply to masters commandants and lieutenant.

Article 51. Inasmuch as when a fleet is sufficiently large to require a *captain of the fleet*, it should not be left to the commander-in-chief to say whether or not he will have one.

Article 102. Inasmuch as it authorizes, and even requires, officers of the navy to use military force in aid of the civil authority, on their own judgment.

Article 117. Inasmuch as it may require a senior captain to submit his requisitions for the approval of a junior; the captain of the fleet being usually a junior captain.

Article 121. Objectionable, for the same reasons as article 117.

Article 124. If these reports are intended to be *secret*, this article is highly exceptionable, inasmuch as it puts it in the power of a commanding officer to blast the character of one under his command, without such officer having an opportunity to defend himself, or in any way explain his conduct.

Article 136. This article is most highly objectionable, inasmuch as it places it in the power of one officer to degrade and forever disgrace another, without trial, and on a most superficial inspection of his conduct.

Article 168. So far as a good disciplinarian may succeed an inferior one. Reports made of salutary and necessary punishments may impair the standing of a good officer at the Department, and elevate that of an inferior, in point of capacity, merely in consequence of the mistaken lenity of the latter. Besides, the *law* already provides modes and extent of punishment. A similar regulation is believed to have operated injuriously in the British navy.

Article 173. No private remark book is necessary—the log books and journals are sufficient. All *private* animadversions should be avoided, else espionage and intrigue will follow.

Article 184. This article reduces the commander of a ship, having a superior officer on board, to a mere executive officer, or first lieutenant; its effect would be to make the presence of a flag officer on board a ship odious to the commander, and destroy all harmonious intercourse between them; and, in consequence, it would be injurious to the service.

Article 189. If this article is intended to extend to the officers, it is calculated to do no good, but, on the contrary, to cause dissatisfaction, inasmuch as it places on them a check heretofore only applied to common seamen; and the commander, having it always in his power to regulate the leave of his officers, ought to be expected to exercise a sound discretion on the subject. At all events, it belongs to the ordinary discipline of the ship, and need not be made a law.

Articles 190 and 191. These subjects belong to the ordinary discipline and regulation of the ship, and ought to be left to the discretion of the captain, in whom the law places the responsibility. Both are more conducive to insubordination and discontent, than anything else.

Article 411. This article is considered improper and arbitrary, inasmuch as it may be used to prevent an officer, suffering under oppression, from making an appeal to the head of the Department, his constitutional protector. The same remarks apply, in part, to articles 91, 92, and 413.

Article 427. With respect to this article, it is considered that the survey of an officer, by other than medical officers, is degrading, inasmuch as his health can be the only proper subject of examination, of which a sea officer can be no judge.

Article 429. This article is subject to the same objection as article 427.

Article 452. This article appears unfair and unjust towards a party under trial. If such person shall utter anything untrue or disrespectful, the court has power to punish the accused for contempt. But do not constrain him to say only what may be agreeable to the sensitive ears of his judges. It often happens that one of the judges may be the accuser or witness against the person tried. Heretofore the judge advocate has had the supervision of a defence before delivery. Reasons might be multiplied on this point; a suggestion *merely* is offered. But the whole of this chapter (30) seems to be misplaced, and belongs more properly to the act for the government of the navy, instead of being mingled with regulations which have only the form of general orders from the President of the United States, and subject to be altered from time to time.

Article 498. In part objectionable, so far as the *consent* of a commander is necessary to the punishment of (embarked) soldiers by their own officers.

Article 507. Experience proves that the services of colored or slave laborers are most available in some, or most cases, on our southern stations.

Article 587. Objectionable, on account of the extremely reduced provision made for persons deserving pensions.

Article 602. No commander should be deprived of his allotted accommodation, nor yield, unless at his own option, more than a moiety of his cabin and apartments.

In submitting these objections, we trust the President will believe that weighty considerations only, pertaining to our proud profession, (which we hope may yet become more glorious,) have influenced this action. We again disclaim all personal animadversions upon those who have framed the code, in some details good, but obnoxious to complaint in the cited instances.

We complain *openly*, and are persuaded that we express the sentiments of nine-tenths of the commissioned officers of all classes, aggregately.

Our establishment is susceptible of improvement, and needs it. Well will he deserve gratitude, who may place it on a footing commensurate with the elevated position which our country holds in the estimation of the world.

Whilst the grade of captain only exists among us, *all* should be equally eligible to the highest employments; selections resting with the President. When a higher grade is created, say admirals or generals, which we ardently second, *then* the distinction is made, which discipline, security and success demand.

We have approached *the President*, and he has attentively listened to us. His kindness will be known to the whole of our corps, and will have the good effect of checking the debasing practice (gaining too much favor in the service) of reaching ends by indirect means. We are literally the men of the government and country; not ephemeral political disputants. We wish to be *felt* professionally; generally, however, varied acquirements and intelligence may be found among us. It is time that we should cease to be considered as sailors *merely*. That the authors of "The Spy," and "A Year in Spain," both sprung from among us, ought to defend us from an implied reproach.

We have selected only the most ostensibly offensive articles in this code; many minor ones are omitted, as calculated to swell this analysis. We have rendered it as brief as possible, hoping, if necessary, to have an opportunity for full verbal illustrations.

The whole is offered to the indulgent consideration of the President, with assurances of the highest respect, demanded by his official, and secured by his private character.

We are,

WOLCOTT CHAUNCEY,
EDM. P. KENNEDY,
THOS. AP CATESBY JONES,
WM. COMPTON BOLTON,
WM. BRANFORD SHUBRICK,
CHARLES W. MORGAN,
Captains in the Navy.

WASHINGTON, April 9, 1834.

No. 2.

WASHINGTON, April 25, 1834.

To the Hon. L. Woodbury, Secretary of the Navy.

SIR: The members of the board of revision, at present in the city, have the honor to acknowledge the receipt of your letter of the 11th inst., covering a communication made to the President of the United States by several captains in the navy.

The course pursued by the officers who presented the objections now under consideration has been such as was to be expected from them, open, frank and responsible.

The objections which they have made have received, as they merit, the most careful and respectful attention; and the board submits, for the consideration and disposition of the President, the following remarks in relation to them:

In presenting the proposed regulations, the board of revision were not so presumptuous as to expect they could give universal satisfaction. A system comprising the whole present and future general administration and police of the persons belonging to or employed in the navy, embraces many points upon which honest differences of opinion have and probably ever will exist among those upon whom they are to operate, and by whom they are to be administered. Such differences of opinion prevailed in the board upon some of the articles; they were freely discussed and carefully considered before a final decision was made. The greater number of the articles were, however, adopted unanimously, some with one dissentient vote, and a few by a simple majority.

Although perspicuity and precision were objects of solicitude with the board, their success has not, in some instances; equaled their wishes, and they are pleased with the present opportunity to notice and amend these as well as other defects which have been discovered.

The first objection is made to the second article, because "it gives to the commanding officer power to place a junior officer over his senior, and opens the door to favoritism."

If the article confers this power, it is one of those instances in which the board have failed to express their intentions; for no such grant of power was contemplated, nor can they now perceive where it is to be found. Although not stated in the objection, it is supposed that reference could only have been intended to the exception in relation to acting appointments. If this supposition be correct, it may be observed that the article makes no provision for, nor has any relation to, the principles and rules which are to govern persons making such appointments. These are to be sought elsewhere. This article supposes them to be properly made; and if so made, the terms of it appear not only unexceptionable, but unavoidable. An officer duly appointed to any rank must, of necessity, and upon every principle of military service, command all of inferior rank while he is so acting. To give him that power is the very object of giving him the appointment. The objection, if applicable at all, must refer to the regulations which give the power and prescribe the limitations under which commanding officers may make such appointments. These are to be found in chapter 2, articles 15, 16, 17, 18, 19, 20 and 33.

The 15th prohibits any officer from making such acting appointments within the jurisdiction of the United States, except in cases of emergency, without the orders or permission of the Secretary of the Navy, who represents the President, and is always supposed to act by his authority.

The 16th grants the power to commanders, when without the jurisdiction of the United States, under certain restrictions.

The 17th requires, in *all* cases, a conformity to the general regulations as regards the *claims of rank and seniority*, and as respects qualifications; and the 33d specifies these claims, as follows:

"Promotion of officers, from passed midshipmen upwards, will be according to seniority, excepting for acts of distinguished bravery or uncommon good conduct, and unless their claim should become forfeited by degradation or suspension from rank, by disgraceful conduct or manifest incapacity;" and Article 18 makes all such appointments temporary in their character, and subject to the revocation of the commander-in-chief for the time being, and of the Secretary of the Navy; and to secure to the Secretary an immediate control in all cases, the earliest information is to be given him of all such appointments, and the reasons for making the same.

The board had supposed these restrictions upon the exercise of a power indispensable to every commander-in-chief, to be as great as the officers could reasonably expect, or as a due regard to the public interest would justify.

The next objection, to the fourth article, had been made sometime since by one of the marine officers, and a modification of it agreed to by the members of the board then in the city, and handed by one of them to the chairman of the Naval Committee, that he might have it offered as an amendment when the regulations should be called up for consideration.

The article, as amended, was represented as being satisfactory to the marine officers, and was as follows:

Substitute for fourth article.

"Article 4. The civil officers of the navy shall have assimilated rank with the sea officers of the navy, as follows:

"Surgeons, pursers, chaplains, and secretaries, next after lieutenants of the navy.

"Passed assistant surgeons, next after masters.

"Other assistant surgeons and schoolmasters with passed midshipmen, and clerks with midshipmen.

"No marine officer or civil officer shall exercise command over any sea officer, except as provided in article 5; but the civil officers of the navy, and marine officers who shall be attached to any vessel of the navy, or to any navy yard, station, or other service, which shall be commanded by a sea officer, shall be under the command of such commanding sea officer, or of any other sea officer who may succeed to such command, or of the officer of the watch for the time being, whatever may be his rank."

Upon this article the board would remark that their object was to place beyond dispute some points in relation to command when *certain officers were employed together under the laws for the government of the navy, and when those officers had been placed under the orders of a navy officer*, but in no other case. On courts-martial, and on all other occasions, it was supposed that the relative rank of the marine officers would necessarily remain on the same footing as those of the army.

To the remark in relation to the secretaries, the board would observe that secretaries to commanders of squadrons have been allowed and recognized by the Department. They are presumed to be gentlemen by education and conduct, and are associated and messed with the officers with whom they are classed in the article. The assimilated rank granted to them is intended merely to secure to them that consideration and respect to which their duties and associations seem to entitle them. It can, in no possible case, give them a right to exercise any authority or command whatever over any other officer.

9. The objections to the ninth article are, that it is unnecessary, because the President has the power to employ all officers as he may see fit, and may, under some circumstances, have an injurious effect on the service.

The objections to the *necessity* of this regulation will apply with equal force to almost every other. The proper employment of the whole military and naval force of the country is a part of the Executive duty; but this does not seem necessarily to imply that he may not with advantage adopt and promulgate certain general rules for the employment of officers in ordinary cases, always reserving to himself the unquestioned right to make such variations as particular circumstances may require. It was the intention of the board to frame this article upon such principles. It declares what is considered the appropriate commands for captains, for commanders (or masters commandant), and for lieutenants; but stating that, when circumstances should require it, they might be ordered to smaller vessels. The board are still of opinion that some declaration of the intended assignment of commands by the Executive, in ordinary cases, would be generally satisfactory to the officers, and liable to no injurious consequences. The same subject was at one time determined by law, and has always been a subject of regulation in our own and in other services.

10. The objections to this article are—

1. That it assigns to one class of officers duties which belong to an inferior rank; and, secondly, deprives those of the inferior rank of some of the most valuable professional advantages.

The regulation comprised in this article is entirely new in our navy. In the navies of some foreign countries it has been long practiced; in others, but recently.

It will be observed that the phraseology of the article is not imperative; it does not *require*, but merely *permits* the appointment, if it should be deemed advisable. The reasons for the introduction of this article were, that under certain circumstances such an arrangement might be conducive to the public interests, and at the same time give an opportunity for a class of officers to acquire practical information in respect to the management and arrangement of ships of the line, which their course of service might have prevented them from gaining when in a lower rank. It was supposed that some officers might be desirous of improving such opportunities, and that, as they would probably be called to command similar vessels, before those of lower rank, the public interest would be promoted by the arrangement. The board were not disposed to go further than to leave an opportunity for testing the utility of such an arrangement by experiment, upon the results of which the Executive might regulate his further action.

11. Section 6. The objection to this section seems to be that, whenever the rank of rear-admiral shall be recognized by law, the relative rank of captains of over fifteen years' standing with officers of the

army will be reduced from that which will exist up to that period, and that the senior captains will have enjoyed advantages which will then be denied to those who are junior.

The whole of this article, as far as the passage objected to, inclusively, was taken from the existing regulations of the army, which had been adopted with the sanction of the President of the United States and of Congress. Upon a question in which the members of the two branches of the military force of the country were equally interested, the board of revision could not, with any propriety, and were not disposed to act independently of the other service, further than to adopt what they had established, and to extend the same principle to the two higher grades of both services, if they should be hereafter established. It is believed, however, that the change objected to would not place the juniors in a worse situation. The captains in the navy, until a superior permanent rank is established, can only acquire a relative rank with the army, which carries with it no advantage whatever: it is purely nominal—a shadow stimulating to no exertion, rewarding no services, conferring no honor.

The chances of realizing a higher *positive* rank, though small and remote, will, it is believed, be more highly prized and of more real value than nominal or comparative rank, arising from mere length of service.

18. The objection to this article is the power given to annul or revoke acting appointments, when made by officers, without reference to the Secretary of the Navy.

The right to make or to continue acting appointments is presumed by the regulations to depend upon the necessity of the case. Many cases may readily be supposed to show the propriety of leaving the power of revocation as proposed. The commander of a vessel detached from a squadron on distant service may, before he return, find it necessary to make acting appointments. On rejoining the squadron, it may be perfectly within the power of the commander-in-chief to supply the vacancy with officers of a proper rank; or, if such should not be the case, there might be others in the squadron having superior claims from seniority. The same state of things might be produced in a squadron by the accidental arrival of supernumerary officers, or other causes. Ought the acting appointments to be continued under such circumstances? The board think not; but remain of opinion that the power to revoke acting appointments, when made by officers, should be equally extensive as the power to make them.

22. The reports required by this article will be condensed, and bring the information before the commander of the squadron in a convenient form, while it would be attended with much trouble and inconvenience to seek it in the general muster rolls and quarterly returns of the vessels, as proposed in the objection.

37. The particular objections to this article are not stated, though it is pronounced "very objectionable." It cannot be expected, therefore, that the board should indulge in any conjectures upon the subject.

They may, however, observe that all the provisions of the article which regulate the employment of pursers, are embraced in special existing regulations which have been adopted by the Secretary of the Navy since the present President of the United States entered upon the duties of his office, and, as the board presume, with his approbation.

These provisions were novel in their character, and at variance with the previous usages of the service, which had, as a general rule, assigned the junior pursers to the smaller vessels, and those who had been longer in the service to those of the larger classes. From the small number of large vessels employed in time of peace, some modification of the old practice seemed to be required, to give the junior pursers a more equal share of the profits, which constitute the sole reward of their services. To effect this in a manner which should give no just cause of complaint, and which would be satisfactory to a majority of the pursers, was undoubtedly the object in view; and as the article, so far as it relates to their employment, refers entirely and exclusively to their personal interests, it might perhaps be well to ascertain their respective opinions upon the subject.

39 and 40. The objections to these two articles are stated to be "an invidious distinction between the senior and junior captains, excluding the latter from a fair and equal participation in the honors and responsibilities of the service;" and that they "deprive the Executive of the power of selecting, from at least half the list of captains, officers who may be peculiarly fitted for the command of navy yards." It is further stated, "if these regulations are sanctioned by Congress, the now senior captains will continue to enjoy by law, what they have hitherto done by monopoly, all that is desirable both in gratified professional ambition and emolument in pay, exchanging with each other to the end of their lives, from Navy Commissioners, to the command of squadrons, navy yards, or stations, then back again, to be Commissioners, &c. In short, this article will operate to the special benefit of the first seventeen captains on the list."

The first objection, so far as relates to the *principles* involved in these articles, when stated as a general proposition, appears to the board to be, that any regulation which makes either length of service or previous employment in any grade a condition for any other employment in the same grade, constitutes an invidious distinction between the officers of that grade.

If this proposition be correct in principle, then the articles referred to, as well as many others, should be expunged from the regulations: for no *invidious* distinctions should be made between officers.

The board regret that, from any cause, they should have recommended, and that the President should have sanctioned, a principle susceptible of such an objection; but, after a careful review of the subject, they are not satisfied that the objection is well founded. On the contrary, they are of opinion that, when qualifications are equal, seniority of rank or length of service are justly entitled to some preferences in employment, but certainly not to the entire exclusion of others. They are also of opinion—as a *general rule*, it may be fairly inferred that the professional qualifications of officers will be increased by active professional employment. They are further of opinion that, among the different situations in which officers of the same grade are employed, there are some who require greater professional experience than others; and among these are the two in question: the command of ships of the line, and the command of and employment in navy yards; and, finally, they are of opinion that the public interests will be promoted by general rules, calculated to ensure a certain degree of professional experience for particular employments.

The board believe that they may, with some propriety, urge, as presumptive proof of the correctness of these opinions, the very facts which form the principal complaint in this case. Every Executive, from the first commencement of the navy, has practiced upon these general rules, by appointing, with few exceptions, the senior and more experienced officers to the most important and responsible situations.

The articles in question were intended to be framed in accordance with these opinions. They are general in their terms, and in principle apply equally to all in the respective ranks to which they refer.

By them no captain, whatever may be the date of his commission, can command a ship of the line until he has performed three years' sea service as captain. In this the public interests alone were consulted. A certain term of sea service is required from officers to entitle them to employment in navy yards; and for captains and commanders, (or masters commandant,) a certain standing in their respective ranks. In this, regard was had both to the public interests and the presumed claims of seniority.

In every part which requires length of sea service, the operation embraces all, without regard to relative seniority. In the same manner, that part which requires length of service in the respective ranks applies to all in those ranks, and will hereafter operate upon all successively. It may, perhaps, be objected that the operation of this part of the regulations will be partial, because those who have been longer in their grade than the term specified will have enjoyed advantages now denied to others. This objection, if valid, would apply with equal force against the adoption of any regulation which should prescribe terms of service for promotion or employment which were not coeval with the first establishment of the service—a position which would seem to preclude the exercise of a highly beneficial power.

In point of fact, it is believed that the practice of the Department has been, with very few exceptions, in conformity with the terms of the proposed regulations, both as respects length of general and sea service.

The board will conclude their remarks upon this branch of the objection with a reiteration of their opinion that the *principles* upon which the articles are framed are in accordance with universal military usage, and conducive to the public interests.

To that part of the objection which relates to the manner in which the principle is carried out by the particular provisions of article 40, the board would observe that, in determining upon the term of years, both for general and sea service, in the respective ranks, their views were directed to their general future operation, and without any examination or reference as to their practical operation upon individuals at this time. From the statements presented by the officers of their probable operation upon the captains, under the present limited employment of our vessels, the board have no hesitation in saying that the article 40, in practice, probably excludes some for a longer time than was contemplated, as an average effect of the rule proposed, and might be productive of individual hardship. They would, therefore, recommend that the general term of service should be reduced to six years, and of sea service to three years, for captains, before their employment in command of navy yards. This would enable the sea service to be performed in an ordinary cruise.

To the objection that these regulations deprive the Executive of the power of selection, the board would only remark that, besides the undisputed constitutional right and duty of the Executive to make selections under extraordinary circumstances, particular provision is made for several cases in article 44.

The board feel it due to the service to offer a few observations upon some of the remarks connected with the last objection, that "if these regulations are sanctioned by Congress, the now senior captains will continue to enjoy by law what they have heretofore done by monopoly," &c.

They will remark, in the first place, that it was not the wish or expectation of the board that these regulations should have the force of law. On the contrary, they inserted an article with the express view of preventing it; and the officers themselves making the objection, do not seem so to consider them, when referring to other articles. The intention was that they should have the force of general orders issued by the President of the United States, subject at all times to such alterations and modifications, by him, as experience should point out to be necessary or expedient; and the board are unwilling to believe that the wisdom of Congress will not leave them with that authority and force, and with no other.

The board do not believe that the officers making the objections would intentionally use language calculated to excite unfriendly feelings between different officers, or which might lead to a misapprehension of facts; but it appears to them that, through haste or inadvertence, due care was not given to the concluding remark upon this article.

That the senior officers have "*monopolized* all that is desirable both in gratified professional ambition and emolument in pay," or that they have exchanged those situations with each other as stated, the board do not believe as strictly correct, according to the ordinary meaning of the terms in which these allegations are made. The phraseology seems to imply that the occupation of the situations and the exchanges made have been the acts of a certain class of officers, and obtained by their concerted and united efforts. Such opinions, expressed on such an occasion, by names of such influence and respectability, must, in the opinion of the board, produce baneful effects upon the service if permitted to pass unnoticed. That the senior officers of the navy have, in point of fact, been very frequently if not constantly employed in the most important and responsible situations, while those of younger date have been less frequently and rarely employed in them, no one will deny. But to suppose that this has been produced by the actions of the officers, is to suppose that every President and Secretary has been either influenced or controlled by them; a supposition which the board believe no one, after reflection, will deem possible. On the contrary, they believe that, in making those appointments, the Executive was principally influenced by a belief that they would conduce to the public interests; and, as a secondary motive, that they were due to the relative seniority and length of service of the officers appointed.

The board again repeat their belief that the phraseology was adopted through inadvertence, and not from design; and their only motive in thus noticing it is to prevent the possible injurious effects which it might make upon the minds of the younger officers of the service if they had suffered it to pass without comment.

51. The board left this article conditional after mature consideration, and still think it preferable to making it imperative. The captain of a fleet is intended merely to aid a commander-in-chief, having no authority as such but what is derived from him. Some commanders may wish such an assistant, others may not. Those who decline them will only have more labor to perform; and of their ability and inclination to do this they may be safely allowed to judge.

102. The duty of military officers, to afford active aid in the execution of criminal process within their commands, seems to be imperative when duly required. The article would undoubtedly be improved by substituting "when lawfully required" for "when necessary."

117. The objection to this article does not seem to be valid. The captain of the fleet, in all such cases, acts in the name of, and for the commander-in-chief, and, by presumption, according to his orders.

It is hoped that the captains of the fleet, if employed, will be among the oldest instead of the youngest captains in the same fleet.

121. The objections to this article are believed to apply with more force than to 117. This article supposes the captain of the fleet to act when separated from the commander-in-chief, and gives to him more of an independent and substantive character when thus employed. The board, therefore, recommend that the words "or cause the captain of the fleet to inspect" should be stricken out.

124. This article merely requires the opinion of the commander of a squadron upon the *professional* skill and attainments of the commanders of the vessels under his charge, for the purpose of collecting in the Department information which may be useful in selecting officers for particular services; and the Executive can well judge if such reports would be useful. The board are indifferent whether they shall be considered public or confidential, as they believe that in either case they will be honorably and conscientiously made.

136. The board are constrained to differ in opinion with the officers who object so strongly to this article.

The circumstances under which the authority is granted are such that, if any useful action is had in the supposed case, it must be in the mode proposed. There is no opportunity for a formal investigation. The time is limited to a time of battle; the cause, to justify the exercise of the power, must be an *evident* avoiding of battle or duty; and the power itself is confined to the commander of a squadron or division, superior in rank. The wanton exercise of such a power, under such circumstances, is not to be supposed; the necessity for its exercise, it is hoped will never occur; but, as it is *possible*, the power should be distinctly recognized. In fact, without such an authority by regulation, no commander of a squadron, it is hoped, would hesitate, under such circumstances, to exercise the power consequent upon his rank, for the interest of his country. The regulation is not new in our own service, and exists in those of England and France, and, it is believed, in most other services. This is a subject upon which the President is peculiarly qualified to decide.

168. This article was adopted after mature deliberation, and upon a conviction that its provisions would prove beneficial to the service. The objection assumes that the Department will consider the standing of different officers affected by the relative number of punishments which they may respectively authorize. The board do not think this assumption correct, but that the offences and the nature of the punishments, with such other circumstances, leading to or connected with them, as may be stated in the explanatory remarks, will also be considered.

The board are led to believe that the operation of a similar regulation in the British navy has not been thought injurious to that service by the admiralty, from the fact that they have recently extended its provisions, so as to prevent corporal punishment from being inflicted, except by a formal warrant, signed by the commanding officer.

173. The nature and object of the remark book seems to have been misapprehended.

It is intended merely to collect geographical, topographical, and statistical information in relation to foreign ports, and arrange it in such form as to render it most readily available for use.

184. This, in its present form, may perhaps be liable to objections on account of some of the indefinite terms used, and which may lead to misapprehensions of the real intentions of the board. It is therefore recommended that it be altered to read as follows:

"The commanding officer of a vessel, in which there shall be a superior officer in actual command, will be particularly careful to carry into execution all orders which he may give in relation to the general movements and evolutions of the vessel; and will order no general exercise or formal punishment, while he is on board, without his knowledge and consent."

The board are aware that the subject of this article has been productive of some dissatisfaction, and of the difficulty of so arranging it as to be generally acceptable. They believe, however, that some general rule is absolutely necessary to the harmony and discipline of the service, and that a rule sanctioned by the President of the United States, as commander-in-chief, will prevent any unpleasant feeling on the part of those upon whom it is to operate.

The board respectfully suggest, in support of the provisions of the article, the following remarks:

The right of a superior to issue orders verbally, which he may issue by signal, will, it is presumed, be admitted; and that he has a right, by signal, to direct the movements of all the vessels subject to his orders, none will deny. When not otherwise directed, the movements of the vessel in which the commander of a squadron may be, regulate the movements of all the others, and her movements are, consequently, signals or orders to them. The commander of the squadron, therefore, should be consulted upon, and sanction all such movements, as much as for any other signal. His power to regulate all general exercises will probably not be disputed. That part of the article which relates to punishments, is intended to secure from all that measure of deference and respect which, the board are well assured, few would voluntarily render.

189. The board are of opinion that this article will give no just ground of dissatisfaction, if extended to the officers, as it was intended to be. The gentleman making the objection under consideration are mistaken in supposing that it has heretofore only been applied to seamen. The practice has been varied, some commanders having adopted it, and others not, from a very early period to a recent date. One of the objects of the article was to render the practice uniform, and deprive it of its former partial character and operation. The board still believe such an article would prove beneficial, from its general and uniform operation; but they respectfully submit the subject to the decision of the Executive, and more particularly as it would still be in the power of every commander, as heretofore, to establish it, if not adopted as a general regulation. It is not intended as a *law*.

190 and 191. It is not perceived why these articles belong more exclusively to the ordinary discipline and regulation of a ship than many others. Very few of the duties to be performed by officers are specially defined by law; they are generally defined by regulations. It does not seem to be any greater interference with the internal police of a vessel to prescribe under what circumstances and in what manner two lieutenants shall be employed upon deck than for one. It was the opinion of the board that, by limiting the number of watches to four, and arranging the officers accordingly, their chances for professional improvement would be greater, and the service of the vessel better performed than if distributed into a greater number. Believing, however, upon reflection, that, with a recommendation to this effect, the captains will probably adopt the course when expedient, they propose that the

word "may" be substituted for the word "shall," in the second line of rule 190, which will leave the article discretionary.

61, 92, 411. In the objection, these articles are considered improper and arbitrary, because they may prevent an officer from making an appeal to the head of the Department; and the same objection, but probably for different reasons, is made to 413.

That part of the article 411, to which the objections and reasons are supposed to have been intended to apply, is that which requires "all communications connected with the public service, when made by officers, to be made, open, to their immediate commander," and which, by its terms, taken in connection with those used in 91 and 92, would also require all complaints to be made in the same manner. These reasons must rest upon the assumption that, when thus made, they may not reach the proper officer, or head of the Department, as the case may require. It is not conceded that such an assumption is admissible. The article requires the superior officer to transmit them, but with such remarks as he may deem proper.

Other objections have been unofficially urged against the principles upon which these articles are presumed to rest, and it may not be amiss to notice them here.

They have been supposed by some to impair the personal rights of officers, and calculated to render their situations unpleasant, upon the presumption that the superior officer, against whom a complaint may be made, might be induced to use his power for the gratification of improper feelings.

The free right of appeal against wrong or oppression is a right which none are more willing to allow than the board. But whilst the right to appeal is recognized, both justice and convenience may, in their opinion, be promoted by rules prescribing the mode of making and deciding upon them.

The board assume that they should be so made, that those who are to decide should be possessed of all the facts in the case, and that this requires that both sides should be heard. If, therefore, the appeal should be direct, and without the knowledge of the person complained of, common justice would seem to require that he should be informed of the complaint before any other action was had in the case.

If this be done, the parties will then stand in precisely the same situation as though the information had been originally communicated to the party complained of; and as the same time will be required to forward the explanations in both cases, the practical operation of the direct appeal would seem to be more unfavorable to the complainant than the proposed course, since it would necessarily leave him longer in the situation which it is presumed his object was to avoid.

Besides this particular view of the case, the article is in strict conformity with the provision of the 51st article of the proposed revision of the laws, recently forwarded by the board, in which it is made imperative that the party against whom complaints are made, upon application for courts-martial, shall be forthwith furnished with a copy, that he may offer and forward explanations, whatever may be the disparity of rank between the parties. It would seem to be hardly consistent with either justice or the usages of the military service to deny to a superior a privilege secured to an inferior.

The board will conclude by offering as their opinion that the discipline of a military or naval force, and the true interests of the country, as connected with those establishments, require, as a general rule, the adoption of some articles similar to those in question; and they believe themselves supported in this opinion by the usages of most, if not all other military establishments.

As respects article 413, the board will merely observe that their opinion remains unchanged; that the subjects prohibited by it are not such as may at all times be left free for *private correspondence*, with safety to the public interests; and as it would be impossible to properly specify cases when it could be safely allowed, and as the subjects are altogether public in their character, it was deemed best to make the prohibition as general as it is expressed.

427. The board cannot agree with the objection that the presence and opinion of a captain in this case is "degrading" to the officer to be examined. But having no other object in view but the public interests, and believing they may be sufficiently secured by a modification of the article, they propose the following as a substitute, which will secure the opinions of medical officers when a sufficient number can be obtained:

"427. Whenever it shall be represented that the ill health of an officer requires that he should leave any foreign station, the commander-in-chief shall direct a survey to be held upon him by three officers, surgeons or assistant surgeons, if so many can be obtained; but if so many cannot be obtained, then the number, if not more than two, shall be completed by commission sea officers, who shall state their opinion upon his case; and if they consider his removal to be necessary, the medical officers shall state the particular disease or complaint which, in their opinion, occasions the necessity for such removal, as per form —."

429. The board do not think that the same objections apply to this as to the 427th; other officers may be fully equal to judge of the general physical ability of persons to perform duties on board of ship as the surgeons, and may be acquainted with facts to determine whether the disabilities, if any exist, did or did not originate after their entry into the service. The certificate to be given may, in certain cases, become the foundation of a claim for pensions, and should have equal formality as is required for them.

452. The main objection to this article is, that it appears unfair and unjust to the party upon trial, and the reason assigned is, that it may constrain him "to say only what may be agreeable to the sensitive ears of his judges, when it often happens that one of the judges may be the accuser or witness against the person tried." It is conceded by the objection that, if any "such person shall utter anything untrue or disrespectful, the court has power to punish the accused for contempt."

In framing this article, the board had in view the prevention of an inconvenience, and, as they conceived, an evil, that had more than once been felt upon courts-martial. Officers, or their counsel for them, have, through inadvertence or other causes, sometimes introduced observations in their defence which the court deemed disrespectful, and which induced them to stop the further reading. Such a course is unpleasant to all parties, and, it is believed, can be productive of benefit to none. By submitting the defence to the court before it is read, if it should contain matter that the court deems disrespectful, they may mark it for omission, and prevent interruption. If the accused deem it essential, and be willing to meet the consequences, he may suffer it to remain, (though not read,) for transmission to the approving power, with such remarks as the court may think proper. If he should think it unessential, he may erase it, and all further difficulty will be prevented. The object is no less to prevent injury to the party accused, by his own inadvertence, or from the effects of sudden feeling, than to preserve the decorum and

dignity of the court. This course is known to have been heretofore pursued in many instances, and, it is believed, with advantage to the persons on trial.

To the observation that the accuser may also be one of the judges, the board can only say that such a case has never happened, to their knowledge, and they would hope that it never may occur. Should it, however, happen from any cause, and a sense of its impropriety should not induce the member himself to offer it as an objection to his sitting upon the trial, the right of challenge secured to the accused would, it is presumed, in any court, secure his removal. That a member may unexpectedly be a witness upon some point of the case, sometimes happens; but very seldom, it is believed, except when called on the part of the accused.

The objection that the whole of this chapter (20) belongs rather to law, than to regulations having the force of general orders only, seems to be somewhat at variance with the objections to other articles of the same regulations, because they are to become law.

In the proposed revision of the laws which have been submitted, such provision has been made for courts-martial as was supposed to require or deserve the sanction of law. The subjects embraced in this chapter of regulations relate rather to the forms of proceeding under the law, and are intended to secure uniformity, and, at the same time, guard against a repetition of errors that have sometimes produced much inconvenience.

498. The objection, if sound, would permit the commanding officer of troops, when embarked as passengers or for mere transportation, to inflict punishment without the consent and against the wishes of the commander of the vessel.

The principle assumed in the article is, that the commander of a vessel has a right to require from all persons, when on board under circumstances like the above, a compliance with the general regulations and the internal police of the vessel, which, as well as the law, require that he alone shall direct punishment.

In the proposed law, an article, No. 43, is introduced upon this subject, allowing of confinement, but deferring other punishment until the troops are landed, when the case may be determined by the proper military tribunals. This and the regulation seem sufficient to prevent any conflict of authority or unpleasant feeling between the two services.

507. The article does not prohibit the employment of slaves, but merely regulates it, which, it is believed, experience has proved to be a salutary provision.

587. The proportions proposed for pensions, according to the degree of disability, were intended to be fair and just. The objection seems to be rather to the extension of the principle adopted, than to the principle itself. The board were of opinion that the lowest rate of disability named deserved some, though a small provision. The objection would seem intended to exclude such cases from any allowance.

602. The objection to this article seems to assume that a captain has an exclusive right to at least one-half of the cabin, even when opposed to the claim of his immediate commander-in-chief. The board did not feel disposed to limit with greater precision the distribution of the apartments in a single cabin, supposing that the commander of a squadron would select a proper part; but if a specific distribution be thought best, they would recommend that the latter clause of article 602 should read as follows:

“When in any vessel having a cabin on one deck only, one state room and gallery and the after cabin shall be allotted to him; the other state room and gallery to the captain, and the forward or dining cabin be common to both, or be divided, as the commander-in-chief may prefer.”

Whether the officers have, as they state, expressed the sentiments of nine-tenths of the commission officers of all classes, respectively, in their communication to the President, the board have no means of ascertaining; but as it is only expressed as a matter of persuasion, and not of fact, the board feel authorized to entertain some doubts upon the subject, particularly if the opinion was intended to apply to all the objections which were submitted.

The board, having concluded their remarks upon the communication and the articles particularly objected to, beg leave to recommend a slight amendment to article 604. They suggest that the words—

“Provided that no officer beyond the complement allowed to the ship, by regulations, shall be entitled to a selection, until all those designated as her complement shall have been accommodated,” be added to the end of the article. They would also recommend to add to article 603 the following words: “When a master commandant or commander shall be attached to a ship of the line, he shall be accommodated in one of the cabins, and shall not be required to mess with the ward room officers, but only at his request.”

The board have been led into more detail than they could have wished, but it seemed necessary to a satisfactory explanation of their views upon the various, and, in some instances, important subjects under consideration.

They submit their remarks, confident of their receiving all the attention which they may deserve, and with equal confidence that the military experience of the President will secure a correct decision upon all points on which the board and their brother officers have differed; that he will reject whatever may be unsound, and confirm that which, according to military principles, is correct, and apply those principles with a due regard to the just claims of individuals, and to that subordination which is necessary for the security and promotion of the public interests.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS, *President of the Board of Revision.*

No. 3.

WASHINGTON, April 29, 1834.

To the Hon. Levi Woodbury, Secretary of the Navy:

Sir: Having attentively examined the remarks made by the board of revision, and transmitted to us with your letter of the 26th instant, and herewith returned, we beg leave now to invite your attention to a few observations, elucidating the objections which we have already so briefly offered to the proposed regulations for the navy, and to reply to, and endeavor to invalidate, the *defence* of the work set up by its authors.

We avail ourselves of the occasion to thank the board for the consideration which they have at-

tached to our very concise representation; it shows that they know its importance, and we will not withhold a compliment for the spirit of conciliation and calmness which promises to mark the discussion into which we have both, doubtless, been reluctantly introduced. We are not, however, aware of *any* responsibility in the course we have taken, further than to make apparent to others the propriety and justness of the views which we entertain; and *that* we think we can do most conclusively.

We do not feel as military men opposing military men in authority, or in active exercise of power over us. We know too well what, in such case, would be the forfeit. We only arraign the soundness of rules originating with military men in the discharge of civil functions.

The board express a fear that the influence of our names may excite prejudice against them, and lead to insubordination. They are too well known, personally, to be affected by any conclusions of ours; and the apprehension of insubordination may be suppressed, relying, as we do, upon the intelligence which marks the character of almost every officer of the service. Where self-respect exists, blended with acquisitions, subordination must and will prevail, however strong and insidious the attempt to produce a contrary effect. It is an easy matter to cry out, insubordination! It is thus that oppressive practices may conceal themselves.

As regards our remarks about monopoly, we could not mean anything personal; yet it is assumed to be susceptible of demonstration, and a reference to the records of the Department will show that, in more than one instance, probably, the term might have been properly and justly applied. We will, however, recant it, if offence, whether well grounded or not; but we will observe that monopoly may exist without the agency of an officer, yet in his favor, by arrangements of the Department or Executive; and that it has so existed, (perhaps not designedly,) no one can or will pretend to doubt. We wish to see it corrected, and entertain strong hopes that it will be. We would approach the President on this point fearlessly, but most respectfully; we would not go to the board of revision. The President has nothing to gain in the distribution of employments and honors; they who are to receive and enjoy them are not to be expected to apply the remedy we seek; it is not in the nature of man to do so. What he can get, he will attempt not only to gain, but to hold on to; and we can readily excuse the unwillingness with which the senior officers will allow a partition of privileges, so long accustomed to as to be as familiar to their thoughts and feelings as a morning garment or an easy shoe. We would like to partake of these employments, and promise, when we do, to forego them ere we become equally wedded to the enjoyment. At the expiration of three years new tastes would be created, and rural repose might be sought, to be exchanged for the refreshing influence of the briny ocean.

The board have acquiesced in almost all of our minor points of objection, but most tenaciously adhere to the most oppressive, unjust, and odious of the code. We allude to the provisions of articles 39 and 40. Their concession, so far, avails nothing; and we do not feel flattered that they should pay regard to (comparatively) unimportant points, which we meant barely to glance at, not to present as the moving cause of this present action. The enumeration of assailable articles was intended simply to prove the propriety of another revision by another set of officers. It was not expected that the board would decry its own production, but, in point of fact, the remedies or alterations proposed by them scarcely change the features of the articles, and certainly do not materially alter the effect and bearing of them.

The necessity of another revision is still further apparent from the admission of the board. In page 9 of their remarks, they say "that, in determining upon the term of years, both for general and sea service in the respective ranks, their views were directed to their general future operation, and without any examination or reference as to their practical operation upon individuals at this time. From the statements presented by the officers of their probable operation upon the captains, under the present limited employment of our vessels, the board have no hesitation in saying that the article 40 would in practice probably exclude some for a longer time than was contemplated, as an average effect of the rule proposed, and might be productive of individual hardship."

It is so important to have a good and salutary code of rules, bearing equally in all parts, encompassing the service as the hoop does the barrel, that we see no sufficient reason to delay a suitable production, time and talents being devoted unremittingly to the accomplishment.

The board say that certain of the regulations are intended to receive such and such construction. We say that regulations should be imperative, unsusceptible of any other than a given, intended, and definite interpretation. They say they did not expect to produce a finished and perfect work. Why then hurry it, why conceal it, until approved by the high sanction of the President, and submitted for enactment by the highest power of our country? Why still press its adoption? Why not magnanimously recall it, with the view to the attainment of the best judgments of the service or community? Not only the service in particular, but the country at large, are interested in this matter. What father will permit his gallant son to enter the navy, shackled as his prospects must be by the provisions of which we so solemnly complain? Until other rules, more wholesome, can be devised, let us continue to live and act under the institutions which have already tended to advance our establishment to a degree of the most enviable elevation.

We may have erred in supposing that nine-tenths of the officers concur with us in condemnation of some of the principal provisions of the code. Indeed, we could have no opportunity or data to establish such a fact; we grant it to have been an assumption; but we know no reason to abandon it. We argued that such must be the case when the regulations should be submitted to the service and undergo dispassionate examination. In our intercourse with officers we have not heard one voice in approbation of the code. But grant that a majority are with us: is not that sufficient ground upon which to attempt the arrest of a measure of a doubtful, if not mischievous tendency? Or grant further that we are in a minority: is it not due to us to hear our arguments in vindication of our conduct? Or further, to carry suppositions to extreme lengths, may not the minority *sometimes* be on the right side of a question?

With these crude, preliminary remarks, we would observe that there appears to us an obvious and indisputable propriety in carrying into effect a practice of changing in rotation, or by extended selection from one situation of command, distinction, or responsibility, to that of "leave," free from occupation for a time, with, however, a necessary pay for subsistence, and distinction appropriate to the place which we ought to hold in social intercourse. Or, in plainer words, that the officers who have so long held these situations should be placed for awhile on leave of absence, as we now are, and have been for a long time.

This suggestion leads to a critical and generous canvass of the operation of the 40th article, whereon

hinges all that is important, all that is vital to the military constitution of our establishment. We will examine this special and specious article with the caution with which it is framed; and will avoid the infliction of pain to others, by citing only the effects on ourselves, which we must suffer, willing or otherwise. If this article be retained, it is valueless to us that the board accord other changes in their code; this is the only, or rather principal one, operative upon the destiny of the service. Let it be retained, and we would much prefer, if nature would permit, to return to our rudimental schools, forego entrance into the navy, or at least be midshipmen again therein. It cannot be submitted to patiently, and should be resisted at all risks and absolute sacrifices. We seriously look upon it as derogatory equally to those who have attempted its imposition as to those who acquiesce in it; not only to us, but to those who are to succeed to our places; and although present advantages and considerations may preclude a just conception of the matter, we will not hesitate to express the deep conviction that our conduct in this momentous affair will secure to us, ultimately, lasting praise and reputation. Our only aim is the advancement of the service to a permanent and useful condition; such is, doubtless, the object of our opponents in opinion. They, however, have allowed themselves to be narrowed down to the phraseology, not the intent, of the resolution under which they have proposed the adoption of rules by Congress. We do insist upon it as indispensable that all of us, as captains, should be equally eligible, in the judgment of the President, to any and every species of command leading to honor, or conducive to the public and national weal and eclat. The difference of a few years, in point of entrance into service, forms no argument against our pretensions. Until now we never dreamed that youth, or a man who had passed through all the probationary stages of the profession to the highest grade, up to the age of forty years or more, could be regarded as not qualified to fulfill all the duties enjoined by his commission. If not adequate at such time, when, we would ask, will he be? We would also demand to know of the board at what age were the commanders by whom the most brilliant of our achievements were consummated. Opportunity, to be sure, presented, but an age, far short of the most junior of us, furnished the sinew and genius for these justly boasted exploits. The names of the gallant Decatur, and others scarcely less illustrious, furnish a reply.

But a navy yard, it seems, is considered to be the test of an officer's excellence. Who created navies without navy yards? Who fought squadrons successfully without commodores? We answer, Perry and Macdonough, who were only masters commandant, and had been less than fifteen years in the service from the period of their first entrance as midshipmen. According to the present scale of graduating qualifications, they were absolutely, in comparison with ourselves, in technical parlance, "youngsters." If, then, navy yards are of such difficult management, let us be assigned to duties within them; that when the present incumbents shall, in the course of nature, have passed away, (a period which we by no means desire to hasten,) we may have had a chance of acquiring the necessary knowledge which, it appears, is deemed to be so essential. We would ask, however, if our going to sea for three additional years as *captains* can qualify us for those shore purposes? And we would further inquire if all the captains, or, as is courteously styled, commodores, have had active sea duties of that duration since they first received their captains' commissions? This is proposed with seriousness. It may be asked further, have they accomplished themselves at sea for duties on shore? Or do their shore or bureau duties or functions increase their excellence for commands afloat? Yet we perceive them *drifting* from one into the other as easily as does the ship glide from her ways into our favorite element. How is this adaptation for either situation produced? Is it a gift, is it intuitive, or the magical effect of the act of the Department? Be it what it may, let the cause and source be communicated to us. In fine, let us be tried, and not prejudged as deficient of adequate abilities. If the heir-loom is to descend to us, let us know how we are to prepare ourselves to receive, and consequently how to sustain it. At some period, some of us must, of necessity, assume the burden which our seniors now so willingly shoulder. Let us relieve them for awhile; let them enjoy the leisure, for a time, which we have so long, as captains, revealed in. Their private resources are more ample than ours, and the demands upon them scarcely more extended. Let them be supervisors of the detail management of the service, and, if we fail, they can be at hand to rescue the establishment from deterioration or degeneracy. We would ask, why is it necessary, why is it advisable, to make a distinction, in point of privileges, between captains more than amongst members of the Senate or House of Representatives, or the judges of the Supreme Court? Date of appointment gives no distinction there. Talents, assiduity, and devotion may claim it. Herein we cannot allow ourselves to be inferior to those who precede us. It does appear to us to be marvellously strange that an attempt should be made to deprive us of eligibility to the highest appointments in our profession, merely because we have not attained a specific term of years greater than that prescribed for a representative, senator, or even President of the country. Is it just, is it reasonable? The gift of life happens not to be in a man's own keeping; but, if it was, he must, by the rule, be advanced so far as to be, in a degree, indifferent to this world's honors. Let us look back to the situation of the junior captains of the navy. They entered the service in youth, intending to make it a profession for life; served through the inferior grades of midshipmen, lieutenants, and masters commandant, and have held their present rank (that of captain) from four to over six years. What animated them through the toilsome, and in some respects discouraging, paths of duty, with a mere pittance of pay, and promotion long deferred? It was the fond hope that, when they should have attained the highest rank in the navy, *they too* would be allowed to enjoy a fair participation in honorable, and in some instances profitable, command. What has been our situation through this period of probationary service, on the score of emolument? We answer, an average of about \$700, less certainly than \$800; whilst our seniors have, for the same period of twenty-seven to thirty years, been enjoying the highest possible pay which the law allows. We might with great propriety allege that, if our juvenility is an objection to us, the advanced period of life of some of our seniors presents obstacles to the useful fulfillment of their high callings. There must be some middle point for usefulness; the question then arises, when shall we reach it?

Amongst the explanations furnished by the board, it is stated as intended to be left optional for the masters commandant to be placed as nondescript lieutenants on board of line-of-battle ships for information sake. We do not quote the language, but convey the idea. We ask the question, have all our seniors been in line-of-battle ships, or were they gifted themselves with the knowledge which they prescribe to others? Yet for the command of these ships they are qualified, because they have been fifteen or more years captains, acting as commodores afloat, or holding places in navy yards, or the Navy Board, or board of revision of naval regulations. If seniority must have its weight, then, we say, let the time be determined from *original entry into service*; not the arbitrary term fixed to suit themselves, as deduced from the ter-

mination of the late war. Have we not fully shared the dangers incident to our profession with our seniors? Ought we not then to participate in its honors and advantages?

To get rid of some difficulty, we would again urge the creation of admirals. The ideal rank, based on age of service, will never avail us in our intercourse with foreign navies, and is unimportant at home. Indeed, the desire to assimilate with our army, which has distinctions appropriate to itself, only excites jealousy on its part towards us, and we forego our *just* pretensions in the wish.

It is needless to weary you with further remarks. The subject of the regulations is so vital to our establishment, that it cannot fail to claim a large share of your attention, notwithstanding other momentous matters which engage the deliberations of the Executive.

We do conscientiously believe that the present code, if adopted as offered, will be like a frost or mildew—an incubus on the energies of the service. We pray that it may be dispelled. Not a shade of doubt should rest on any article, however unimportant apparently; and, in point of relative rank, we ought not to pursue a shadow and forego the substance.

In addition to the foregoing remarks, we will simply add that an attenuated discussion, exhibiting in detail all the pernicious operations which the proposed regulations might have on the service generally, formed no part of our plans; on the contrary, we but too well know that such an attempt must necessarily involve an angry contest. Our declared object is to satisfy the President that the proposed code does contain some highly exceptionable provisions, and that the ambiguity which very generally pervades the whole work is well calculated to destroy all that might otherwise be useful.

We believe now, as we did when we first read these regulations, that our objections are valid and incontrovertible, and in nowise weakened or answered by the elaborate reply of the board of revision; on the contrary, their candid admissions of want of perspicuity in some instances, and that the operation of some of the articles (for instance No. 40) would, in the present state of the navy, produce effects not contemplated by the revisers themselves, and might therefore do injustice to some, prove that our warning voice was not raised without good and sufficient reasons.

In closing these remarks, we will ask your attention to an anomaly in the labors of the board, which ought not to pass altogether unnoticed. It is this: that they have submitted *regulations* for the approval of the President and Congress, which are designed to enforce *laws* not yet enacted, or, in fact, as yet but in embryo. The law is the only true basis upon which regulations can or ought to be formed; and if we have no law, how can regulations be made to carry into effect that which has no existence? for it is not pretended that the proposed regulations are at all applicable or adapted to the laws by which the navy is at present governed. If regulations, intended as explanations to laws, are deemed to be so vague and unsavory, and so obnoxious to opposition, what may not the laws themselves be?

All which, with our objections previously furnished, are most respectfully submitted by

Your very obliged and obedient servants,

WOLCOTT CHAUNCEY.
THOS. AP CATESBY JONES.
WM. COMPTON BOLTON,

*For himself, and in behalf of Captains E. P. Kennedy,
Wm. B. Shubrick, and Charles W. Morgan.*

No. 4.

WASHINGTON, June 4, 1834.

To the Secretary of the Navy:

SIR: The members of the board of revision, at present in the city, have the honor to acknowledge the receipt of your letter of the 19th ult., covering a communication to you from Captains Wolcott Chauncey, Thomas Ap Catesby Jones, and William Compton Bolton, for himself, and for Captains E. P. Kennedy, William B. Shubrick, and Charles W. Morgan, and, in compliance with your directions, submit the following remarks:

The communication of these officers refers principally to the 39th and 40th articles of the proposed regulations for the navy. They state that upon these "hinge all that is important; all that is vital to the military constitution of our establishment;" and upon the 40th they subsequently express an opinion, and "insist upon it as indispensable that all of us, as captains, should be equally eligible, in the judgment of the President, to any and every species of command tending to honor, or conducive to the public and national weal and eclat;" and to support this latter opinion, they refer to the gallant deeds of particular officers.

From the above-quoted expressions, and from the general tenor of the communication, the board infer the opinion of these officers to be, that among *captains* seniority is entitled to no preferences for any kind of employment, and that any regulation which recognizes such a claim is derogatory to the whole grade—to seniors as well as to juniors. The board, on the contrary, are of opinion that, other circumstances being equal, seniority is entitled to some preferences as well among captains as among officers of other grades; and that, if the principle be unsound when applied to them, it must be unsound when applied to others having military duties to perform. They perceive no reason why the grade of captains should be exempted from a principle which is to be applied to the lower grades, and consequently none why the 28th, 37th, 41st, and 42d articles are not equally exceptionable as the 39th and 40th.

The board are, however, still of the opinion already expressed, that the principle involved in these articles is strictly in accordance with universal military and naval usage, and, when limited and controlled, as is proposed in the 44th article, not less beneficial to the officers themselves than conducive to the harmony and efficiency of the navy, and to the consequent promotion of the public interests. Uncommon merit, or the distinguished conduct of individuals, constitutes exceptions which cannot properly be taken as the basis of regulations intended to be general in their application.

With respect to the ambiguity which they state "very generally pervades" all the regulations, the board can only say that, if the complaint be well founded, they sincerely regret the defect. They believe, however, that the preparation of a set of regulations, in language which shall, as these gentlemen require,

be free from "a shade of doubt," and "unsusceptible of any other than a given, intended, and definite interpretation," may be found a more difficult task than they are disposed to consider it.

As respects the transmission of the regulations without the proposed amendments to the law, no explanation is necessary to you, sir, who are acquainted with the facts.

That the proposed regulations are not pretended to be applicable to the present law, is a mistake. They were intended to be framed with reference to the existing laws, with the exception of two articles in the chapter for pursers, and for these substitutes were presented, to be used if the law should not be changed; and with the further exception of using for the terms "master commandant" and "sailing-master," those of "commander" and "master," which had been recommended as substitutes.

With reference to some of the general remarks of the officers upon the conduct of the board, the members beg leave to state that they are not aware of having expressed any apprehension that the objections or remarks formerly presented by these captains would lead to "insubordination," or of having made any remarks which justify or authorize the concluding observations of those officers upon that subject.

They would further state that they are not conscious of having improperly hurried the compilation of the regulations, nor of having improperly concealed them, nor yet of having in any degree pressed their adoption.

To the question "what father will permit his gallant son to enter the navy, shackled as his prospects must be by the provisions of which we so solemnly complain?" they answer that a majority of the members of the board of revision have sons in the navy, whose prospects will, in common with others, be shackled with these provisions, should they be adopted.

Whether the board conformed to the intent, or allowed themselves to be "narrowed down to the phraseology" of the law under which they acted, or whether the regulations ought to undergo "another revision by another set of officers," or be recalled "with a view to the attainment or the best judgments of the service or community," the board willingly leave to the decision of the Executive.

Upon those passages of the communication which allude to the members of the board, they are constrained to consider them gratuitous and unnecessary. They believe the propriety or expediency of regulations to depend upon their probable beneficial or injurious tendencies or effects, and not upon their origin or the motives which may have induced them; and entertaining these opinions, they abstain from any further remarks.

The absence of some of the members, usually resident in the city, has occasioned a delay in forwarding these remarks, which would not have otherwise occurred.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN RODGERS, *President of the Board of Revision, &c.*

No. 5.

WASHINGTON, *May 26, 1834.*

SIR: We request leave to lay before you the following objections to the revised rules and regulations for the navy:

The clause of article 4th of the revised regulations, which assigns assimilated rank to the medical officers *next after* lieutenants, has given great dissatisfaction to these officers. They believe that its tendency is to lessen the respectability of the corps, and place it in an unnatural position in reference to the class with which it is associated, for the following reasons:

Rank to a surgeon is nominal; it confers no authority, nor carries with it any command; it only extends to the observances of respect due to the grade with which it is assimilated. He is forbidden, by the 4th article, from exercising command over any sea officer, in consequence of this assimilated rank, and is placed under the command of "every other sea officer, whatever be his rank, when he succeeds to command, when he is officer of the watch, or when employed on detached service." It is evident then that a surgeon's rank, whatever it may be, cannot interfere with the interests of the service or the ship's duty in any manner. To place him below the lieutenants for any other purpose than to enable them to command when discharging their duties, is giving them a social or personal rank which would be a constant source of annoyance and irritation between the two classes, so closely are they associated on board ship. We have asked what is the object of disgrating the medical corps; and it is replied that it is to be enabled to arraign the surgeon under the stronger charge of disrespect to a superior, in case of a breach of discipline when he and the lieutenant are concerned. It is manifest, from the above quotations of the regulations, that the lieutenant's superiority, and the surgeon's responsibility to him, are clearly pointed out, whenever discipline or the ship's duty is involved, and a provision might be inserted in the penal code to embrace such cases. But wherein is the public interest subserved by punishing the surgeon more severely than the lieutenant for violations of discipline which may occur in their social relations? We will cite an instance, and it is no fiction. A surgeon, going on leave with a portion of his messmates, the lieutenants, takes his seat in the boat, and is ordered by one of them to move further forward for his accommodation; what interest of a public nature requires obedience to such an order, under penalty of disrespect to a superior? We cheerfully grant the lieutenant's superiority in all their military functions, but it is against its being brought down to the private and social relations which must exist in our common apartment that we protest. In the instance above cited, we acknowledge the lieutenant's undoubted right to order a surgeon to any part or out of the boat, if he is in discharge of his duties, and a refusal would be disrespect and disobedience to a superior. As the surgeon's rank is neither seen nor felt in the exercise of power, it is evident he should be assimilated *with* and not *next after* any grade, to secure the respect due to it. The position assigned him has no reality, and, of course, has no military observance. The tendency this will have to lessen him in the estimation of the community in which his services are required, is obvious. In fact, the only value of rank to a surgeon is its being considered an expression of the estimate placed upon his profession in military organization. Hence we feel degraded in being rated below all commissioned officers; and what is calculated to make the corps still more sensible of the inferiority assigned to it is, the fact that secretaries, who hold no commission or warrant in the service,

whose appointment is temporary and derived from the captain, are assimilated with surgeons and pursers in the anomalous rank of *next after* a lieutenant.

Upon what principle of justice can a class of officers who devote their lives and services to the navy, and pass through a subordinate and irksome grade to reach the one they can never leave, be depressed to take in those who are not *officers* of the United States navy?

Article 604, which gives the selection of the state rooms to the lieutenants, does great injustice to the surgeons. They have journals and expenditure books to keep; daily and monthly reports to make; delicate instruments to preserve; and a selection of professional books and plates, to assist them in the discharge of their duties, to carry with them: a good state room is indispensable for these public purposes. The room which will fall to the surgeon by this regulation is entirely unsuitable. The lieutenant has no public duties to perform in his room; personal convenience is his strongest claim. Upon what principle should the surgeon be denied equal comforts and convenience? He is stationary, while the lieutenant passes by him to the higher rank and comforts of the cabin. He has no hope of higher privileges to cheer him under the privations of even the best comforts of the ward room, and he is now deprived of the apartment which the long established custom of the service gave him, to increase, in a very slight degree, the personal convenience of an officer whose occupation is temporary. The berth allotted to us by this regulation is far below that of the boatswain or gunner, in comfort, omitting all notice of its unsuitableness for our public duties.

Article 337 is oppressive, without securing the public interest in the best manner. It may be complied with, and yet the ship may not have the competent medical aid which the article intends shall always be on board. It says the oldest assistant is never to be absent at the same time with the surgeon. The youngest assistant (indeed there may be but a day's difference in the date of their commissions) may be the most trustworthy, yet he and the surgeon may be allowed by the commander to be absent together, and the ship will have the least efficient aid without violating the rule. It will be oppressive, when the surgeon is absent from sickness, on the oldest assistant; be the time long or short, he cannot be allowed the customary indulgence of a few hours' leave for recreation. The surgeon will be confined on board in the same manner, if the oldest assistant should be detained on shore for months at a time.

If the article ran thus, "In the absence of the surgeon, the assistant surgeon oldest in commission will perform his duties, and the ship is never to be left without competent medical aid," there would be no unjust discrimination, and the public interest fully secured by making the commander responsible, should the medical officer lose sight of his duty.

Objections have been made against the contingency expressed in article 322, that part of article 333 referring to the inspection of the journal, and to the 314th article.

The articles commented upon we confidently believe will diminish the respectability and utility of the medical corps, without adding, in the slightest degree, to the efficiency of the general service; and we feel justified, therefore, in respectfully seeking your interposition, should the subject be brought under your consideration, to prevent their becoming laws without being amended.

We are, very respectfully, your obedient servants,

THOMAS J. BOYD.
GEORGE TERRILL.

No. 6.

WASHINGTON, June 4, 1824.

To the Hon. L. Woodbury, Secretary of the Navy:

SIR: The members of the board of revision, at present in the city, have the honor to acknowledge the receipt of a communication from Surgeons Boyd and Terrill to you, which you transmitted to the board for such remarks as they might deem proper.

The first objection of the surgeons is to the assimilated rank in the 4th article of the regulations as proposed to be amended, and the grounds of their objections seem to be, that they are there placed in a lower rank than is due to their duties, and than has heretofore been conceded to them by usage.

The board found no established relative rank for any of the civil officers of the navy, and considered it very important that such relative rank should be clearly defined between them and the sea officers when on duty together, that all might know who had the right to command, and who was bound to obey.

Usage had established nothing upon the subject which was universally recognized. That which existed was based upon habitual association in the same apartments; but it was loose and indefinite, even upon this basis, because sea officers of different ranks were associated together.

In deciding upon the rank to be assigned, when upon duty together, the board had reference to our own usage, to analogies deduced from other services, and to their impressions of what the public interest required.

They conceived these interests to require the surgeons to be subject to the orders of all lieutenants when on duty with them, and to those of any sea officer, even of inferior rank to lieutenants, when they should be in command of a vessel, navy yard, or detachment, or when in temporary charge of the ship as officer of the watch. The regulation was framed accordingly.

The amendment proposed by the surgeons would deprive lieutenants of the power to give them orders, except under circumstances when any sea officer of inferior rank would have the same right, unless the lieutenant was senior in commission. The board consider this exemption from command objectionable, with reference to the public interests; but as they have no other object in view than to determine the relative powers of officers when on duty, and are desirous of consulting personal feeling when not inconsistent with public interests, they suggest a modification of the article, to be used instead of the substitute proposed by them on the 25th April last, viz.:

Substitute for the 4th article.

"The civil officers of the navy shall have assimilated rank with the sea officers of the navy, as follows:

"Surgeons, pursers, chaplains, and secretaries, with sea lieutenants.

"Passed assistant surgeons with masters.

"Other assistant surgeons and schoolmasters with passed midshipmen, and clerks with midshipmen.

"No marine officer or civil officer of the navy shall, in consequence of any relative or assimilated rank, have command over any sea officer of the navy, except as provided in article 5; but the marine officers and civil officers of the navy, who shall be attached to any vessel of the navy, or to any navy yard, station, or other service which shall have been placed under the command of a sea officer, shall be subject to the lawful orders of the sea officer of equal or superior relative or assimilated rank, and to the lawful orders of the sea officer who may be placed in, or who may succeed to, command, and of the officer in charge of the watch for the time being, whatever may be his rank."

The regulation, as thus modified, will secure all the objects proposed by the board, and assigns to the medical officers as high a relative rank as is assigned them in any other service, and fully equal, as the board believe, to that which has ever been recognized in our own by former usage.

The gentlemen state what, as they understand, was the object of introducing the article in relation to the surgeons. On this subject they appear to have greatly misunderstood the members of the board. It was observed by some of the members, in conversation, that, in the present state of the service, there was nothing to determine relative official superiority between the civil and sea officers, and that, consequently, courts-martial must be left without guide to determine whether the high military offences of disobedience to lawful orders, or disrespect to a superior officer, had or had not been committed, when charged upon civil officers, who might have refused to obey the orders of a sea officer, or have been brought into personal collision with him, even when all the facts had been fully proved, and that one of the objects of the article was to supply this general defect.

The power granted to the commander-in-chief of a fleet or squadron by the 314th article, seems to be not only unobjectionable, but necessary, so that the surgeon of the fleet may be placed where his services, from any cause, may be most required.

In article 317, when the board authorized the surgeon of the fleet to make remarks upon the journal of the surgeons, they did not mean or suppose that he should make them in the journal. If deemed necessary, the substitution of the words "in relation to" for the word "upon" will place the matter beyond a doubt.

The condition in 322 is unavoidable; all vessels will not admit of such a store room as is therein named.

In article 337, the original intention of the board was to have inserted the words "by leave" between the words "absent" and "at." They were accidentally omitted. Not conceiving it very material, however, the board have no objection to the omission of the words "who is never to be absent at the same time," leaving it to the responsibility of the commanders.

An amendment to article 604 has already been suggested for your consideration, limiting the choice by the officers to the numbers forming the established complement of the vessel.

In distributing the state rooms, or sleeping berths, among the different officers, reference was had to the ordinary duties and exposure of the officers, and their relative rank. The sea lieutenants are exposed in a much greater degree to fatiguing duties than any of the civil officers, and seemed entitled, from that circumstance, to a preference in the distribution of the rooms; besides, they have other duties to perform, similar in character to those enumerated by the surgeons in their letter. They are required to keep journals: valuable instruments are necessary for the proper performance of their duties as navigators. Books and study are equally necessary for their professional as well as for their general improvement. The usage of the service upon this point has not been uniform, but varied; and every commander has hitherto considered himself at liberty to regulate the subject, according to his views of propriety. To arrange the subject permanently and uniformly, was the purpose of the regulation.

After a careful review of the subject, in connection with the views presented by the surgeons, the board have decided to recommend a modification of the article, instead of that proposed by them on the 25th of April, which will place the surgeons nearer the situation they wish. They propose to strike out all of the *last* sentence of article 604, and to insert in its place the following words, viz:

"The choice of state rooms and sleeping berths for the above officers shall be in the following order: The six senior sea lieutenants in ships of the line, the four senior sea lieutenants in frigates, and the three senior sea lieutenants in sloops, according to their rank; then the master, purser, and surgeon; then the other sea lieutenants, to the number allowed to the ship by regulation, according to their rank; then captains and first lieutenants of marines; then chaplains and secretaries."

The board are well aware of the great importance to the navy of a medical corps possessing high professional qualifications, and feel great gratification in believing that in this respect no other service surpasses, if it equals our own. They would not willingly propose or assent to any regulation which should tend to lessen its present or future usefulness, or its relative respectability; but while the board entertain these feelings, they consider themselves bound to look also to all other branches of the service, and consider the just claims of other officers, upon some of whom duties of at least equal if not of superior importance will devolve, and for the proper performance of which at least equal talents, assiduity, and advantages are requisite.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS, *President of the Board of Revision, &c.*

No. 7.

Schedule of the number of each regulation objected to, and memoranda as to the opinion of the President and Navy Department on the propriety of any change.

Article 2. Amend thus: after the word *appointed*, insert "in conformity to these regulations."

Article 4. Amend, by substituting the following in place of this article: "The civil officers of the navy shall have assimilated rank with the sea officers of the navy, as follows:

"Surgeons, pursers, chaplains, and secretaries, with sea lieutenants.

"Passed assistant surgeons with masters.

"Other assistant surgeons and schoolmasters with passed midshipmen, and clerks with midshipmen.

"No marine officer or civil officer of the navy shall, in consequence of any relative or assimilated rank, have command over any sea officer of the navy, except as provided in article 5; but the marine officers and civil officers of the navy, who shall be attached to any vessel of the navy, or to any navy yard, station, or other service which shall have been placed under the command of a sea officer, shall be subject to the lawful orders of the sea officer of equal or superior relative or assimilated rank, and to the lawful orders of the sea officer who may be placed in, or who may succeed to, command, and of the officer in charge of the watch for the time being, whatever may be their rank."

Article 9. Amendment not deemed necessary.

Article 10. Amendment not deemed necessary.

Article 11. Amendment not deemed necessary.

Article 18. Amendment not deemed necessary.

Article 22. Amendment not deemed necessary.

Article 37. Amendment not deemed necessary.

Article 39. In No. 39, alter the term to two years.

Article 40. In No. 40, reduce service of captains to six years in all, and two years at sea before ordered to a yard.

Article 51. Amendment not deemed necessary.

Article 102. Amend thus: substitute "when lawfully required" for "when necessary."

Article 117. Amendment not deemed necessary.

Article 121. Amend thus: strike out "or cause the captain of the fleet to inspect."

Article 124. Amendment not deemed necessary.

Article 136. Amendment not deemed necessary.

Article 168. Amendment not deemed necessary.

Article 173. Amendment not deemed necessary.

Article 184. Amend, to read thus: "The commanding officer of a vessel, in which there shall be a superior officer in actual command, will be particularly careful to carry into execution all orders which he may give in relation to the general movements and evolutions of the vessel; and will order no general exercise or formal punishment, while he is on board, without his knowledge and consent."

Article 189. Amendment not deemed necessary.

Article 190. Amend thus: alter "shall" to "may."

Article 314. Amendment not deemed necessary.

Article 317. Amend thus: insert after "remarks" "in relation to" in place of "upon."

Article 337. Amend thus: strike out "who is never to be absent at the same time."

Article 411. Amendment not deemed necessary.

Article 413. Amendment not deemed necessary.

Article 427. Substitute as follows: "Whenever it shall be represented that the ill health of an officer requires that he should leave any foreign station, the commander-in-chief shall direct a survey to be held upon him by three officers, surgeons, or assistant surgeons, if so many can be obtained; but if so many cannot be obtained, then the number, if not more than two, shall be completed by commission sea officers, who shall state their opinion upon his case; and, if they consider his removal to be necessary, the medical officers shall state the particular disease or complaint which in their opinion occasions the necessity for such removal, as per form—."

Article 429. Amendment not deemed necessary.

Article 452. Amend thus: at the close adding, "but it shall be filed with the proceedings if the accused desires it."

Article 498. Amendment not deemed necessary.

Article 507. Amendment not deemed necessary.

Article 587. Amendment not deemed necessary.

Article 602. Amendment not deemed necessary.

Article 603. Amend, by adding, "when a master commandant or commander shall be attached to a ship of the line, he shall be accommodated in one of the cabins, and shall not be required to mess with the ward room officers, but only at his request."

Article 604. Amend, by striking out all of the *last* sentence, and insert in its place the following, viz: "The choice of state rooms and sleeping berths for the above officers shall be in the following order: the six senior sea lieutenants in ships of the line, the four senior sea lieutenants in frigates, and the three senior sea lieutenants in sloops, according to their rank; then the master, purser, and surgeon; then the other sea lieutenants, to the number allowed to the ship by regulation, according to their rank; then the captains and first lieutenants of marines; then chaplains and secretaries."

23D CONGRESS.]

No. 525.

[1ST SESSION.]

NAVAL REGISTER FOR 1834.

COMMUNICATED TO THE SENATE JANUARY 2, 1834.

NAVY DEPARTMENT, *December 31, 1833.*

SIR: I have the honor to transmit, herewith, for the use of the members of the Senate, fifty copies of the Naval Register for the year 1834.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The PRESIDENT of the *United States Senate.*

Naval register for 1834.

OFFICE OF THE SECRETARY OF THE NAVY.

Names.	Duty.	Place of birth.	Where a citizen.	When appointed.	Salary.
Levi Woodbury.....	Secretary	New Hampshire ...	New Hampshire ...	May 23, 1831.....	\$6,000
John Boyle	Chief clerk.....	Ireland	Maryland	June, 1813.....	2,000
Christopher Andrews.....	Corresponding clerk.....	do	District of Columbia.	June 1, 1829.....	1,600
Lauriston B. Hardin	Register	North Carolina	North Carolina . . .	May 1, 1831.....	1,400
Abraham H. Quincy	Cor'ding and rec'ding clerk	Massachusetts	Massachusetts.....	Aug. 10, 1832.....	1,400
Thomas Miller.....	Recording and copying clerk	Virginia	Virginia	Aug. 22, 1826.....	1,000
John D. Simms.....	Register of correspondence.	do	do	April 5, 1827.....	1,000
Thomas L. Ragsdale.....	Warrant clerk.....	North Carolina	North Carolina	May 18, 1829.....	1,000
John J. Langdon	Corresponding clerk.....	Vermont	Vermont	Jan. 15, 1833.....	800
J. P. McCorkle.....	Clerk of pension funds, &c.	Delaware	Pennsylvania.....	July 16, 1832.....	1,600
Nathan Eaton.....	Messenger	Massachusetts	District of Columbia.	July 12, 1821.....	700
Lindsay Muse	Assistant messenger.....	District of Columbia.	do	Jan. 1, 1829.....	350

OFFICE OF THE NAVY COMMISSIONERS.

John Rodgers	President Naval Board....	Maryland	Maryland	Oct. 1, 1827.....	\$3,500
Charles Morris.....	Commissioner	Connecticut	Connecticut	July 13, 1832.....	3,500
Isaac Chauncey.....	Commissioner.....	do	New York.....	June 5, 1833.....	3,500
C. W. Goldsborough	Secretary	Maryland	Maryland	Nov. 10, 1823.....	2,000
William G. Ridgely	Chief clerk.....	do	District of Columbia.	Nov. 23, 1823.....	1,600
John Green	Clerk.....	do	Maryland	June 28, 1814.....	1,150
James Hutton.....	Clerk.....	Pennsylvania.....	Pennsylvania.....	July 20, 1822.....	1,000
B. S. Randolph	Clerk.....	Virginia	Virginia	Oct. 1, 1820.....	1,000
Robert Beale.....	Clerk.....	do	District of Columbia.	July 15, 1832.....	1,000
J. P. McCorkle, jr.	Clerk.....	Pennsylvania.....	do	Oct. 1, 1832.....	720
C. Schwarz	Draftsman	Germany.....	do	Aug. 30, 1820.....	1,000
Richard Elliott.....	Messenger	Connecticut	do	Feb. 22, 1827.....	700

Naval register for 1834.
CAPTAINS.

Names.	Original entry into the service.		Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Rodgers	Lieutenant,	March 9, 1798.	March 5, 1799.	Maryland	Maryland	Maryland	President Navy Board.
James Barron	do	March 9, 1798.	May 22, 1799.	Virginia	Virginia	Virginia	Commandant Navy yard, Philadelphia.
Charles Stewart	Lieutenant,	March 9, 1798.	April 22, 1800.	Pennsylvania ..	Pennsylvania ..	New Jersey	Waiting orders.
Isaac Hull	do	March 9, 1798.	April 23, 1800.	Connecticut	Connecticut	Connecticut	Commandant Navy yard, Washington.
Isaac Chauncey	do	Sept. 17, 1798.	April 24, 1800.	do	New York	New York	Commissioner Navy Board.
Jacob Jones	Midshipman,	April 10, 1799.	March 3, 1813.	Delaware	Delaware	Delaware	Commanding naval officer, Baltimore.
Charles Morris ..	Acting midshipman,	July 1, 1799.	March 5, 1813.	Connecticut	Connecticut	Connecticut	Commissioner Navy Board.
Lewis Warrington ..	Midshipman,	Jan. 6, 1800.	Nov. 22, 1814.	Virginia	Virginia	Virginia	Commanding Navy yard, Norfolk.
William M. Crano	do	May 23, 1799.	Nov. 24, 1814.	New Jersey	New Jersey	New Jersey	Commandant Navy yard, Portsmouth.
James Biddle	do	Feb. 12, 1800.	Feb. 23, 1815.	Pennsylvania	Pennsylvania ..	Pennsylvania ..	Leave of absence.
Charles G. Ridgely	do	Oct. 17, 1799.	do	Maryland	Maryland	Maryland	Commandant Navy yard, New York.
Daniel T. Patterson	do	Aug. 20, 1800.	do	New York	New York	Louisiana	Commanding Mediterranean squadron.
Melancthon T. Woolsey	do	April 9, 1800.	April 27, 1816.	do	do	New York	Commanding Brazilian squadron.
John O. Creighton	do	June 25, 1800.	do	do	do	do	Waiting orders.
John Downes	do	June 1, 1802.	March 5, 1817.	Massachusetts ..	Massachusetts ..	Massachusetts ..	Commanding Pacific squadron.
John D. Henley	do	Oct. 14, 1799.	do	Virginia	Virginia	Maryland	Commanding West India squadron.
Jesse D. Elliott	do	April 2, 1804.	March 27, 1818.	Maryland	Pennsylvania ..	Pennsylvania ..	Commandant Navy yard, Charlestown.
Stephen Cassin	do	Feb. 21, 1800.	March 3, 1825.	Pennsylvania ..	do ..	Dist. Columbia.	Waiting orders.
James Renshaw	do	July 7, 1800.	do	do ..	do ..	Pennsylvania ..	Waiting orders.
Alex. S. Wadsworth	do	April 2, 1804.	do	Maine	Maine	Maine	Appointed to command Pacific squadron.
George C. Read	do	April 2, 1804.	do	Ireland	Pennsylvania ..	Pennsylvania ..	Commanding frigate Constellation.
Henry E. Ballard	do	April 24, 1804.	do	Maryland	Maryland	Maryland	Commanding Delaware 74.
David Deacon	do	Oct. 10, 1799.	Jan. 24, 1826.	New Jersey	New Jersey	New Jersey	Waiting orders.
Samuel Woodhouse	do	May 2, 1801.	March 3, 1827.	Pennsylvania	Pennsylvania ..	Pennsylvania ..	Waiting orders.
Joseph J. Nicholson	do	April 2, 1804.	do	Maryland	Maryland	Maryland	Waiting orders.
Wolcott Chauncey	do	June 28, 1804.	April 24, 1828.	Connecticut	New York	New York	Waiting orders.
Edmund P. Kennedy	do	Nov. 22, 1805.	do	Maryland	Maryland	Dist. Columbia.	Waiting orders.
Alex. J. Dallas	do	Nov. 22, 1805.	do	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Commandant Navy yard, Pensacola.
John B. Nicholson	do	July 4, 1805.	do	Virginia	Virginia	Virginia	Commanding frigate United States.
B. V. Hoffman	do	July 4, 1805.	March 11, 1829.	New York	New York	New York	Waiting orders.
Jesse Wilkinson	do	July 10, 1805.	do	Virginia	Virginia	Virginia	Waiting orders.
T. Ap Catesby Jones	do	Nov. 22, 1805.	do	do	do	do	Inspector of ordnance and ammunition.
Wm. Compton Bolton	do	June 20, 1806.	Feb. 21, 1831.	England	Dist. Columbia.	Dist. Columbia.	Leave of absence.
Wm. B. Shubrick	do	June 20, 1806.	do	South Carolina ..	South Carolina ..	South Carolina ..	Waiting orders.
Alex. Claxton	do	June 20, 1806.	do	Pennsylvania ..	Dist. Columbia.	Pennsylvania ..	Leave of absence.
Charles W. Morgan	do	Jan. 1, 1808.	do	Virginia	Virginia	Virginia	Waiting orders.
Lawrence Kearny	do	July 24, 1807.	Dec. 20, 1832.	New Jersey	New Jersey	New Jersey	Waiting orders.

Captains—37.

NOTE.—These officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1834—Continued.—MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Budd	Nov. 22, 1805	March 28, 1820	Maryland	Maryland	Maryland	Leave of absence.
Foxhall A. Parker	Jan. 1, 1808	March 3, 1825	Virginia	Virginia	Virginia	Navy yard, Norfolk.
Edward R. M'Call	do	do	South Carolina	South Carolina	South Carolina	Waiting orders.
Daniel Turner	do	do	New York	Rhode Island	Rhode Island	Waiting orders.
David Conner	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
John Gallagher	do	do	do	Maryland	Maryland	Waiting orders.
Thomas H. Stevens	Feb. 8, 1808	do	South Carolina	South Carolina	Connecticut	Rendezvous, Boston.
William M. Hunter	Jan. 16, 1809	March 21, 1826	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
John D. Sloat	Feb. 12, 1800	do	New York	New York	New York	Rendezvous, New York.
Matthew C. Perry	March 1, 1809	do	Rhode Island	Rhode Island	do	Navy yard, New York.
Charles W. Skinner	Jan. 16, 1809	March 3, 1827	Maine	Pennsylvania	Virginia	Waiting orders.
John T. Newton	do	do	Virginia	Virginia	New York	Rendezvous, Philadelphia.
Joseph Smith	do	do	Massachusetts	Massachusetts	Massachusetts	Navy yard, Boston.
Lawrence Rousseau	do	April 24, 1828	Louisiana	Louisiana	Louisiana	Navy yard, Pensacola.
George W. Storer	do	do	New Hampshire	Maine	New Hampshire	Navy yard, Portsmouth, New Hampshire.
Beverly Kennon	May 18, 1809	do	Virginia	Virginia	Virginia	Waiting orders.
Edward R. Shubrick	Jan. 16, 1809	do	South Carolina	South Carolina	South Carolina	Waiting orders.
F. H. Gregory	do	do	Connecticut	Connecticut	Connecticut	Commanding sloop Falmouth.
John H. Clack	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Rendezvous, Norfolk.
P. F. Voorhees	do	do	New Jersey	New Jersey	New Jersey	Commanding sloop John Adams.
Benjamin Cooper	Jan. 16, 1809	do	do	do	New York	Leave of absence.
William L. Gordon	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Rendezvous, Baltimore.
Silas Duncan	do	March 11, 1829	New Jersey	New Jersey	New Jersey	Leave of absence.
David Goisinger	do	do	Maryland	Maryland	Maryland	Commanding sloop Peacock.
Robert F. Stockton	Sept. 1, 1811	May 27, 1830	New Jersey	New Jersey	New Jersey	Furlough.
Isaac McKeever	Feb. 1, 1809	do	Pennsylvania	Louisiana	Pennsylvania	Commanding sloop Lexington.
John P. Zantzingr	Nov. 15, 1809	March 3, 1831	do	Pennsylvania	do	Commanding sloop Natchez.
Wm. D. Salter	do	do	New York	New Jersey	New Jersey	Commanding sloop Ontario.
Charles S. McCauley	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Thomas M. Newell	Sept. 11, 1813	do	Georgia	Georgia	Georgia	Commanding sloop St. Louis.
Elio A. F. Valotto	Jan. 25, 1812	do	Virginia	Pennsylvania	Pennsylvania	Commanding sloop Fairfield.
Wm. A. Spencer	Nov. 15, 1809	do	New York	New York	New York	Waiting orders.
Thomas T. Webb	Jan. 1, 1808	do	Virginia	Virginia	Virginia	Commanding sloop Vandalia.
John Perceival	March 9, 1809	do	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
John H. Aulick	Nov. 15, 1809	do	Virginia	Maryland	Virginia	Navy yard, Washington.
Wm. V. Taylor	April 28, 1813	do	Rhode Island	Rhode Island	Rhode Island	Commanding receiving ship, Boston.
Mervine P. Mix	Sept. 22, 1812	do	Connecticut	New York	Connecticut	Waiting orders.
Bladen Dulany	May 18, 1809	do	Virginia	District of Columbia.	Virginia	Waiting orders.
Silas H. Stringham	Nov. 15, 1809	do	New York	New York	New York	Waiting orders.
Isaac Mayo	do	Dec. 20, 1832	Maryland	Maryland	Maryland	Waiting orders.
Wm. K. Latimer	do	March 2, 1833	do	do	do	Waiting orders.

Naval register for 1834—Continued.
ALPHABETICAL LIST OF LIEUTENANTS.

Names.	Date of present commission.	Names.	Date of present commission.
A.		Eagle, Henry, jr.	March 3, 1827.
Armstrong, James.....	April 27, 1816.	Ellison, Francis B.	May 17, 1828.
Abbot, Joel.....	April 1, 1818.	F.	
Armstrong, William M.....	March 3, 1821.	Farragut, William A. C.	December 9, 1814.
Adams, H. A.	January 13, 1825.	Fitzhugh, Andrew.....	April 27, 1816.
Adams, George.....	March 3, 1827.	Forrest, French	March 5, 1817.
Auchmuty, H. J.....	May 17, 1828.	Freelon, Thomas W.....	March 28, 1820.
Armstrong, Charles M.....	March 3, 1831.	Farragut, D. G.....	January 13, 1825.
Ashton, Gurdon C.	June 21, 1832.	Foot, Andrew H.....	May 27, 1830.
B.		Farrand, Ebenezer.....	March 3, 1831.
Babbitt, Edward B.	May 1, 1815.	Ferris, Jonathan.....	July 13, 1832.
Breese, Samuel L.....	April 27, 1816.	Fairfax, A. B.....	do
Bonarman, Charles.....	March 5, 1817.	G.	
Belt, William J.	do	Gwinn, John.....	April 27, 1816.
Boerum, William.....	do	Gauntt, Charles.....	March 5, 1817.
Bell, Charles II.....	March 28, 1820.	Graham, John H.....	do
Bigelow, Abraham.....	do	Goodrum, James	April 1, 1818.
Byrne, Edmund.....	January 13, 1825.	Gardner, William H.....	January 13, 1825.
Bubier, John.....	do	Glynn, James.....	do
Browne, A. J. D.....	do	Gedney, Thomas R.....	do
Buchanan, Franklin	do	Goldsborough, L. M.....	do
Bruce, Henry.....	do	Gerry, James T.....	April 28, 1826.
Blake, George S.....	March 3, 1827.	Glendy, William M.....	March 3, 1827.
Barron, Samuel.....	do	Green, William.....	do
Benham, Timothy G.....	do	Gordon, Alexander G.....	do
Bullus, Oscar.....	do	Graham, John.....	May 17, 1828.
Bailey, Theodorus, jr.....	do	H.	
Boutwell, Edward B.....	May 17, 1828.	Henry, Henry.....	March 5, 1817.
Bispham, John E.....	do	Hull, Joseph B.....	January 13, 1825.
Blanchard, Edward O.....	do	Harris, William S.....	do
Ball, John L.....	May 27, 1830.	Hobbs, H. H.....	do
Bell, Henry H.....	March 3, 1831.	Hollins, George N.....	do
Boyle, Junius I.....	June 21, 1832.	Hudson, William L.....	April 28, 1826.
Browning, Robert L.....	do	Howard, William L.....	do
C.		Humphreys, S.....	March 3, 1827.
Crowley, Charles E.....	December 9, 1814.	Harwood, A. A.....	do
Champlin, Stephen.....	do	Homans, James T.....	May 17, 1828.
Crabb, Thomas.....	February 4, 1815.	Hunter, William W.....	May 27, 1830.
Cross, Joseph.....	April 27, 1816.	Hoff, Henry.....	March 3, 1831.
Conover, Thomas A.....	March 5, 1817.	Hunt, William E.....	June 21, 1832.
Campbell, A. S.....	do	Howison, Neil M.....	July 13, 1832.
Cooke, John A.....	April 1, 1818.	I.	
Cooke, H. H.....	do	Inman, William.....	April 1, 1818.
Cooper, James B.....	April 22, 1822.	Ingraham, D. N.....	January 13, 1825.
Carpender, E. W.....	January 13, 1825.	Ingersoll, Jonathan.....	March 3, 1831.
Chauncey, John S.....	do	J.	
Cunningham, R. B.....	do	Jameson, William.....	March 5, 1817.
Cutts, Joseph, jr.....	do	Jarvis, Joseph R.....	March 28, 1820.
Crowninshield, Jacob.....	do	Jenkins, John T.....	December 20, 1832.
Campbell, William H.....	April 28, 1826.	Johnson, Edward S.....	January 13, 1825.
Carr, John A.....	do	Jones, Richard A.....	April 28, 1826.
Cooke, Samuel B.....	March 3, 1827.	Johnston, Z. F.....	March 3, 1827.
Cassin, John.....	May 17, 1828.	Jones, Robert W.....	do
Colhoun, John.....	May 27, 1830.	Jackson, Charles H.....	do
Chauncey, Charles W.....	do	Johnston, Stephen.....	March 3, 1831.
Craven, Thomas T.....	do	K.	
Callan, Jerome.....	March 3, 1831.	Kelly, John.....	January 13, 1825.
D.		Knight, James D.....	do
Downing, Samuel W.....	March 5, 1817.	Kennon, William H.....	April 28, 1826.
Dale, John M.....	April 1, 1818.	L.	
Dornin, Thomas.....	January 13, 1825.	Levy, Uriah P.....	March 5, 1817.
Dupont, Samuel F.....	April 28, 1826.	Long, John C.....	do
Downes, A. E.....	March 3, 1827.	Le Compte, Samuel W.....	March 28, 1820.
Dens, Fitz Allen.....	May 27, 1830.	Lowndes, Charles.....	January 13, 1825.
Duke, Nathaniel W.....	March 3, 1831.	Leib, Thomas J.....	April 28, 1826.
Davis, Charles H.....	do	Lewis, Arthur.....	do
Davis, John A.....	February 27, 1833.	Long, A. K.....	March 3, 1827.
E.		Little, John H.....	do
Evans, John.....	April 27, 1817.	Lynch, William F.....	May 17, 1828.
Ellery, Frank.....	March 28, 1820.	Lee, Sidney Smith.....	do
Engle, Frederick.....	January 18, 1825.	Leckwood, Samuel.....	do.

Naval register for 1834—LIEUTENANTS—Continued.

Names.	Date of present commission.	Names.	Date of present commission.
Lardner, James L.	May 17, 1828.	Rodgers, John G.	May 27, 1828.
Lawrence, N. C.	March 3, 1831.	Russell, Edward M.	do
Lyne, William B.	July 13, 1832.	Robb, Robert G.	May 27, 1830.
M.		S.	
Mervine, William	February 4, 1815.	Snoot, Joseph.	April 27, 1816.
McKenney, William E.	March 5, 1817.	Simonds, Lewis E.	April 1, 1818.
McIntosh, James M.	April 1, 1818.	Sawyer, H. B.	do
McCluney, William I.	do	Stribling, C. K.	do
Montgomery, J. B.	do	Sands, Joshua R.	do
Moorehead, Joseph	January 13, 1825.	Shields, William F.	March 3, 1821.
Myers, Joseph	do	Saunders, John L.	January 13, 1825.
McKean, William H.	do	Shubrick, Irvine	do
Mercer, Samuel	do	Smith, John H.	do
Marston, John, jr.	do	Stewart, David R.	do
Mattison, Joseph.	do	Slidell, Alexander.	do
Magruder, George A.	April 28, 1826.	Seton, William.	do
Manning, Thomas L.	do	Solfridge, T. O.	April 28, 1826.
Marshall, John.	March 3, 1827.	Slaughter, A. G.	March 3, 1827.
Morris, H. W.	May 17, 1828.	do	do
Marshall, John H.	do	Sterrett, Isaac S.	May 17, 1828.
Morris, Richard H.	do	Shaw, Thompson D.	do
Moers, John W.	do	Stallings, Joseph.	do
Manning, John	do	Stockton, Samuel W.	May 27, 1830.
Mason, Murray.	March 3, 1831.	Skipwith, Grey.	March 3, 1831.
McBlair, Charles H.	July 12, 1831.	Swift, Jonathan W.	do
N.		Stockton, Philip A.	do
Nicholson, Wm. C.	March 3, 1821.	Smith, William	do
Newman, William D.	January 13, 1825.	Strong, Augustus R.	June 21, 1832.
Nicholas, John S.	April 28, 1826.	T.	
Nowell, Lloyd B.	May 17, 1828.	Ten Eick, Abraham S.	April 27, 1816.
Neville, Frederick A.	do	Taylor, William.	March 5, 1817.
O.		Tattnall, Josiah.	April 1, 1818.
Oellers, James P.	July 24, 1813.	Thorburn, R. D.	May 17, 1828.
Ogden, Henry W.	March 5, 1817.	Turner, Charles C.	do
Ogden, William S.	May 17, 1828.	Tilton, Edward G.	March 3, 1831.
P.		Turk, John W.	June 21, 1832.
Paine, Thomas	December 1, 1815.	Turner, Peter.	December 20, 1832.
Page, Benjamin, jr.	April 27, 1816.	Thatcher, Henry K.	February 28, 1833.
Paulding, Hiram	do	U.	
Page, Hugh N.	April 1, 1818.	Upshur, George P.	March 3, 1827.
Platt, Charles T.	March 28, 1820.	V.	
Pendergrast, G. J.	March 3, 1821.	Voorhees, Ralph	March 5, 1817.
Paine, John Stone.	January 13, 1825.	Varnum, Frederick.	March 28, 1820.
Prenstiss, John E.	do	Van Brunt, G. J.	March 3, 1827.
Pettigru, Thomas.	do	Vail, Edward M.	May 27, 1830.
Pinckney, R. S.	do	Valdes, Pedro C.	March 3, 1831.
Pinkham, Alexander B.	do	W.	
Pearson, George F.	do	Wyman, Thomas W.	April 27, 1816.
Pope, John	April 28, 1826.	White, John	do
Powell, Levin M.	do	Williamson, Jonathan D.	do
Peck, Elisha.	do	Williamson, Charles L.	March 5, 1817.
Pearson, William.	do	Williams, James	March 28, 1820.
Piercy, William P.	do	Wilson, Stephen B.	January 13, 1825.
Pinkham, R. R.	March 3, 1827.	Wetmore, William C.	do
Pinknoy, Henry.	do	Walker, William S.	do
Purviance, H. Y.	do	Wilson, James P.	April 28, 1826.
Pennington, Lawrence.	May 27, 1830.	Wilkes, Charles, jr.	do
Paine, Amasa.	March 3, 1831.	Woolsey, William G.	do
R.		West, John W.	March 3, 1827.
Ramsay, William.	March 5, 1817.	Whittle, William C.	May 17, 1828.
Ridgeway, Ebenezer.	do	Westcott, Hampton.	do
Rutledge, Edward C.	January 13, 1825.	Ward, James H.	March 3, 1831.
Randolph, V. M.	do	Watson, James M.	December 30, 1831.
Rudd, John.	do	Y.	
Ritchie, Robert	January 13, 1825.	Young, John J.	March 28, 1820.
Ringgold, Cadwallader.	May 17, 1828.		
Rhodes, H. H.	do		

Naval register for 1834—Continued.

LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James P. Oellers, sailingmaster.....	Feb. 28, 1809....	July 24, 1813....	Pennsylvania	Pennsylvania	Pennsylvania	Ordinary, Philadelphia.
1814.						
Charles E. Crowley.....	Jan. 16, 1809....	Dec. 9, 1814....	South Carolina	South Carolina	South Carolina	Leave of absence.
Wm. A. C. Farragut.....	do	do	Tennessee	Louisiana	Mississippi	Pascougoula. Sick.
Stephen Champlin, sailingmaster	May 22, 1812....	do	Rhode Island.....	Connecticut	Connecticut	Invalid.
1815.						
William Mervine	Jan. 16, 1812....	Feb. 4, 1815....	Pennsylvania.....	Pennsylvania.....	New York.....	Leave of absence.
Thomas Crabb.....	Nov. 15, 1809....	do	Maryland	do	Pennsylvania.....	Leave of absence.
Edward B. Babbit	do	May 1, 1815....	Massachusetts	Massachusetts	Massachusetts	Navy yard, Charlestown, Massachusetts.
Thomas Paine, sailingmaster	Oct. 10, 1812....	Dec. 1, 1815....	Rhode Island.....	South Carolina	Georgia	Commanding schooner Experiment.
1816.						
James Armstrong.....	Nov. 15, 1809....	April 27, 1816....	Kentucky	Mississippi.....	Massachusetts	Waiting orders.
Joseph Smoot	Dec. 1, 1809....	do	Maryland	Maryland	Maryland	Commanding schooner Grampus.
Samuel L. Breese.....	Dec. 17, 1810....	do	New York	New York.....	New York.....	Navy yard, Philadelphia.
John Evans	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Benjamin Pago, jr.....	do	do	England	New York	New York.....	Leave of absence.
John Gwinn.....	May 18, 1809....	do	Maryland	Maryland	Maryland	Waiting orders.
Thomas W. Wyman.....	Dec. 17, 1810....	do	Massachusetts	Massachusetts.....	Massachusetts.....	Delaware 74.
Andrew Fitzhugh.....	June 9, 1811....	do	Virginia	Virginia	Virginia	Commanding Receiving ship, Norfolk.
Joseph Cross	do	do	Maryland	Maryland	Maryland	Waiting orders.
Abraham S. Ten Eick.....	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Leave of absence.
John White, sailingmaster.....	Dec. 2, 1813....	do	Massachusetts	Massachusetts.....	Massachusetts.....	Leave of absence.
Hiram Paulding	Sept. 1, 1811....	do	New York.....	New York	New York.....	Commanding schooner Shark.
Jonathan D. Williamson	do	do	New Jersey.....	New Jersey	New Jersey	Waiting orders.
1817.						
Uriah P. Levy, sailingmaster.....	Oct. 21, 1812....	March 5, 1817....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles Boorman	June 9, 1811....	do	Maryland	District of Columbia	Virginia	Leave of absence.
French Forrest	do	do	do	do	District of Columbia.	Navy yard, Norfolk.
William E. McKonney	do	do	New York.....	New York	New York.....	Frigate United States.
William J. Bolt	Sept. 1, 1811....	do	Maryland	Maryland	Maryland	Navy yard, Washington.
William Jameson	do	do	Virginia	District of Columbia	Virginia	Waiting orders.
William Boorum	do	do	New York.....	New York	New York.....	Leave of absence.
Charles L. Williamson	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Charles Gauntt	do	do	do	do	Pennsylvania	Commanding Receiving ship, Philadelphia.
William Ramsay	do	do	Virginia	Virginia	District of Columbia.	Commanding Receiving ship, Baltimore.
Ralph Voorhees	do	do	New Jersey	New Jersey	New Jersey	Commanding schooner Dolphin.
Henry Henry, sailingmaster.....	July 1, 1812....	do	Maryland	Virginia	Pennsylvania.....	Leave of absence.

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Naval register for 1834—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Samuel W. Downing	Sept. 1, 1811....	March 5, 1817....	New Jersey	New Jersey	New Jersey	Commanding schooner Enterprise.
Henry W. Ogden	do	do	do	Pennsylvania	do	Rendezvous, New York.
Ebenezer Ridgeway	Jan. 1, 1812....	do	Massachusetts	New Hampshire	New Hampshire	Leave of absence.
Thomas A. Conover	do	do	New Jersey	New Jersey	New Jersey	On furlough.
Archibald S. Campbell	do	do	Virginia	Virginia	Virginia	Leave of absence.
William Taylor	do	do	do	do	do	Commanding schooner Porpoise.
John C. Long	June 18, 1812....	do	New Hampshire	New Hampshire	New Hampshire	On his return from command of schooner
John H. Graham	do	do	Vermont	New York	New York	Leave of absence. [Dolphin.]
1818.						
James M. McIntosh	Sept. 1, 1811....	April 1, 1818....	Georgia	Georgia	Georgia	Navy yard, Pensacola.
Josiah Tatnall	Jan. 1, 1812....	do	do	do	do	Waiting orders.
Hugh N. Page	Sept. 1, 1811....	do	Virginia	Virginia	Virginia	Ordinary, at Norfolk.
John A. Cook	Jan. 1, 1812....	do	District of Columbia.	District of Columbia.	District of Columbia.	West India squadron.
William Inman	do	do	New York	New York	New Jersey	Leave of absence.
Joel Abbot	June 18, 1812....	do	Massachusetts	Massachusetts	Rhode Island	Waiting orders.
Lewis E. Simonds	Jan. 1, 1812....	do	do	South Carolina	Massachusetts	Leave of absence.
John M. Dale	June 18, 1812....	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
H. H. Cooke	do	do	Virginia	Virginia	Virginia	Waiting orders.
William J. McCluney	Jan. 1, 1812....	do	Pennsylvania	Pennsylvania	Pennsylvania	Receiving ship, New York.
James Goodrum	June 18, 1812....	do	Virginia	Virginia	Virginia	Leave of absence.
J. B. Montgomery	June 4, 1812....	do	New Jersey	New York	New Jersey	Rendezvous, New York.
Horace B. Sawyer	Jan. 1, 1812....	do	Vermont	Vermont	Vermont	Leave of absence.
C. K. Stribling	June 18, 1812....	do	South Carolina	South Carolina	Virginia	Assistant inspector of ordnance, &c.
Joshua R. Sands	do	do	New York	New York	New York	Waiting orders.
1820.						
John J. Young	Jan. 1, 1812....	March 28, 1820....	New York	New York	New York	Superintendent Navy hospital, Norfolk.
Charles H. Bell	June 18, 1812....	do	do	do	do	Sloop Vincennes.
Abraham Bigelow	do	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Frank Ellory	Jan. 1, 1812....	do	Rhode Island	Rhode Island	Rhode Island	Rendezvous, Boston.
Frederick Varnum	June 18, 1812....	do	Massachusetts	Massachusetts	Massachusetts	Receiving ship at Boston.
Joseph R. Jarvis	do	do	do	Maine	Maine	Navy yard, Portsmouth, New Hampshire.
Thomas W. Frelon	do	do	New York	New York	Vermont	Waiting orders.
James Williams	Sept. 1, 1812....	do	West Indies	District of Columbia	Virginia	Rendezvous, Norfolk.
Samuel W. Le Compte	June 4, 1812....	do	Maryland	Maryland	Maryland	Leave of absence.
Charles T. Platt	June 18, 1812....	do	New York	New York	New York	Leave of absence.
1821.						
Wm. M. Armstrong	Nov. 30, 1814....	March 3, 1821....	Kentucky	Mississippi	Kentucky	Waiting orders.
Wm. F. Shields	Feb. 2, 1814....	do	Georgia	Louisiana	Georgia	Commanding schooner Boxer.

Naval register for 1834—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
G. J. Pondergrast	Jan. 1, 1812	March 3, 1821	Kentucky	Kentucky	Kentucky	Waiting orders.
Wm. C. Nicholson	June 18, 1812	do	Maryland	Maryland	Maryland	Rendezvous, Baltimore.
1822.						
James B. Cooper, sailingmaster	July 9, 1812	April 22, 1822	New Jersey	New Jersey	New Jersey	Leave of absence.
1825.						
E. W. Carpenter	July 10, 1813	Jan. 13, 1825	New York	New York	New York	Rendezvous, Boston.
John L. Saunders	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Leave of absence.
Joseph B. Hull	Nov. 9, 1813	do	New York	Connecticut	Connecticut	Leave of absence.
John Stone Paino	do	do	Maine	Maine	Maine	Navy yard, Boston.
John E. Prentiss	do	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Joseph Morehead	do	do	Maryland	Ohio	Ohio	Leave of absence.
Thomas Pottigru	Jan. 1, 1812	do	South Carolina	South Carolina	South Carolina	Sloop, John Adams.
John S. Chauncey	do	do	New York	New York	New York	Frigate United States.
Irvine Shubriek	May 12, 1814	do	South Carolina	South Carolina	Delaware	Frigate Potomac.
John Kelly	Feb. 1, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
Edmund Byrno	do	do	do	do	do	Frigate United States.
Edward S. Johnson	Nov. 30, 1814	do	Rhode Island	Rhode Island	Rhode Island	Waiting orders.
William H. Gardner	Dec. 6, 1814	do	Maryland	Maryland	Virginia	Rendezvous, Norfolk.
David G. Farragut	do	do	Tennessee	Tennessee	Tennessee	Sloop Natchez.
Richard S. Pinckney	August 3, 1814	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Stephen B. Wilson	Jan. 1, 1812	do	New York	New York	New York	Frigate Potomac.
Edward C. Rutledge	Nov. 30, 1814	do	South Carolina	South Carolina	South Carolina	Furlough.
William S. Harris	do	do	Kentucky	Kentucky	Kentucky	Sloop St. Louis.
Thomas Dornin	May 2, 1815	do	Ireland	Maryland	Maryland	Sloop Falmouth.
Robert B. Cunningham	Nov. 30, 1814	do	Virginia	Virginia	Virginia	Sloop Peacock.
James Glynn	March 4, 1815	do	Pennsylvania	do	Connecticut	Receiving ship New York.
Joseph Myers	Dec. 6, 1814	do	North Carolina	do	North Carolina	Sloop Lexington.
William C. Wetmore	June 18, 1812	do	New York	New York	New York	Sloop St. Louis.
Thomas R. Gedney	March 4, 1815	do	South Carolina	South Carolina	South Carolina	Leave of absence.
John Bubier	Nov. 9, 1813	do	Massachusetts	Massachusetts	Massachusetts	Sloop Lexington.
Victor M. Randolph	June 11, 1814	do	Virginia	Virginia	Virginia	Furlough.
Joseph Cutts, jr.	Dec. 6, 1814	do	Maine	Maine	Maine	Ordinary, Portsmouth, N. H.
Jacob Crowninshield	March 11, 1815	do	Massachusetts	Massachusetts	Massachusetts	Receiving ship, Boston.
Frederick Engle	Dec. 6, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Philadelphia.
A. J. D. Browne	Dec. 17, 1810	do	Connecticut	Connecticut	Massachusetts	Receiving ship, New York.
John H. Smith	Jan. 1, 1815	do	New York	New York	New York	Furlough.
John Rudd	Nov. 30, 1814	do	Rhode Island	Virginia	Virginia	Frigate Constellation.
Robert Ritchie	Feb. 1, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
David R. Stewart	do	do	Maryland	Maryland	Maryland	Frigate Constellation.

Naval register for 1834—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William W. McKean.....	Nov. 30, 1814....	Jan. 13, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
Franklin Buchanan.....	Jan. 28, 1815....	do	Maryland	do	do	Delaware 74.
Hubbard H. Hobbs.....	March 4, 1815....	do	Virginia	Virginia	Alabama.....	Leave of absence.
Samuel Mercer.....	do	do	Maryland	Maryland	Maryland	Sloop St. Louis.
Charles Lowndes.....	March 18, 1815....	do	do	do	do	Sloop Ontario.
L. M. Goldsborough.....	June 18, 1812....	do	District of Columbia.	District of Columbia.	do	Leave of absence.
George N. Hollins.....	Feb. 1, 1814....	do	Maryland	Maryland	do	Leave of absence.
D. N. Ingraham.....	June 18, 1812....	do	South Carolina	South Carolina	South Carolina	Furlough.
John Marston, jr.....	April 15, 1813....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Henry Bruce.....	Nov. 9, 1813....	do	Maine	do	do	Leave of absence.
William D. Newman.....	Feb. 1, 1814....	do	New York.....	New York.....	New York.....	Leave of absence.
Henry A. Adams.....	March 14, 1814....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Rendezvous, Philadelphia.
Alexander B. Pinkham.....	June 17, 1814....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Natchez.
James D. Knight.....	Nov. 30, 1814....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Joseph Mattison.....	do	do	New Jersey	New Jersey.....	New Jersey	Leave of absence.
William S. Walker.....	do	do	New Hampshire	New Hampshire	Massachusetts.....	Leave of absence.
Alexander Slidell.....	Jan. 1, 1815....	do	New York	New York	New York	Leave of absence.
George F. Pearson.....	March 11, 1815....	do	New Hampshire	Massachusetts.....	Massachusetts.....	Ordinary, Boston.
1826.						
James T. Gerry.....	Dec. 20, 1815....	April 28, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Receiving ship, New York.
John S. Nicholas.....	June 6, 1815....	do	Virginia	Virginia	Virginia	Navy yard, New York.
Samuel F. Dupont.....	Dec. 19, 1815....	do	New Jersey	Delaware	Delaware	Leave of absence.
William L. Hudson.....	Jan. 1, 1816....	do	New York.....	New York	New York.....	Ordinary, New York.
William H. Campbell.....	May 30, 1816....	do	Maryland	Maryland	Maryland	Waiting orders.
James P. Wilson.....	Jan. 1, 1817....	do	do	do	do	Sloop Fairfield.
George A. Magruder.....	do	do	Virginia	Virginia	Virginia	Delaware 74.
John Pope.....	May 30, 1816....	do	Massachusetts.....	Maine	Maine	Leave of absence.
Levin M. Powell.....	March 1, 1817....	do	Virginia	Virginia	Virginia	Leave of absence.
Charles Wilkes, jr.....	Jan. 1, 1818....	do	New York	New York.....	New York.....	In charge of chronometers, &c.
Elisha Peck.....	March 4, 1817....	do	Connecticut.....	Connecticut.....	Connecticut.....	Schooner Dolphin.
William Seaton.....	July 4, 1817....	do	New York.....	New York.....	New York.....	Leave of absence.
John A. Carr.....	do	do	Maryland	Virginia	Virginia	Sloop Fairfield.
Thomas J. Manning.....	Jan. 1, 1817....	do	New Jersey	New Jersey.....	New Jersey.....	Sloop Vandalia.
William Pearson.....	Jan. 1, 1818....	do	do	do	do	Leave of absence.
William L. Howard.....	Jan. 10, 1815....	do	do	New York.....	do	Waiting orders.
William P. Piercy.....	March 15, 1815....	do	Pennsylvania.....	District of Columbia.	District of Columbia.	Waiting orders.
Richard A. Jones.....	June 18, 1812....	do	New York.....	New York	New York.....	Rendezvous, Baltimore.
Thomas J. Leib.....	Sept. 1, 1811....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William G. Woolsey.....	Jan. 1, 1817....	do	At sea.....	Maryland	Maryland	Schooner Shark.

Naval register for 1834—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William H. Kennon.....	Jan. 11, 1817....	April 28, 1826....	Virginia	Virginia	Virginia	Waiting orders.
Arthur Lewis.....	do	do	do	do	do	Schooner Grampus.
1827.						
John W. West	Nov. 3, 1818....	March 3, 1827....	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Sloop Ontario.
T. O. Selfridge	Jan. 1, 1818....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
R. R. Pinkham.....	do	do	do	do	Ohio.....	Frigate Potomac.
Henry Eagle	do	do	New York.....	New York.....	New York.....	Leave of absence.
A. K. Long	do	do	Maryland	Maryland	Maryland	Frigate Constellation.
G. J. Van Brunt	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Ordinary, Boston.
Henry Pinkney.....	Nov. 3, 1818....	do	Maryland.....	Maryland.....	Maryland.....	Ordinary, New York.
William M. Glendy.....	Jan. 1, 1818....	do	Virginia.....	do	Virginia.....	Leave of absence.
John H. Little	do	do	Maryland.....	do	Maryland.....	Sloop Lexington.
George P. Upshur	April 23, 1818....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel B. Cocke	Jan. 1, 1818....	do	do	do	do	Waiting orders.
George S. Blako.....	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Philadelphia.
Z. F. Johnston.....	do	do	Maryland.....	Maryland.....	Maryland.....	Sloop Vandalia.
William Greene.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel Barron	Jan. 1, 1812....	do	do	do	do	Leave of absence.
Timothy G. Benham	Nov. 30, 1814....	do	Connecticut.....	Connecticut.....	Connecticut.....	Schooner Boxer.
Robert W. Jones	Jan. 1, 1818....	do	New York.....	New York.....	New York.....	Leave of absence.
Alexander G. Gordon	do	do	District of Columbia	District of Columbia	Virginia.....	Leave of absence.
A. G. Slaughter.....	Nov. 3, 1818....	do	Virginia.....	Virginia.....	do	Receiving ship Norfolk.
A. E. Downes.....	Jan. 1, 1818....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
Oscar Bullus	Jan. 1, 1817....	do	District of Columbia	New York.....	New York.....	Leave of absence.
S. Humphreys.....	Jan. 1, 1818....	do	New York.....	do	do	Furlough.
John Marshall	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Charles H. Jackson.....	March 4, 1818....	do	Georgia.....	Georgia.....	Georgia.....	Schooner Shark.
Andrew A. Harwood	Jan. 1, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Theodore Bailey, jr.....	do	do	New York.....	New York.....	New York.....	Sloop Vincennes.
H. Y. Purviance.....	Nov. 3, 1818....	do	Maryland.....	Maryland.....	Maryland.....	Sloop Peacock.
George Adams.....	Jan. 1, 1818....	do	Delaware.....	do	do	Leave of absence.
1828.						
Cad'r Ringgold.....	March 4, 1810....	May 17, 1828....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John Graham	Feb. 27, 1810....	do	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Vandalia.
William F. Lynch	Jan. 28, 1810....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Henry W. Morris.....	Aug. 21, 1810....	do	New York.....	New York.....	New York.....	Sloop Fairfield.
Isaac S. Sterrett.....	March 24, 1810....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Francis B. Ellison	May 28, 1810....	do	New York.....	New York.....	New York.....	Leave of absence.
Edward B. Boutwell.....	March 3, 1810....	do	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.

Naval register for 1834—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James T. Homans	Dec. 3, 1819....	May 17, 1828....	Massachusetts	Massachusetts.....	Massachusetts.....	Schooner Shark.
John E. Bispham	Dec. 13, 1819 ...	do	Pennsylvania	New Jersey	New Jersey	Furlough.
Sidney Smith Lee.....	Dec. 30, 1820....	do	Virginia	Virginia	Virginia	Delaware 74.
William C. Whittle.....	May 10, 1820....	do	do	do	do	Leave of absence.
John H. Marshall	do	do	do	Louisiana	Louisiana	Leave of absence.
Richard H. Morris.....	do	do	Vermont	Vermont	Vermont	Sloop St. Louis.
Thompson D. Shaw.....	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.
Robert D. Thorburn	March 30, 1820....	do	Virginia	Virginia	Virginia	Leave of absence.
Samuel Lockwood.....	July 12, 1820....	do	Connecticut	New York	New York	Sloop Fairfield.
Lloyd B. Newell.....	May 10, 1820....	do	Georgia	Georgia	Georgia	Mediterranean squadron.
John Cassin	do	do	Pennsylvania.....	District of Columbia.	District of Columbia.	Leave of absence.
Hillary H. Rhodes.....	do	do	District of Columbia.	do	do	Leave of absence.
William S. Ogden.....	July 26, 1820....	do	New York	New York	New York	Receiving ship, New York.
Edward O. Blanchard.....	May 10, 1820....	do	Virginia	Mississippi	Louisiana	Leave of absence.
H. J. Auchmuty	do	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
John G. Rodgers.....	July 4, 1817....	do	Maryland	Maryland	Maryland	Schooner Shark.
Frederick A. Neville.....	May 10, 1820....	do	Virginia	Ohio	Ohio	Leave of absence.
John W. Mooers.....	do	do	New York	New York	New York	Schooner Dolphin.
Edmund M. Russell.....	June 18, 1812....	do	Massachusetts	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
Hampton Wescott.....	May 10, 1820....	do	District of Columbia.	New Jersey	New Jersey	Schooner Experiment.
Charles C. Turner.....	do	do	Virginia	Virginia	Virginia	Sloop Vandalia.
Joseph Stallings.....	do	do	Maryland	Maryland	Maryland	Schooner Enterprise.
John Manning.....	do	do	North Carolina	North Carolina	North Carolina	Sloop Natchez.
James L. Lardner.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
1830.						
Robert G. Robb.....	Sept. 6, 1821....	May 27, 1830....	Virginia	Virginia	Virginia	Waiting orders.
Edward M. Vail.....	Dec. 1, 1821....	do	France	District of Columbia.	District of Columbia.	Sloop John Adams.
Fitz Allen Deas	July 4, 1821....	do	New York	South Carolina	South Carolina	Leave of absence.
Samuel W. Stookton.....	Dec. 1, 1821....	do	New Jersey	New Jersey	New Jersey	Leave of absence.
John Colhoun	Jan. 25, 1821....	do	Pennsylvania	Pennsylvania	Pennsylvania.....	Leave of absence.
Charles W. Chauncey.....	May 1, 1822....	do	New York	New York	New York	Leave of absence.
Lawrence Pennington.....	Nov. 22, 1822....	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Sloop Ontario.
Thomas T. Craven	May 1, 1822....	do	District of Columbia.	New Hampshire	New York	Schooner Boxer.
Andrew H. Foot.....	Dec. 4, 1822....	do	Connecticut	Connecticut	Connecticut	Delaware 74.
John L. Ball	do	do	Virginia	Virginia	Virginia	Leave of absence.
William W. Hunter.....	May 1, 1822....	do	Pennsylvania.....	Louisiana	Louisiana	Brazilian squadron.
1831.						
N. C. Lawrence.....	do	March 3, 1831....	New York	New York	New York.....	Sloop Fairfield.
Amasa Paine.....	do	do	Vermont	Vermont	Vermont	Leave of absence.

Naval register for 1834—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Nathaniel W. Duke	May 1, 1822	March 3, 1831	Kentucky	Kentucky	Kentucky	Leave of absence.
Edward G. Tilton	do	do	Delaware	Delaware	Delaware	Sloop Ontario.
James H. Ward	March 4, 1823	do	Connecticut	Connecticut	Connecticut	Leave of absence.
Henry Hoff	Oct. 28, 1823	do	Pennsylvania	South Carolina	South Carolina	Frigate Potomac.
Jonathan Ingersoll	March 4, 1823	do	Connecticut	Connecticut	Connecticut	Frigate Potomac.
Grey Skipwith	do	do	Rhode Island	Tennessee	Tennessee	Leave of absence.
Murray Mason	Nov. 14, 1823	do	District of Columbia	District of Columbia	District of Columbia	Leave of absence.
Charles H. Davis	Aug. 12, 1823	do	Massachusetts	Massachusetts	Massachusetts	Sloop Vincennes.
Stephen Johnston	June 28, 1823	do	Indiana	Ohio	Ohio	Schooner Experiment.
Jonathan W. Swift	Aug. 28, 1823	do	Massachusetts	North Carolina	New York	Leave of absence.
Jovomo Callan	March 4, 1823	do	Pennsylvania	Indiana	Indiana	Leave of absence.
Pedro C. Valdes	June 16, 1823	do	Chili	Pennsylvania	Pennsylvania	Schooner Dolphin.
Charles M. Armstrong	March 4, 1823	do	New York	New Jersey	New Jersey	Sloop Falmouth.
Ebenezer Farrand	do	do	do	do	do	Waiting orders.
Henry H. Bell	Aug. 4, 1823	do	North Carolina	North Carolina	North Carolina	On survey of the coast.
Philip A. Stockton	Feb. 1, 1823	do	New Jersey	New Jersey	New Jersey	Furlough.
William Smith	March 4, 1823	do	Kentucky	Kentucky	Kentucky	Leave of absence.
Charles H. McBlair	do	July 12, 1831	Maryland	Maryland	Maryland	Leave of absence.
James M. Watson	Feb. 1, 1823	Dec. 30, 1831	Virginia	Virginia	District of Columbia	Brazilian squadron.
1832.						
John W. Turk	March 4, 1823	June 21, 1832	New York	New York	New York	Schooner Dolphin.
Junius J. Boyle	Aug. 27, 1823	do	Maryland	District of Columbia	District of Columbia	Delaware 74.
Wm. E. Hunt	Oct. 28, 1823	do	New Jersey	New Jersey	New Jersey	Furlough.
Gurden C. Ashton	Dec. 9, 1823	do	Virginia	Virginia	Virginia	Sloop Vandalia.
Augustus R. Strong	June 20, 1823	do	Missouri	Ohio	Ohio	Schooner Experiment.
Robert L. Browning	March 4, 1823	do	Kentucky	Kentucky	Kentucky	Sloop Vincennes.
Jona Ferris, sailingmaster	Feb. 28, 1809	July 13, 1832	New York	New York	Louisiana	Waiting orders.
A. B. Fairfax	Aug. 4, 1823	do	Virginia	Virginia	Virginia	Sloop Vandalia.
Noel M. Howison	Feb. 1, 1823	do	do	do	do	Frigate Constellation.
William B. Lyno	March 4, 1823	do	North Carolina	North Carolina	North Carolina	Schooner Porpoise.
Peter Turner	do	Dec. 20, 1832	Rhode Island	Rhode Island	Rhode Island	Receiving ship, Boston.
John T. Jenkins	do	do	New York	New York	New York	Mediterranean squadron.
John A. Davis	do	Feb. 27, 1833	North Carolina	Tennessee	Louisiana	Mediterranean squadron.
Henry K. Thatcher	do	Feb. 28, 1833	Maine	Maine	Maine	Navy yard, Boston.
Lieutenants—251.						
SURGEONS.						
Jonathan Cowdery	Jan. 1, 1800	Nov. 27, 1804	Massachusetts	New York	Virginia	Navy yard, Norfolk.
William P. C. Barton	April 10, 1809	June 28, 1809	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
Thomas Harris	July 6, 1812	July 6, 1812	do	do	do	Leave of absence.

Naval register for 1834—SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William Turk.....	May 15, 1800....	July 24, 1813....	New York.....	New York.....	New York.....	Fleet surgeon, Mediterranean.
Hyde Ray.....	July 20, 1809....	do.....	Maryland.....	Maryland.....	Maryland.....	Baltimore station.
Gerard Dayers.....	March 15, 1809....	do.....	Flanders.....	District of Columbia.	Virginia.....	Leave of absence.
John A. Kearney.....	March 3, 1809....	do.....	Ireland.....	do.....	District of Columbia.	Fleet surgeon, West Indies.
Bailey Washington.....	May 9, 1810....	do.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
William Swift.....	May 14, 1813....	April 15, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Naval hospital, New York.
Thomas B. Salter.....	May 19, 1813....	May 22, 1815....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Peter Christie.....	July 8, 1812....	April 27, 1816....	do.....	do.....	Pennsylvania.....	Leave of absence.
Samuel Jackson.....	July 10, 1812....	March 27, 1818....	New York.....	New York.....	New York.....	Fleet surgeon, in the Pacific.
Andrew B. Cooke.....	Dec. 21, 1812....	do.....	do.....	do.....	do.....	Ap. fleet surgeon in the Pacific.
Leonard Osborne.....	April 29, 1813....	do.....	England.....	District of Columbia.	Maryland.....	Marine barracks, Washington.
Thomas Williamson.....	May 13, 1813....	do.....	Maryland.....	Maryland.....	do.....	Hospital, Norfolk.
George S. Sproston.....	Nov. 8, 1813....	do.....	do.....	do.....	do.....	Navy yard, Boston.
Bonajah Ticknor.....	Dec. 10, 1814....	July 10, 1824....	Vermont.....	Connecticut.....	Connecticut.....	Sloop Peacock.
Mordecai Morgan.....	Dec. 28, 1818....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constellation.
Thomas J. Boyd.....	March 28, 1820....	do.....	Delaware.....	Delaware.....	Delaware.....	Navy yard, Washington.
James Cornick.....	Sept. 11, 1819....	May 2, 1825....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Charles Chase.....	Dec. 10, 1814....	May 3, 1825....	Maine.....	Maine.....	Maine.....	Leave of absence.
D. S. Edwards.....	July 30, 1818....	May 5, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Rendezvous, New York.
Isaac Hulse.....	May 12, 1823....	May 6, 1825....	New York.....	New York.....	Maryland.....	Naval hospital, Pensacola.
John S. Wily.....	Dec. 20, 1815....	May 9, 1825....	do.....	Maryland.....	do.....	Sloop St. Louis.
George Terrill.....	March 28, 1820....	May 22, 1826....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John Haslett.....	June 30, 1823....	May 23, 1826....	South Carolina.....	South Carolina.....	South Carolina.....	Navy yard, New York.
Waters Smith.....	June 5, 1820....	Jan. 3, 1828....	New York.....	Florida.....	Florida.....	Naval hospital, Philadelphia.
Benjamin F. Bache.....	July 9, 1824....	do.....	Virginia.....	Pennsylvania.....	New Jersey.....	Navy yard, Pensacola.
A. A. Adee.....	July 15, 1824....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Thomas Dillard.....	Nov. 15, 1824....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Stephen Rupaljo.....	June 30, 1823....	Dec. 4, 1828....	New York.....	New York.....	New York.....	Delaware 74.
James M. Greene.....	April 20, 1825....	do.....	Ireland.....	Pennsylvania.....	Pennsylvania.....	Rendezvous, Philadelphia.
John R. Chandler.....	Nov. 14, 1824....	do.....	do.....	District of Columbia.	District of Columbia.	Rendezvous, Norfolk.
B. R. Tinslar.....	Feb. 1, 1823....	do.....	New York.....	New York.....	New York.....	Leave of absence.
William Plumstead.....	May 13, 1825....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Portsmouth.
George W. Codwise.....	May 14, 1825....	do.....	do.....	West Indies.....	New York.....	Sloop Ontario.
G. R. B. Horner.....	May 26, 1826....	April 4, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
W. S. W. Ruschenberger.....	Aug. 10, 1826....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Falmouth.
William Johnson.....	Aug. 16, 1826....	do.....	Delaware.....	Delaware.....	Delaware.....	Leave of absence.
Samuel Moseley.....	Aug. 17, 1826....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
Robert J. Dodd.....	May 29, 1826....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.

Naval register for 1834—SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William Fairlie Patton	Aug. 17, 1826	April 4, 1831	Virginia	Virginia	Virginia	Sloop Fairfield.
Samuel B. Malono	Aug. 11, 1826	May 17, 1832	do	Alabama	Alabama	Furlough.
Surgeons—43.						
ASSISTANT SURGEONS.						
Cornelius Moore	May 26, 1824	May 26, 1824	New York	New York	New York	On his return from schooner Dolphin.
John F. Brooko	May 16, 1825	May 16, 1825	Virginia	Pennsylvania	Virginia	Navy yard, Boston.
Henry S. Coulter	May 26, 1826	May 26, 1826	Maryland	Maryland	Maryland	Leave of absence.
Samuel W. Ruff	Aug. 12, 1826	Aug. 12, 1826	Virginia	Virginia	Virginia	Naval hospital, Philadelphia.
Miffin Coulter	Aug. 15, 1826	Aug. 15, 1826	Maryland	Maryland	Maryland	Leave of absence.
George W. Palmor	Aug. 18, 1826	Aug. 18, 1826	New York	New York	New York	Navy yard, Norfolk.
Samuel Barrington	Jan. 3, 1828	Jan. 3, 1828	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Thomas L. Smith	do	do	New Jersey	New York	New York	Receiving ship and Navy yard, New York.
William Whelan	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Hospital and receiving ship, Boston.
Lewis B. Hunter	do	do	New Jersey	New Jersey	New Jersey	Receiving ship, Norfolk.
George Blacknoll	do	do	North Carolina	North Carolina	North Carolina	Schooner Enterprize.
Edward H. Freeland	March 11, 1829	March 11, 1829	Maryland	Maryland	Maryland	Schooner Shark.
Frederick Wessels	do	do	do	do	Pennsylvania	Naval hospital, Pensacola.
H. N. Glentworth	do	do	Pennsylvania	Pennsylvania	New Jersey	Leave of absence.
William A. W. Spotswood	Dec. 2, 1828	Dec. 2, 1828	Virginia	Virginia	Virginia	Leave of absence.
John C. Spencer	Dec. 16, 1828	Dec. 16, 1828	Ohio	Ohio	Ohio	Delaware 74.
William M. Wood	May 16, 1829	May 16, 1829	Maryland	Maryland	Maryland	Leave of absence.
George B. McKnight	do	do	New York	Pennsylvania	District of Columbia.	Schooner Experiment.
John B. Elliot	May 20, 1829	May 20, 1829	New Jersey	District of Columbia.	Maryland	Rendezvous, Baltimore.
Amos G. Gambrell	June 20, 1829	June 20, 1829	Maryland	Maryland	do	Leave of absence.
Jones W. Plummer	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Naval Hospital, Norfolk.
John V. Smith	June 27, 1829	June 27, 1829	do	do	do	Frigate United States.
George Glymor	July 1, 1829	July 1, 1829	do	do	do	Leave of absence.
Isaac Brinkerhoff	do	do	New York	New York	New York	Leave of absence.
Daniel Egbert	Aug. 22, 1829	Aug. 22, 1829	New Jersey	Ohio	Pennsylvania	Leave of absence.
Solomon Sharpe	Sept. 15, 1829	Sept. 15, 1829	Pennsylvania	Maryland	Maryland	Naval hospital, New York.
Jonathan M. Foltz	April 4, 1831	April 4, 1831	do	Pennsylvania	Pennsylvania	Frigate Potomac.
Euclid Borland	do	do	Virginia	North Carolina	Virginia	Sloop St. Louis.
Henry De Witt Pawling	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Potomac.
Hugh Morson	do	do	Virginia	Virginia	Virginia	Sloop Falmouth.
William L. Vanhorn	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Lexington.
John C. Mercer	Feb. 8, 1832	Feb. 8, 1832	Virginia	Virginia	Virginia	Frigate Constellation.
Samuel C. Lawrason	do	do	District of Columbia.	Maryland	Maryland	Frigate Constellation.
William J. Powell	do	do	New York	New York	New York	Schooner Porpoise.
Edward Gilchrist	Jan. 26, 1832	Jan. 26, 1832	Massachusetts	do	New Hampshire	Sloop Peacock.

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Naval register for 1834—ASSISTANT SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John A. Lookwood.....	Feb. 8, 1832....	Feb. 8, 1832....	Delaware.....	Delaware.....	Delaware.....	Waiting orders.
Daniel C. McLeod.....	do	do	New York.....	Georgia.....	Georgia.....	Schooner Grampus.
Lewis W. Minor.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Vandalia.
Robert M. Baltzer.....	do	do	District of Columbia.	District of Columbia.	District of Columbia.	Frigate United States.
Lewis Wolfley.....	June 21, 1832....	June 21, 1832....	Pennsylvania.....	Ohio.....	Ohio.....	Delaware 74.
J. Frederick Sickels.....	Feb. 28, 1833....	Feb. 28, 1833....	New York.....	New York.....	New York.....	Sloop Vincennes.
Napoleon C. Barrabino.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
M. G. Delaney.....	do	do	Ireland.....	New York.....	New York.....	Sloop Fairfield.
Henry S. Rennolds.....	do	do	Virginia.....	Virginia.....	Virginia.....	Schooner Dolphin.
Wm. F. McClenahan.....	do	do	do	do	do	Sloop Natchez.
Daniel S. Green (acting).....	Oct. 18, 1833....	Oct. 18, 1833....	do	do	do	Sloop Ontario.

Assistant surgeons—46.

PURSERS.

Clement S. Hunt.....	June 7, 1803....	April 25, 1812....	Maryland.....	Maryland.....	Rhode Island.....	Waiting orders.
Samuel Hambleton.....	Dec. 6, 1806....	do	do	District of Columbia.	Maryland.....	Waiting orders.
Francis A. Thornton.....	Jan. 29, 1811....	do	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
James M. Halsey.....	March 2, 1811....	do	New York.....	New York.....	New York.....	Navy yard, New York.
Edward Fitzgerald.....	March 22, 1811....	do	Pennsylvania.....	Pennsylvania.....	District of Columbia.	Receiving ship, Norfolk.
William S. Rogers.....	Feb. 26, 1813....	Feb. 26, 1813....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Navy yard, Boston.
Samuel P. Todd.....	July 20, 1812....	March 1, 1813....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
George Beale.....	Jan. 8, 1812....	July 24, 1813....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
James H. Clark.....	July 24, 1813....	do	Connecticut.....	New York.....	New York.....	Not in readiness for orders.
Joseph Wilson.....	do	do	Massachusetts.....	Massachusetts.....	New Hampshire.....	Navy yard, Portsmouth.
William Sinclair.....	March 26, 1814....	March 26, 1814....	do	Georgia.....	Georgia.....	Leave of absence.
John N. Todd.....	March 1, 1815....	March 1, 1815....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate United States.
Timothy Winn.....	June 29, 1799....	May 17, 1815....	Massachusetts.....	Massachusetts.....	District of Columbia.	Navy yard, Washington.
Joseph H. Terry.....	June 6, 1815....	June 6, 1815....	New York.....	New York.....	New York.....	Navy yard, Pensacola.
Thomas Breese.....	July 8, 1815....	July 8, 1815....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Navy yard, Philadelphia.
John De Bree.....	Dec. 29, 1817....	Dec. 29, 1817....	New Jersey.....	Pennsylvania.....	Virginia.....	Waiting orders.
Charles O. Handy.....	do	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Receiving ship, New York.
Silas Butler.....	April 6, 1799....	do	Connecticut.....	Connecticut.....	New York.....	Furlough.
Edward N. Cox.....	do	March 2, 1820....	Maryland.....	New York.....	do	Sloop Vincennes.
John N. Hambleton.....	Oct. 26, 1819....	May 26, 1824....	do	Maryland.....	Maryland.....	Leave of absence.
William McMurtrie.....	Nov. 14, 1823....	do	Pennsylvania.....	New Jersey.....	New Jersey.....	Leave of absence.
Garret R. Barry.....	Jan. 15, 1824....	March 3, 1825....	do	Pennsylvania.....	Pennsylvania.....	Baltimore station.
D. McF. Thornton.....	Dec. 30, 1824....	do	Virginia.....	Kentucky.....	Virginia.....	Waiting orders.
Josiah Colston.....	May 20, 1825....	May 28, 1825....	Maryland.....	District of Columbia.	District of Columbia.	Frigate Constellation.
Dudley Walker.....	March 4, 1819....	Aug. 21, 1826....	do	Massachusetts.....	Massachusetts.....	Sloop Vandalia.

Naval register for 1834—PURSERS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
McKean Buchanan	Aug. 21, 1826....	Aug. 21, 1826....	Maryland	District of Columbia.	Pennsylvania.....	Sloop Falmouth.
Henry Etting	Jan. 1, 1818....	Nov. 7, 1826....	do	Pennsylvania.....	do	Waiting orders.
James Brooks	Dec. 28, 1818....	Jan. 7, 1828....	Virginia	New York.....	Virginia	Navy yard, Norfolk.
Grenville C. Cooper.....	March 11, 1829....	March 11, 1829....	Massachusetts.....	Massachusetts.....	District of Columbia.	Waiting orders.
Francis B. Stockton.....	do	do	New Jersey	New York.....	New York.....	Sloop Peacock and Schooner Boxer.
Francis G. McCatley	May 27, 1829....	May 27, 1829....	Pennsylvania.....	Tennessee	Pennsylvania.....	Sloop St. Louis.
William A. Slacum	June 8, 1829....	June 8, 1829....	Virginia	Florida	Florida	Frigate Potomac.
Nathaniel Wilson.....	Oct. 6, 1829....	Oct. 6, 1829....	Maine	Louisiana	Louisiana	Waiting orders.
Philo White.....	May 11, 1830....	May 11, 1830....	North Carolina	North Carolina	North Carolina	In the Pacific.
Benjamin J. Cahoon	Nov. 12, 1830....	Nov. 12, 1830....	Rhode Island.....	New York.....	New York.....	Sloop Ontario.
Sterrett Ramsey.....	Nov. 18, 1830....	Nov. 18, 1830....	Pennsylvania.....	Pennsylvania.....	Pennsylvania	Schooner Grampus.
Edward T. Dunn.....	Feb. 21, 1831....	Feb. 21, 1831....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop John Adams.
John A. Bates.....	March 2, 1831....	March 2, 1831....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Fairfield.
Andrew J. Watson.....	May 1, 1831....	May 1, 1831....	Virginia	District of Columbia	District of Columbia.	Sloop Lexington.
Peyton A. Southall.....	March 23, 1832....	March 23, 1832....	do	Virginia	Virginia	Schooner Experiment.
John Smith Punch.....	May 23, 1832....	May 23, 1832....	Tennessee.....	South Carolina	South Carolina	Schooner Porpoise.
Andrew McD. Jackson	do	do	New York.....	New York.....	New York.....	Schooner Shark.
William P. Zantlinger	July 24, 1813....	June 25, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Enterprise.

Pursers—43.

CHAPLAINS.

James Everett.....	Dec. 28, 1818....	Dec. 28, 1818....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
Addison Searle.....	April 27, 1820....	April 27, 1820....	New Hampshire	New Hampshire	New York.....	Furlough.
John W. Grier.....	March 3, 1825....	March 3, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Charles S. Stewart.....	Nov. 1, 1825....	Nov. 1, 1825....	New Jersey	New York.....	New York.....	Delaware 74.
William Ryland	May 23, 1829....	May 23, 1829....	Ireland.....	Maryland.....	District of Columbia.	Navy yard, Washington.
Timothy J. Harrison	Oct. 2, 1829....	Oct. 2, 1829....	Connecticut.....	Virginia	Virginia	Navy yard, Norfolk.
Walter Colton.....	Nov. 6, 1830....	Nov. 6, 1830....	Vermont	Connecticut	District of Columbia	Frigate Constellation.
George Jones.....	April 20, 1833....	April 20, 1833....	.....	.....	.....	Frigate United States.

Chaplains—8.

Naval register for 1834—Continued.

ALPHABETICAL LIST OF PASSED MIDSHIPMEN.

Names.	Date of warrant.	Names.	Date of warrant.
B.		Ludlow, William B.....	June 10, 1833.
Burns, Owen.....	February 20, 1830.	M.	
Brent, Thomas W.....	June 4, 1831.	Munn, Samuel E.....	March 23, 1829.
Bache, George M.....	do	McBlair, William.....	February 20, 1830.
Berrien, John M.....	do	Missroon, Jno. S.....	do
Bissell, Simon B.....	do	Marbury, Alexander H.....	do
Boggs, Charles S.....	April 28, 1832.	Moore, Edwin W.....	June 4, 1831.
Bleeker, Wm. W.....	June 10, 1833.	Moor, Henry.....	do
Bartlett, Francis.....	do	Mitchell, John K.....	do
C.		Maury, Matthew F.....	do
Canedy, Philander F.....	March 23, 1829.	Myers, H. G.....	do
Chatard, Frederick.....	February 20, 1830.	Miller, James F.....	April 28, 1832.
Cox, John W.....	June 4, 1831.	McKinstry, James P.....	do
Cutting, John B.....	do	Maury, Alexander C.....	do
Carter, Jno. C.....	do	McDonough, James T.....	do
Chaplin, Wm. C.....	April 28, 1832.	Mull, Thomas A.....	do
Chandler, William.....	do	Minor, George.....	June 10, 1833.
Carr, Overton.....	June 10, 1833.	McLaughlin, J. T.....	do
D.		McCroery, George.....	do
Duryee, Charles H.....	March 23, 1829.	Moeller, B. J.....	do
Doughty, Ezra T.....	June 4, 1831.	N.	
Duncan, James F.....	do	Noland, Wm. H.....	March 23, 1829.
Dahlgren, Jno. A.....	April 28, 1832.	Noble, James.....	February 20, 1830.
Darcantel, Henry.....	do	P.	
Drayton, Percival.....	June 10, 1833.	Porter, William D.....	March 23, 1829.
Dove, Benjamin More.....	do	Page, Richard L.....	February 20, 1830.
E.		Poor, Charles H.....	June 4, 1831.
Fitzhugh, Robert.....	June 4, 1831.	Palmer, James S.....	do
Farrar, Wm. C.....	April 28, 1832.	Prentiss, George A.....	do
G.		Price, Cicero.....	April 28, 1832.
Godon, Sylvanus.....	June 4, 1831.	Page, Thomas J.....	June 10, 1833.
Gillis, John P.....	do	Pinkney, R. F.....	do
Glasson, John J.....	do	Piper, Ferdinand.....	do
Gillet, Samuel T.....	April 28, 1832.	R.	
Gardner, John M.....	do	Rowan, James H.....	March 23, 1829.
Gist, Spencer C.....	do	Radford, William.....	June 4, 1831.
Glisson, Oliver S.....	do	Rowan, Stephen C.....	April 28, 1832.
Gansevoort, Guert.....	do	Ross, Robert James.....	do
Green, Charles.....	do	Russ, John A.....	do
Griffith, Alberto.....	do	Rootes, Thomas R.....	June 10, 1833.
Goldsborough, John R.....	do	Ridgely, Charles S.....	do
Green, Theodore P.....	do	S.	
Griffin, William C.....	June 10, 1833.	Sinclair, Arthur.....	June 4, 1831.
Gilliss, James M.....	do	Schenck, James F.....	do
Gibson, Alexander.....	do	Sharpe, John C.....	do
Green, Joseph F.....	do	Swartwout, Samuel.....	do
Gray, George R.....	do	Semmes, Raphael, jr.....	April 28, 1832.
H.		Steele, Henry A.....	do
Hooe, George M.....	February 20, 1830.	Shepard, Burritt.....	do
Houston, H. M.....	do	Smith, Melancton.....	do
Hunter, Charles G.....	do	Spencer, William C.....	June 10, 1833.
Hitchcock, Robert B.....	June 4, 1831.	Sully, James R.....	do
Hunt, Timothy A.....	do	Stoddard, Luther.....	do
Hazard, Samuel F.....	do	T.	
Hurst, George.....	do	Totten, Benjamin J.....	February 20, 1830.
Heywood, Charles.....	April 28, 1832.	Turner, Thomas.....	June 4, 1831.
Handy, Robert.....	do	Taylor, Alfred.....	do
Handy, Edward L.....	do	Thomson, Edward R.....	April 28, 1832.
Huger, Francis.....	do	Tod, Oliver.....	June 10, 1833.
Hawkins, George N.....	do	Tucker, John R.....	do
Holland, Zachariah.....	June 10, 1833.	W.	
Hunter, Bushrod W.....	do	Williamson, Gabriel G.....	February 20, 1830.
I and J.		Washington, T. M.....	June 4, 1831.
Ingersoll, Harry.....	February 20, 1830.	Wurts, William A.....	April 28, 1832.
Jarvis, Joseph W.....	June 4, 1831.	Wood, Harry P. T.....	do
Johnson, Robert E.....	June 10, 1833.	Ward, William.....	do
Jones, William P.....	do	Worth, Algernon S.....	June 10, 1833.
K.		Walker, William M.....	do
Kennedy, Charles H. A. H.....	June 4, 1831.	Weems, John.....	do
Keith, Lewis G.....	do	Winslow, Jno. A.....	do
Kilty, Augustus H.....	April 28, 1832.	Walke, Henry.....	do
L.		White, Jno. J.....	do
Lanman, Joseph.....	June 4, 1831.	Y.	
Lee, Samuel P.....	do	Yard, Edward M.....	do
Lambert, William.....	April 28, 1832.	Young, William S.....	do

Naval register for 1834—Continued.

PASSED MIDSHIPMEN.

Names.	Original entry into the service.	Date of present warrant.	, Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1829.						
James H. Rowan	Aug. 19, 1823....	March 23, 1829....	New York.....	New York	New York.....	Waiting orders.
Samuel E. Munn	Aug. 27, 1823....	do	Maryland	do	Maryland	Ordinary, Norfolk.
William H. Noland	Dec. 13, 1823....	do	Virginia	Virginia	Arkansas	Waiting orders.
Wm. D. Porter	Jan. 1, 1823....	do	Louisiana	Massachusetts	District of Columbia	Navy yard, Norfolk.
Philander F. Canedy.....	March 4, 1823....	do	Massachusetts	Vermont	Vermont	Leave of absence.
Charles H. Duryeo.....	Aug. 19, 1823....	do	New York.....	New York.....	New York.....	Sloop Natchez.
1830.						
William McBlair	Nov. 10, 1824....	Feb. 20, 1830....	Maryland	Maryland	Maryland	Ordinary, New York.
George M. Hooe.....	Oct. 21, 1824....	do	Virginia	Virginia	Virginia	Frigate Constellation.
John S. Missroon	June 27, 1824....	do	South Carolina	South Carolina	South Carolina	Sloop Vincennes.
James Noble.....	May 27, 1824....	do	Kentucky.....	Indiana	Indiana	Leave of absence.
Richard L. Page.....	March 1, 1824....	do	Virginia	Virginia	Virginia	Leave of absence.
Frederick Chatard.....	Nov. 16, 1824....	do	Maryland	Maryland	Maryland	Sloop Fairfield.
Gab'l G. Williamson.....	June 2, 1824....	do	Virginia	Virginia	Virginia	Sloop Lexington.
Benjamin J. Totten.....	March 4, 1823....	do	West Indies	New York.....	New York.....	Schooner Dolphin.
Owen Burns	Dec. 1, 1824....	do	North Carolina	North Carolina	North Carolina	Leave of absence.
Harry Ingersoll.....	Feb. 28, 1824....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Alexander H. Marbury	July 14, 1824....	do	District of Columbia	District of Columbia.	District of Columbia	Sloop Ontario.
H. M. Houston.....	May 12, 1824....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles G. Hunter.....	Nov. 16, 1824....	do	New Jersey	New Jersey	New Jersey	Leave of absence.
1831.						
Arthur Sinclair.....	March 4, 1823....	June 4, 1831....	Virginia	Virginia	Virginia	Sloop Peacock.
Henry Moor.....	Jan. 1, 1825....	do	District of Columbia	District of Columbia	District of Columbia	Waiting orders.
Robert B. Hitehook.....	do	do	Connecticut	Connecticut	Connecticut	Delaware 74.
C. H. A. H. Kennedy.....	Feb. 10, 1819....	do	Virginia	Virginia	Virginia	Leave of absence.
Thomas W. Brent	March 1, 1825....	do	District of Columbia.	District of Columbia	District of Columbia	Sloop Peacock.
George M. Bahe.....	Jan. 1, 1825....	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Leave of absence.
Ezra T. Doughty	May 3, 1824....	do	New York.....	New York.....	New York.....	Schooner Grampus.
Joseph Lanman.....	Jan. 1, 1825....	do	Connecticut	Connecticut	Connecticut	Schooner Dolphin.
John W. Cox.....	March 1, 1825....	do	Louisiana	Ohio.....	Ohio.....	Sloop St. Louis.
John K. Mitchell	Feb. 1, 1825....	do	North Carolina	Florida	Florida	Sloop Vandalia.
Thomas Turner.....	April 21, 1825....	do	Virginia	Virginia	Virginia	Frigate United States.
Henry Moor.....	March 1, 1825....	do	Maine	Maine	Maine	Leave of absence.
Charles H. Poor	do	do	Massachusetts.....	Massachusetts	District of Columbia	Schooner Boxer.
James F. Schenck	do	do	Ohio.....	Ohio.....	Ohio.....	Sloop John Adams.

Naval register for 1834—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John B. Cutting.....	Jan. 1, 1825....	June 4, 1831....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
T. M. Washington.	Oct. 21, 1824....	do.....	do.....	do.....	do.....	Sloop Vandalia.
Robert Fitzhugh.....	Jan. 1, 1825....	do.....	Maryland.....	New York.....	New York.....	Leave of absence.
Lewis G. Keith.....	July 1, 1825....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Matthew F. Maury.....	Feb. 1, 1825....	do.....	do.....	Tennessee.....	Tennessee.....	Sloop Falmouth.
Timothy A. Hunt.....	March 1, 1825....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Delaware 74.
Sylvanus Godon.....	March 4, 1810....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
James S. Palmer.....	Jan. 1, 1825....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Delaware 74.
William Radford.....	March 1, 1825....	do.....	Virginia.....	Missouri.....	Missouri.....	On furlough.
Samuel F. Hazard.....	Jan. 1, 1823....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Receiving ship, Boston.
John M. Berrien.....	March 1, 1825....	do.....	Georgia.....	Georgia.....	New Jersey.....	Leave of absence.
George A. Prontiss.....	do.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
John C. Sharpe.....	Jan. 1, 1825....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John C. Carter.....	do.....	do.....	do.....	Kentucky.....	Kentucky.....	On furlough.
George Hurst.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Boxer.
Alfred Taylor.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Boston.
Samuel P. Lee.....	Nov. 22, 1825....	do.....	do.....	do.....	do.....	Leave of absence.
John P. Gilliss.....	Dec. 12, 1825....	do.....	Delaware.....	Illinois.....	Illinois.....	Delaware 74.
Joseph W. Jarvis.....	Jan. 1, 1825....	do.....	Connecticut.....	North Carolina.....	North Carolina.....	Schooner Experiment.
Horatio G. Myers.....	Nov. 25, 1825....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Constellation.
Simon B. Bissell.....	March 1, 1825....	do.....	Vermont.....	New Hampshire.....	New Hampshire.....	Frigate United States.
Samuel Swartwout.....	May 10, 1820....	do.....	New York.....	New York.....	New York.....	Schooner Grampus.
John J. Glasson.....	Feb. 1, 1823....	do.....	do.....	do.....	do.....	Schooner Shark.
James F. Duncan.....	Nov. 12, 1825....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Norfolk.
1832.						
Samuel T. Gillot.....	Dec. 1, 1826....	April 28, 1832....	New York.....	Indiana.....	Indiana.....	Delaware 74.
Raphael Sommes, jr.....	April 1, 1826....	do.....	Maryland.....	Maryland.....	Maryland.....	Assistant in charge of chronometers, &c.
James F. Miller.....	Nov. 1, 1826....	do.....	New Hampshire.....	Massachusetts.....	New Hampshire.....	Receiving ship, Boston.
James B. McKinstry.....	Feb. 1, 1826....	do.....	New York.....	Michigan.....	Michigan.....	Navy yard, New York.
William A. Wirts.....	April 1, 1826....	do.....	New Jersey.....	Kentucky.....	Kentucky.....	Delaware 74.
Henry A. Steele.....	Nov. 1, 1826....	do.....	Delaware.....	Delaware.....	Delaware.....	Leave of absence.
John M. Gardner.....	June 1, 1826....	do.....	Pennsylvania.....	Maryland.....	Pennsylvania.....	Schooner Grampus.
Sponcer C. Gist.....	May 1, 1826....	do.....	Tennessee.....	Tennessee.....	Tennessee.....	Navy yard, Norfolk.
Charles Heywood.....	Nov. 1, 1826....	do.....	Maine.....	Maine.....	Maine.....	Navy yard, New York.
Alexander C. Maury.....	Feb. 1, 1826....	do.....	Tennessee.....	Tennessee.....	Tennessee.....	Sloop Natchez.
Oliver S. Glisson.....	Nov. 1, 1826....	do.....	Ohio.....	Indiana.....	Indiana.....	Delaware 74.
John A. Dahlgren.....	Feb. 1, 1826....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Stephen C. Rowan.....	do.....	do.....	Ireland.....	Ohio.....	Ohio.....	Sloop Vandalia.
Edw. R. Thomson.....	Dec. 1, 1826....	do.....	Pennsylvania.....	New Jersey.....	Pennsylvania.....	Leave of absence.

Naval register for 1834—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James T. McDonough	April 1, 1826	April 28, 1832	Delaware	Connecticut	Delaware	Delaware 74.
Guert Gansevoort	March 4, 1823	do	New York	New York	New York	Receiving ship, New York.
William Lambert	Dec. 1, 1826	do	District of Columbia	Alabama	Alabama	Schooner Experiment.
Harry P. T. Wood	April 1, 1826	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
William C. Farrar	March 1, 1825	do	Missouri	Missouri	Missouri	Leave of absence.
William Ward	Feb. 1, 1826	do	New York	New York	New York	Navy yard, New York.
Robert Handy	do	do	Rhode Island	Rhode Island	Rhode Island	Sloop Vincennes.
Henry Darcantel	April 1, 1826	do	Louisiana	Louisiana	Louisiana	Schooner Porpoise.
Burritt Shepard	Feb. 1, 1826	do	Connecticut	New York	New York	Waiting orders.
Charles Green	May 1, 1826	do	do	Connecticut	Connecticut	Navy yard, New York.
Edward L. Handy	June 1, 1826	do	Maryland	Maryland	Maryland	Sloop Fairfield.
Melancthon Smith	March 1, 1826	do	New York	New York	New York	Schooner Porpoise.
Fras. Huger	June 1, 1826	do	South Carolina	South Carolina	South Carolina	Leave of absence.
William C. Chaplin	Nov. 1, 1826	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Fairfield.
Cicero Price	Feb. 1, 1826	do	Kentucky	Kentucky	Kentucky	Waiting orders.
Alberto Griffith	Nov. 1, 1826	do	Virginia	Virginia	Virginia	Schooner Shark.
John R. Goldsborough	Nov. 16, 1824	do	District of Columbia	District of Columbia	District of Columbia	Sloop Ontario.
Robert J. Ross	Aug. 1, 1826	do	do	do	do	Leave of absence.
Charles S. Boggs	Nov. 1, 1826	do	New Jersey	New Jersey	New Jersey	Receiving ship, New York.
Augustus H. Kilty	July 4, 1821	do	Maryland	Maryland	Maryland	Schooner Grampus.
Thomas A. Mull	Dec. 1, 1824	do	do	do	do	Receiving ship, Boston.
William Chaudler	Aug. 1, 1826	do	District of Columbia	District of Columbia	District of Columbia	Waiting orders.
George N. Hawkins	March 1, 1826	do	Kentucky	Kentucky	Kentucky	On furlough.
John A. Russ	March 1, 1825	do	Maine	Maine	Maine	Navy yard, New York.
Theodore P. Green	Nov. 1, 1826	do	Vermont	Vermont	Vermont	Sloop Vincennes.
1833.						
Thomas J. Paigo	Oct. 1, 1827	June 10, 1833	Virginia	Virginia	Virginia	Waiting orders.
George Minor	April 1, 1827	do	do	do	do	Waiting orders.
Percival Drayton	Dec. 1, 1827	do	South Carolina	South Carolina	South Carolina	Furlough.
William C. Griffin	Oct. 1, 1827	do	Virginia	Virginia	Virginia	Navy yard, Norfolk.
Oliver Tod	May 1, 1827	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Philadelphia.
Robert F. Pinkney	Dec. 1, 1827	do	Maryland	Maryland	Maryland	Receiving ship, Baltimore.
Thomas R. Rootes	March 1, 1827	do	Virginia	Georgia	Virginia	Leave of absence.
Edward M. Yard	Nov. 1, 1827	do	New Jersey	New Jersey	New Jersey	Receiving ship, Philadelphia.
J. T. McLaughlin	Dec. 1, 1827	do	Maryland	Alabama	Alabama	Waiting orders.
James M. Gilliss	March 1, 1827	do	District of Columbia	District of Columbia	District of Columbia	Leave of absence.
Alexander Gibson	July 4, 1822	do	Virginia	Virginia	Virginia	Sloop Ontario.
William S. Young	March 1, 1827	do	District of Columbia	District of Columbia	District of Columbia	Leave of absence.
William W. Blocker	May 1, 1827	do	New York	New York	New York	Schooner Shark.

Naval register for 1834—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Joseph F. Green.....	Nov. 1, 1827....	June 10, 1833....	Maine.....	Maine.....	Maine.....	Waiting orders.
Algernon S. Worth.....	Feb. 1, 1827....	do.....	Massachusetts.....	New York.....	New York.....	Waiting orders.
Zachariah Holland.....	June 1, 1827....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Bushrod W. Hunter.....	Nov. 1, 1827....	do.....	District of Columbia.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
William C. Spencer.....	Dec. 1, 1827....	do.....	Maryland.....	Pennsylvania.....	Maryland.....	Receiving ship, Philadelphia.
Overton Carr.....	March 1, 1827....	do.....	District of Columbia.....	Indiana.....	District of Columbia.....	Leave of absence.
William B. Ludlow.....	May 1, 1827....	do.....	Delaware.....	Maryland.....	Massachusetts.....	Receiving ship, New York.
Luther Stoddard.....	April 1, 1827....	do.....	New York.....	New York.....	New York.....	Leave of absence.
John R. Tucker.....	June 1, 1826....	do.....	District of Columbia.....	Indiana.....	District of Columbia.....	Receiving ship, New York.
William M. Walker.....	Nov. 1, 1827....	do.....	Maryland.....	Maryland.....	do.....	Leave of absence.
Francois Bartlett.....	March 1, 1825....	do.....	Massachusetts.....	Vermont.....	Massachusetts.....	Leave of absence.
George R. Gray.....	Nov. 1, 1826....	dq.....	Delaware.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
John Weems.....	Aug. 4, 1827....	do.....	District of Columbia.....	District of Columbia.....	Maryland.....	Leave of absence.
Charles S. Ridgely.....	Nov. 1, 1826....	do.....	Maryland.....	Maryland.....	do.....	Navy yard, Norfolk.
Robert B. Johnson.....	Oct. 1, 1827....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
George McCreery.....	Nov. 1, 1827....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
William P. Jones.....	Jan. 1, 1827....	do.....	Illinois.....	Missouri.....	Missouri.....	Leave of absence.
John A. Winslow.....	Feb. 1, 1827....	do.....	North Carolina.....	North Carolina.....	Massachusetts.....	Ordinary, Boston.
Benjamin Mora Dovo.....	Dec. 1, 1826....	do.....	Virginia.....	Virginia.....	District of Columbia.....	Navy yard, Washington.
James R. Sully.....	Feb. 1, 1827....	do.....	South Carolina.....	do.....	Virginia.....	Schooner Shark.
Bernard J. Moeller.....	April 1, 1827....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, New York.
Ferdinand Piper.....	Nov. 1, 1827....	do.....	do.....	do.....	do.....	Schooner Shark.
Henry Walko.....	Feb. 1, 1827....	do.....	Virginia.....	Ohio.....	Ohio.....	Waiting orders.
John J. Whitto.....	July 1, 1826....	do.....	Georgia.....	Georgia.....	Georgia.....	Navy yard, New York.

Passed midshipman—133.

MIDSHIPMEN.

A.						
Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James Alden, jr.....	April 1, 1828....	April 1, 1828....	Maine.....	Maine.....	Maine.....	Leave of absence.
John J. Almy.....	Feb. 2, 1829....	Feb. 2, 1829....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Vincennes.
John P. B. Adams.....	do.....	do.....	Delaware.....	Delaware.....	Delaware.....	Sloop Ontario.
James Anderson.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop John Adams.
*John G. Anthony.....	July 1, 1830....	July 1, 1830....	New York.....	New York.....	New York.....	Sloop Vandalia.
*Franklin Anderson.....	March 3, 1831....	March 3, 1831....	Massachusetts.....	Virginia.....	Virginia.....	Sloop John Adams.
William M. E. Adams.....	June 7, 1831....	June 7, 1831....	Georgia.....	Georgia.....	Georgia.....	Schooner Dolphin.
Joseph Herrod Adams.....	Dec. 8, 1831....	Dec. 8, 1831....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate United States.
Charles A. Auze.....	Dec. 13, 1831....	Dec. 13, 1831....	New York.....	Georgia.....	Georgia.....	Frigate United States.
*Latham B. Avery.....	Dec. 19, 1831....	Dec. 19, 1831....	Connecticut.....	Connecticut.....	Connecticut.....	Schooner Dolphin.

Those midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*James F. Armstrong.....	March 7, 1832....	March 7, 1832....	New Jersey.....	New Jersey.....	New Jersey.....	Delaware 74.
*William H. Adams.....	April 27, 1832....	April 27, 1832....	Tennessee.....	Mississippi.....	Mississippi.....	Waiting orders.
B.						
Joseph R. Brown.....	July 10, 1819....	July 10, 1819....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles Crillon Barton.....	Dec. 1, 1824....	Dec. 1, 1824....	do.....	do.....	do.....	Sloop Vandalia.
Carter B. Beverley.....	August 1, 1827....	Aug. 1, 1827....	Virginia.....	Mississippi.....	Mississippi.....	Under orders to schooner Experiment.
James E. Brown.....	Dec. 1, 1827....	Dec. 1, 1827....	do.....	Virginia.....	Virginia.....	Leave of absence.
William H. Brown.....	Jan. 1, 1828....	Jan. 1, 1828....	Maryland.....	Maryland.....	District of Columbia	Sloop Peacock.
Lloyd J. Bryan.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Naval school, Norfolk.
William H. Burges.....	April 1, 1828....	April 1, 1828....	North Carolina.....	North Carolina.....	North Carolina.....	Naval school, Norfolk.
William H. Ball.....	do.....	do.....	District of Columbia	Ohio.....	District of Columbia	Leave of absence.
John F. Borden.....	do.....	do.....	Pennsylvania.....	do.....	Ohio.....	Waiting orders.
James K. Bowio.....	Nov. 1, 1828....	Nov. 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Naval school, Norfolk.
Thomas A. Budd.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Frigate Constellation.
John Bannister.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
Edward C. Bowers.....	do.....	do.....	do.....	Connecticut.....	do.....	Navy yard, Boston.
*Nathaniel Greene Bay.....	do.....	do.....	New York.....	New York.....	New York.....	Sloop John Adams.
*August S. Baldwin.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Coast of Brazil.
Otway H. Berryman.....	do.....	do.....	Virginia.....	District of Columbia.	District of Columbia.	Sloop Ontario.
John Shaw Booth.....	May 27, 1829....	May 27, 1829....	New York.....	New York.....	Connecticut.....	Sloop Falmouth.
Richard Bache, jr.....	June 3, 1829....	June 3, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
Francis E. Barry.....	June 22, 1829....	June 22, 1829....	Teneriffe.....	do.....	do.....	Frigate United States.
*Eugene Boylo.....	May 10, 1831....	May 10, 1831....	Maryland.....	District of Columbia.	District of Columbia.	Frigate Potomac.
Thomas M. Brasher.....	June 6, 1831....	June 6, 1831....	New York.....	New York.....	New York.....	Sloop Falmouth.
Sipon F. Blunt.....	Sept. 7, 1831....	Sept. 7, 1831....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*William P. Bradburn.....	Dec. 31, 1831....	Dec. 31, 1831....	Tennessee.....	Tennessee.....	Tennessee.....	Schooner Porpoise.
*Theodore B. Barrett.....	May 8, 1832....	May 8, 1832....	Ohio.....	Ohio.....	Ohio.....	Frigate Potomac.
*Charles Burdett.....	May 16, 1832....	May 16, 1832....	Massachusetts.....	New York.....	New York.....	Sloop Fairfield.
*Frederick A. Bacon.....	May 25, 1832....	May 25, 1832....	Connecticut.....	Connecticut.....	Connecticut.....	Schooner Porpoise.
*William B. Beverly.....	June 9, 1832....	June 9, 1832....	Virginia.....	Alabama.....	Alabama.....	Delaware 74.
*Francis E. Baker.....	July 17, 1832....	July 17, 1832....	do.....	Virginia.....	Virginia.....	Sloop Natchez.
*Washington A. Bartlett.....	Jan. 22, 1833....	Jan. 22, 1833....	Maine.....	Maine.....	Maine.....	Sloop Vincennes.
*William G. Benham.....	Feb. 26, 1833....	Feb. 26, 1833....	Ohio.....	Ohio.....	Ohio.....	Sloop Ontario.
*John W. Bryco.....	March 2, 1833....	March 2, 1833....	Virginia.....	Kentucky.....	Kentucky.....	Sloop Natchez.
*Joseph W. Brackett.....	March 14, 1833....	March 14, 1833....	New York.....	New York.....	New York.....	Waiting orders.
*Robert Burts.....	May 31, 1833....	May 31, 1833....	Maryland.....	Ohio.....	Ohio.....	Sloop Ontario.
*Abner Baker, jr.....	June 17, 1833....	June 17, 1833....	Kentucky.....	Kentucky.....	Kentucky.....	Waiting orders.
*George Butterfield.....	Oct. 8, 1833....	Oct. 8, 1833....	New York.....	New York.....	New York.....	Sloop Vincennes.
*James S. Biddle.....	Oct. 18, 1833....	Oct. 18, 1833....	Pennsylvania.....	Tennessee.....	Tennessee.....	Waiting orders.

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Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
C.						
Robert A. Cassin	Nov. 1, 1826....	Nov. 1, 1826....	Pennsylvania.....	Louisiana	District of Columbia	Naval school, Norfolk.
M. G. L. Claiborne.....	Feb. 1, 1827....	Feb. 1, 1827....	Tennessee.....	Tennessee.....	Tennessee.....	Frigate Potomac.
Charles H. Cotton	Jan. 1, 1828....	Jan. 1, 1828....	Vermont	Vermont	Vermont	Leave of absence.
Franklin Clinton	April 1, 1828....	April 1, 1828....	New York.....	New York.....	New York.....	Leave of absence.
Augustus L. Case.....	do	do	do	do	do	Leave of absence.
James W. Cooke.....	do	do	North Carolina	North Carolina	North Carolina	Navy yard, Norfolk.
George R. Carroll.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland	Maryland	Maryland	Sloop Peacock.
Tunis A. M. Craven.....	do	do	New Hampshire	New York.....	New York.....	Sloop St. Louis.
Richard C. Cogdell	May 19, 1829....	Ma 19, 1829....	South Carolina	South Carolina	South Carolina	On furlough.
*William T. Cocks.....	April 25, 1831....	April 25, 1831....	Virginia	Virginia	Virginia	Frigate Potomac.
Williams Carter.....	July 13, 1831....	July 13, 1831....	do	do	do	Leave of absence.
*David B. Crawford	Dec. 9, 1831....	Dec. 9, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
*John Carroll	Dec. 13, 1831....	Dec. 13, 1831....	Kentucky	Kentucky.....	Kentucky.....	Sloop Vincennes.
*William Craney	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Waiting orders.
*Henry Logan Chipman	Jan. 14, 1832....	Jan. 14, 1832....	South Carolina	Michigan	Michigan	Delaware 74.
George Colvocoressis.....	Feb. 21, 1832....	Feb. 21, 1832....	Greece.....	Vermont.....	Vermont.....	Frigate United States.
*Albert G. Clary	May 8, 1832....	May 8, 1832....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
Thomas W. Cumming	May 19, 1832....	May 19, 1832....	Maryland	Georgia.....	Georgia.....	Frigate United States.
George W. Chapman	Sept. 20, 1832....	Sept. 20, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Grampus.
*John Contee.....	Oct. 27, 1832....	Oct. 27, 1832....	Maryland	Maryland	Maryland	Delaware 74.
D.						
John De Camp	Oct. 1, 1827....	Oct. 1, 1827....	New Jersey	Florida	Florida	Sloop Peacock.
Robert Deacon.....	Jan. 1, 1828....	Jan. 1, 1828....	do	New Jersey	New Jersey	Leave of absence.
Francis V. Delbergho	April 1, 1828....	April 1, 1828....	Georgia.....	Georgia.....	Georgia.....	Sloop John Adams.
Daniel F. Dulany	do	do	Virginia	Maine.....	Virginia.....	Waiting orders.
B. S. B. Darlington	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Townshend Dade	May 1, 1828....	May 1, 1828....	Virginia	Virginia	Virginia.....	Naval school, Norfolk.
Thomas F. Davis	Feb. 2, 1829....	Feb. 2, 1829....	Maine.....	Maine.....	Maine.....	Sloop Falmouth.
John B. Dale	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
Stephen Dod	do	do	New Jersey	New Jersey	New Jersey	Sloop Falmouth.
Stephen Decatur	March 17, 1829....	March 17, 1829....	do	New Hampshire	New Hampshire	Sloop Vincennes.
Edwin J. Do Haven.....	Oct. 2, 1829....	Oct. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.
Alonzo B. Davis.....	April 25, 1831....	April 25, 1831....	Louisiana.....	do	do	Schooner Dolphin.
James A. Doyle	Jan. 4, 1832....	Jan. 4, 1832....	Virginia	Indiana.....	Indiana.....	Sloop St. Louis.
*William S. Drayton.....	July 16, 1832....	July 16, 1832....	South Carolina	South Carolina	South Carolina	Sloop Natchez.
*George W. Doty	Jan. 4, 1833....	Jan. 4, 1833....	New York.....	New York.....	New York.....	Schooner Dolphin.
*Jesse Elliott Duncan.....	July 9, 1833....	July 9, 1833....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.

Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
E.						
George F. Emmons.....	April 1, 1823....	April 1, 1823....	Vermont	Vermont	Vermont	Naval school, New York.
Charles W. Elliott.....	Jan. 1, 1832....	Jan. 1, 1832....	Missouri	Arkansas	Arkansas	Sloop St. Louis.
*Henry Eld, jr.....	do	do	Connecticut	Connecticut	Connecticut	Delaware 74.
*Alexander B. Eustis.....	Jan. 4, 1833....	Jan. 4, 1833....	Massachusetts	Massachusetts	Massachusetts.....	Waiting orders.
F.						
Henry French	Jan. 1, 1828....	Jan. 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Octavius Fairfax.....	do	do	Virginia	Virginia	Virginia	West Indies.
Henry C. Flagg.....	April 1, 1828....	April 1, 1828....	Connecticut	South Carolina.....	South Carolina	Naval school, Norfolk.
James M. Frailey	May 1, 1828....	May 1, 1828....	Maryland	Maryland	Maryland	Delaware 74.
Richard Forrest	Nov. 1, 1828....	Nov. 1, 1828....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Natchez.
John W. D. Ford.....	Feb. 2, 1829....	Feb. 2, 1828....	Maryland	Virginia	Virginia	Mediterranean squadron.
James I. Forbes.....	Aug. 30, 1831....	Aug. 30, 1831....	do	Pennsylvania.....	Pennsylvania.....	Leave of absence.
*Charles E. Fleming.....	Oct. 24, 1833....	Oct. 24, 1833....	New Jersey	New York.....	New York.....	Not yet accepted.
G.						
John C. Graham	April 1, 1828....	April 1, 1828....	District of Columbia.	Kentucky	District of Columbia.	Leave of absence.
Charles E. L. Griffin.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia	New York.....	New York.....	Naval school, New York.
Andrew F. V. Gray.....	Oct. 15, 1829....	Oct. 15, 1829....	West Indies.....	Louisiana	United States.....	Delaware 74.
*William Ross, Gardner.....	Dec. 29, 1831....	Dec. 29, 1831....	Georgia	Georgia	Georgia.....	Sloop Natchez.
Samuel Garrison.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Sloop St. Louis.
*Thomas W. Gibson.....	Feb. 8, 1832....	Feb. 8, 1832....	Pennsylvania.....	Indiana	Indiana	Sloop Vandalia.
Hunn Gansevoort	May 8, 1832....	May 8, 1832....	New York.....	New York.....	New York.....	Sloop Vincennes.
Thomas O. Glasscock.....	July 17, 1832....	July 17, 1833....	South Carolina	Georgia	Georgia.....	Sloop Natchez.
*Washington Gwathmey.....	July 21, 1832....	July 21, 1832....	England.....	Virginia	Virginia	Sloop Fairfield.
*William P. Gamble.....	Oct. 10, 1832....	Oct. 10, 1832....	Tennessee.....	Tennessee	Tennessee	Sloop Fairfield.
*Gough W. Grant	May 30, 1830....	May 30, 1830....	North Carolina.....	North Carolina.....	North Carolina.....	Waiting orders.
H.						
Henry C. Hart.....	Sept. 1, 1827....	Sept. 1, 1827....	Kentucky	Kentucky	Kentucky.....	Frigate Potomac.
Robert Emmet Hooc	Jan. 1, 1828....	Jan. 1, 1828....	Virginia	Virginia	Virginia.....	Naval school, Norfolk.
Albert A. Holcomb.....	April 1, 1828....	April 1, 1828....	New Jersey	Kentucky	Kentucky.....	Sloop Vandalia.
H. J. Harlstene.....	do	do	South Carolina	Georgia	South Carolina.....	Naval school, Norfolk.
Horace N. Harrison	do	do	Georgia	do	Georgia.....	Waiting orders.
George Henderson	May 1, 1828....	May 1, 1828....	Virginia	Virginia	Virginia.....	Schooner Experiment.
James L. Henderson.....	June 1, 1828....	June 1, 1828....	do	District of Columbia	do	Leave of absence.
Levin Handy.....	do	do	Maryland	Maryland	Maryland.....	Sloop Natchez.
Thomas T. Hunter.....	July 1, 1828....	July 1, 1828....	Virginia	Virginia	Virginia.....	Sloop Natchez.
William Lewis Herndon.....	Nov. 1, 1828....	Nov. 1, 1828....	do	do	do	Sloop John Adams.
William D. Hurst.....	Feb. 2, 1829....	Feb. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.

Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Parry W. Humphreys	Feb. 18, 1820	Feb. 18, 1820	Kentucky	Kentucky	Kentucky	Leave of absence.
Joshua Humphreys	do	do	Pennsylvania	Pennsylvania	District of Columbia	Leave of absence.
James L. Heap	June 5, 1830	June 5, 1830	Delaware	do	Pennsylvania	Frigate United States.
Richard M. Harvey	July 24, 1830	July 24, 1830	North Carolina	North Carolina	North Carolina	Mediterranean squadron.
*Charles Hunter	April 25, 1831	April 25, 1831	Rhode Island	Rhode Island	Rhode Island	Frigate Potomac.
*Francis P. Hoban	April 28, 1831	April 28, 1831	District of Columbia.	District of Columbia.	District of Columbia.	Frigate Potomac.
*Baldwin M. Hunter	Dec. 13, 1831	Dec. 13, 1831	Pennsylvania	Georgia	Georgia	Sloop Lexington.
John Hall	Jan. 11, 1832	Jan. 11, 1832	New York	New York	New York	Sloop Vincennes.
Montgomery Hunt, jr.	Jan. 17, 1832	Jan. 17, 1832	do	do	do	Sloop St. Louis.
*George W. Harrison	Jan. 20, 1832	Jan. 20, 1832	West Indies	Virginia	Georgia	Sloop Vandalia.
Francois Hagerty	Feb. 17, 1832	Feb. 17, 1832	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Ontario.
*Edward S. Hutter	Feb. 24, 1832	Feb. 24, 1832	do	do	do	Schooner Porpoise.
*Daniel D. Henrio	Jan. 4, 1833	Jan. 4, 1833	Ohio	Ohio	Ohio	Schooner Dolphin.
*John Cassin Henry	March 6, 1833	March 6, 1833	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Vincennes.
I.						
William H. Inskeep	April 1, 1828	April 1, 1828	Ohio	Ohio	Ohio	Waiting orders.
*Frederick Ilsley	Feb. 2, 1829	Feb. 2, 1829	Maine	Maine	Maine	Sloop Falmouth.
J.						
Thornton A. Jenkins	Nov. 1, 1828	Nov. 1, 1828	Virginia	Virginia	Virginia	Naval school, Norfolk.
Edmund Jenkins	Feb. 2, 1829	Feb. 2, 1829	Maryland	Maryland	Maryland	Sloop Natchez.
John A. Jarvis	Dec. 3, 1830	Dec. 3, 1830	New York	Massachusetts	New York	Mediterranean squadron.
*William A. Jones	July 13, 1831	July 13, 1831	Pennsylvania	Ohio	Ohio	Sloop Vincennes.
*William H. B. Johnson	Feb. 16, 1832	Feb. 16, 1832	Maryland	Maryland	Maryland	Delaware 74.
James D. Johnson	June 30, 1832	June 30, 1832	Kentucky	Kentucky	Kentucky	Sloop Vandalia
K.						
Samuel R. Knox	April 1, 1828	April 1, 1828	Massachusetts	Massachusetts	Massachusetts	Furlough.
Edmund C. Kennedy	Sept. 17, 1830	Sept. 17, 1830	Virginia	Virginia	Virginia	Mediterranean squadron.
*Daniel Murray Key	Nov. 28, 1833	Nov. 28, 1833	District of Columbia.	New York	New York	Waiting orders.
L.						
Levi Lincoln, jr.	Feb. 1, 1828	Feb. 1, 1828	Massachusetts	Massachusetts	Massachusetts	Frigate Potomac.
Samuel Larkin, jr.	April 1, 1828	April 1, 1828	New Hampshire	New Hampshire	New Hampshire	Naval school, Norfolk.
James M. Lockert	do	do	South Carolina	Tennessee	Tennessee	Naval school, Norfolk.
Ninian E. Lane	do	do	Missouri	Illinois	Missouri	Sloop St. Louis.
*Henry H. Lewis	May 1, 1828	May 1, 1828	Virginia	Kentucky	Kentucky	Frigate Constellation.
Montgomery Lewis	Nov. 1, 1828	Nov. 1, 1828	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
William Leigh	do	do	Virginia	Virginia	Virginia	Schooner Experiment.
Dominick Lynch, jr.	Feb. 2, 1829	Feb. 2, 1829	New York	New York	New York	Delaware 74.

Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Richard L. Love.....	Sept. 17, 1830....	Sept. 17, 1830....	Virginia.....	Virginia.....	Virginia.....	Frigate United States.
*James B. Lewis.....	March 31, 1831....	March 31, 1831....	Tennessee.....	Tennessee.....	Tennessee.....	Frigate Potomac.
Richard H. Lowndes.....	June 25, 1831....	June 25, 1831....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Lexington.
Edmund Lanier.....	July 9, 1831....	July 9, 1831....	Virginia.....	Tennessee.....	Tennessee.....	Sloop Vandalia.
Francis Lowry.....	Aug. 3, 1831....	Aug. 3, 1831....	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
*William Edgar Le Roy.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Delaware 74.
*Robert Poinsett Lovell.....	May 1, 1833....	May 1, 1833....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Natchez.
M.						
Thomas W. Melvill.....	Feb. 1, 1826....	Feb. 1, 1826....	France.....	Massachusetts.....	Massachusetts.....	Sloop St. Louis.
Joseph Moorehead.....	April 1, 1828....	April 1, 1828....	Ohio.....	Ohio.....	Ohio.....	Naval school, Norfolk.
David McDougal.....	Dec. 1, 1828....	Dec. 1, 1828....	do.....	do.....	do.....	Leave of absence.
George Macomber.....	May 1, 1828....	May 1, 1828....	Rhode Island.....	Georgia.....	Georgia.....	Naval school, New York.
John B. Marchand.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Norfolk school.
William T. Muse.....	June 1, 1828....	June 1, 1828....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Edward Middleton.....	July 1, 1828....	July 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Waiting orders.
John F. Mercer.....	Oct. 1, 1828....	Oct. 1, 1828....	New Jersey.....	Connecticut.....	Connecticut.....	Leave of absence.
Charles F. McIntosh.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Naval school, Norfolk.
Thomas W. Magruder.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Delaware 74.
William Lewis Maury.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*Rhydon G. Moore.....	do.....	do.....	South Carolina.....	Georgia.....	Georgia.....	Leave of absence.
*Charles W. Morris.....	Sept. 12, 1829....	Sept. 12, 1829....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Potomac.
John M. Mason.....	March 31, 1831....	March 31, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop Fairfield.
Allen M'Lane.....	April 25, 1831....	April 25, 1831....	Delaware.....	Delaware.....	Delaware.....	Frigate United States.
*William May.....	May 2, 1831....	May 2, 1831....	District of Columbia.	Mississippi.....	District of Columbia	Frigate Potomac.
*Peter U. Murphy.....	May 12, 1831....	May 12, 1831....	North Carolina.....	North Carolina.....	North Carolina.....	Delaware 74.
*John Mooney.....	Dec. 13, 1831....	Dec. 13, 1831....	Maine.....	Maine.....	Maine.....	Sloop Peacock.
*Richard D. McDonald.....	Dec. 17, 1831....	Dec. 17, 1831....	New York.....	New York.....	New York.....	Delaware 74.
*James M'Cormick.....	Dec. 24, 1831....	Dec. 24, 1831....	Ohio.....	Ohio.....	Ohio.....	Sloop Vandalia.
*Mathias Marino.....	Jan. 3, 1832....	Jan. 3, 1832....	Florida.....	Florida.....	Florida.....	Leave of absence.
Thomas M. Mix.....	Jan. 6, 1832....	Jan. 6, 1832....	New York.....	New York.....	New York.....	Sloop St. Louis.
*J. R. Madison Mullany.....	Jan. 7, 1832....	Jan. 7, 1832....	do.....	New Jersey.....	New Jersey.....	Frigate Constellation.
Lafayette Maynard.....	Feb. 4, 1832....	Feb. 4, 1832....	Virginia.....	Virginia.....	Virginia.....	Sloop Vandalia.
*William P. McArthur.....	Feb. 11, 1832....	Feb. 11, 1832....	Missouri.....	Missouri.....	Missouri.....	Sloop Fairfield.
John N. Maffit.....	Feb. 25, 1832....	Feb. 25, 1832....	Ireland.....	New York.....	New York.....	Sloop St. Louis.
*James D. Morrison.....	March 8, 1832....	March 8, 1832....	Illinois.....	Illinois.....	Illinois.....	Sloop Fairfield.
Fras. A. N. Macomb.....	March 14, 1833....	March 14, 1833....	Michigan.....	New York.....	New York.....	Waiting orders.
R. W. Meade.....	Sept. 10, 1833....	Sept. 10, 1833....	Spain.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.
N.						
Hondriek Norvell.....	April 1, 1829....	April 1, 1829....	Kentucky.....	Tennessee.....	Kentucky.....	Sloop Vandalia.
James H. North.....	May 29, 1829....	May 29, 1829....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop John Adams.

Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*John S. Neville	May 2, 1832....	May 2, 1832....	Pennsylvania.....	Ohio	Ohio.....	Delaware 74.
William E. Newton	Sept. 24, 1832....	Sept. 24, 1832....	New York.....	New York.....	New York.....	Sloop St. Louis.
*Benjamin Romaine Nichols	July 8, 1833....	July 8, 1833....	do	Illinois	Illinois	Waiting orders.
O.						
Frederick Oakes.....	May 8, 1832....	May 8, 1832....	Connecticut	Connecticut	Connecticut	Sloop St. Louis.
James O'Shannessy.....	July 9, 1833....	July 9, 1833....	New York.....	New York.....	New York.....	Waiting orders.
P.						
O. W. Pickering.....	May 1, 1822....	May 1, 1822....	New Hampshire ...	New Hampshire ...	New Hampshire ...	Sloop Falmouth.
Charles Peirce.....	August 1, 1827....	August 1, 1827....	Massachusetts	Massachusetts	Massachusetts.....	Leave of absence.
William H. Pendleton.....	Sept. 1, 1827....	Sept. 1, 1827....	Virginia	Virginia	Virginia	Sloop Falmouth.
John P. Parker.....	April 1, 1828....	April 1, 1828....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
Henry J. Paul	do	do	Ireland	North Carolina	North Carolina.....	Naval school, Norfolk.
Alexander M. Pennock	do	do	Virginia	Tennessee.....	Tennessee.....	Sloop Natchez.
Roger Perry.....	July 1, 1828....	July 1, 1828....	Maryland	Maryland	Maryland	Schooner Grampus.
Augustin W. Prevost.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Robert B. Pogram	Feb. 2, 1829....	Feb. 2, 1829....	Virginia	Virginia	Virginia	Sloop John Adams.
*Robert Patton, jr.....	do	do	do	District of Columbia	do	Sloop Ontario.
William Pope	do	do	Illinois	Illinois	Illinois	Sloop Lexington.
David D. Porter.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate United States.
Oliver H. Perry	Feb. 24, 1829....	Feb. 24, 1829....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Vincennes.
Matthew S. Pitcher	March 13, 1829....	March 13, 1829....	New York.....	New York.....	New York.....	Delaware 74.
Carlisle P. Patterson	Sept. 2, 1830....	Sept. 2, 1830....	Mississippi.....	District of Columbia.	Mississippi.....	Mediterranean squadron.
*James L. Parker	June 6, 1831....	June 6, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
Carter B. Poindexter.....	Nov. 16, 1831....	Nov. 16, 1831....	Virginia	New York.....	New York.....	Leave of absence.
*Enoch G. Parrott	Dec. 10, 1831....	Dec. 18, 1831....	New Hampshire	New Hampshire	New Hampshire	Schooner Boxer.
*William Ross Postoll.....	Dec. 31, 1831....	Dec. 31, 1831....	South Carolina	South Carolina	Georgia.....	Frigate Constellation.
*Ferdinand Pepin	April 13, 1832....	April 13, 1832....	Pennsylvania.....	Florida	Florida	Delaware 74.
*William Albert Parker.....	July 3, 1832....	July 3, 1832....	New Hampshire	New Hampshire	New Hampshire	Sloop Vincennes.
*William L. Parkinson.....	Sept. 29, 1832....	Sept. 29, 1832....	New Jersey	Pennsylvania	Pennsylvania.....	Schooner Grampus.
*Samuel Pearce	March 30, 1833....	March 30, 1833....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.
*Jn. Smith Patterson.....	April 18, 1833....	April 18, 1833....	South Carolina	South Carolina	South Carolina	Waiting orders.
*Charles H. Piper	Nov. 7, 1833....	Nov. 7, 1833....	Maryland	Ohio.....	Ohio.....	Waiting orders.
R.						
John H. Roberts	March 1, 1827....	March 1, 1827....	Virginia	Virginia	Virginia	Sloop Falmouth.
William I. H. Robertson.....	Nov. 1, 1827....	Nov. 1, 1827....	do	do	District of Columbia.	Receiving ship, Norfolk.
*John L. Ring	April 1, 1828....	April 1, 1828....	South Carolina	South Carolina.....	South Carolina	Leave of absence.
Joseph W. Revere.....	do	do	Massachusetts.....	New York.....	New York.....	Sloop St. Louis.
Daniel B. Ridgely	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Receiving ship, Norfolk.

Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Rodgers	April 18, 1828....	April 18, 1828....	Maryland	District of Columbia	Maryland	Naval school, Norfolk.
Francis B. Renshaw.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Experiment
William S. Ringgold.....	do	do	Maryland	District of Columbia.	District of Columbia.	Sloop John Adams.
Nathaniel Reeder.....	do	do	Ohio	Ohio.....	Ohio.....	Sloop Ontario.
Alexander R. Rose.....	Sept. 26, 1830....	Sept. 26, 1830....	Virginia	Virginia	Virginia	Sloop Fairfield.
George W. Randolph.....	March 31, 1831....	March 31, 1831....	do	do	do	Sloop Vandalia.
James W. E. Reid.....	Sept. 26, 1831....	Sept. 26, 1831....	Georgia.....	Georgia.....	Georgia.....	Sloop Vandalia.
*William Reynolds.....	Nov. 17, 1831....	Nov. 17, 1831....	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Schooner Boxer.
William Bainbridge Renshaw.....	Dec. 22, 1831....	Dec. 22, 1831....	New York.....	New York.....	New York.....	Frigate United States.
Washington Reid	do	do	do	do	do	Leave of absence.
*Lewis Henry Roumfort.....	Dec. 23, 1831....	Dec. 23, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
William Ronkendorf.....	Feb. 17, 1832....	Feb. 17, 1832....	do	do	do	Leave of absence.
*Charles Robinson	May 1, 1832....	May 1, 1832....	do	Massachusetts	Massachusetts.....	Navy yard, Boston.
*Charles Richardson	May 19, 1832....	May 19, 1832....	New York.....	New York.....	New York.....	Delaware 74.
*Henry P. Robertson	June 28, 1832....	June 28, 1833....	Tennessee	Tennessee.....	Tennessee	Leave of absence.
*James Withers Read.....	May 30, 1833....	May 30, 1833....	South Carolina	South Carolina	South Carolina	Waiting orders.
*James Riddle, jr.....	May 31, 1833....	May 31, 1833....	Delaware	Delaware	Delaware	Schooner Shark.
*John B. Randolph.....	June 11, 1833....	June 11, 1833....	Virginia	Virginia	Virginia	Delaware 74.
C. R. P. Rodgers.....	Oct. 5, 1833....	Oct. 5, 1833....	New York.....	Connecticut	Connecticut	Waiting orders.
S.						
*William O. Slade.....	April 1, 1828....	April 1, 1828....	District of Columbia	Illinois	Virginia	Leave of absence.
Charles Steedman.....	do	do	South Carolina	South Carolina	South Carolina	Schooner Grampus.
Benjamin F. Sands	do	do	Maryland.....	Kentucky.....	Kentucky.....	Leave of absence.
George L. Selden.....	do	do	Virginia	Ohio.....	District of Columbia	Leave of absence.
Henry S. Stellwagen.....	do	do	do	Pennsylvania.....	Pennsylvania.....	Schooner Grampus.
Elie W. Stull.....	June 1, 1828....	June 1, 1828....	Maryland	District of Columbia	District of Columbia	Naval school, Norfolk.
William S. Swann.....	July 1, 1828....	July 1, 1828....	Virginia	Virginia	Virginia	Naval school, Norfolk.
Gustavus H. Scott.....	Aug. 1, 1828....	Aug. 1, 1828....	do	do	do	Naval school, Norfolk.
William W. Smith.....	Nov. 1, 1828....	Nov. 1, 1828....	New Jersey	Arkansas	Arkansas	Sloop St. Louis.
C. F. M. Spotswood.....	do	do	Virginia	Virginia	Virginia	Naval school, Norfolk.
James H. Strong.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Schooner Enterprise.
Lewis C. Sartori.....	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Montfort S. Stokes.....	May 12, 1829....	May 12, 1829....	North Carolina.	North Carolina	North Carolina	Leave of absence.
E. T. Shubrick.....	June 22, 1829....	June 22, 1829....	New York.....	South Carolina	South Carolina	Mediterranean squadron.
John H. Sherburne.....	Oct. 5, 1829....	Oct. 5, 1829....	New Hampshire	New Hampshire	New Hampshire	Sloop Vincennes.
*Charles Sperry.....	Feb. 23, 1830....	Feb. 23, 1830....	Vermont	Vermont	New York.....	Schooner Dolphin.
*George T. Sinclair.....	April 23, 1831....	April 23, 1831....	Virginia	Virginia	Virginia	Frigate Potomac.
William Scandrett Smith	April 25, 1831....	April 25, 1831....	do	do	do	Sloop Falmouth.
*James G. Stanly	April 30, 1831....	April 30, 1831....	North Carolina	North Carolina	North Carolina	Frigate Potomac.

Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Henry Skipwith.....	June 25, 1831....	June 25, 1831....	Virginia.....	Louisiana.....	Virginia.....	Leave of absence.
Benjamin F. Shattuck.....	do.....	do.....	New Hampshire....	New Hampshire....	New Hampshire....	Sloop Lexington.
*Fabius Stanly.....	Dec. 20, 1831....	Dec. 20, 1831....	North Carolina....	North Carolina....	North Carolina....	Frigate Constellation.
Woodhull S. Schenck.....	Dec. 30, 1831....	Dec. 30, 1831....	Ohio.....	Ohio.....	Ohio.....	Frigate United States.
Joseph P. Sanford.....	Feb. 11, 1832....	Feb. 11, 1832....	Virginia.....	Missouri.....	Missouri.....	Sloop Ontario.
Roger N. Stombel.....	March 27, 1832....	March 27, 1832....	Maryland.....	Ohio.....	Ohio.....	Schooner Porpoise.
*William Taylor Smith.....	July 17, 1832....	July 17, 1832....	Virginia.....	District of Columbia.	District of Columbia.	Sloop Natchez.
T.						
Henry C. Tilghman.....	Feb. 1, 1828....	Feb. 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William R. Taylor.....	April 1, 1828....	April 1, 1828....	Rhode Island.....	Rhode Island.....	Massachusetts.....	Naval school, New York.
John G. Tod.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Naval school, Norfolk.
*John W. Taylor.....	do.....	do.....	South Carolina....	Georgia.....	Georgia.....	Frigate Potomac.
Thruston M. Taylor.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Navy yard, Pensacola.
Addison R. Taliaferro.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
Charles Thomas.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Sloop Peacock.
*Samuel A. Turner.....	do.....	do.....	do.....	Massachusetts.....	do.....	Sloop Lexington.
John J. Thurston.....	do.....	do.....	do.....	Alabama.....	District of Columbia.	Leave of absence.
*Richard L. Tilghman.....	Oct. 27, 1830....	Oct. 27, 1830....	Maryland.....	Maryland.....	Maryland.....	Mediterranean squadron.
*George M. Totten.....	May 5, 1831....	May 5, 1831....	New York.....	Rhode Island.....	Rhode Island.....	Frigate Potomac.
William Paul Taylor.....	June 13, 1831....	June 13, 1831....	do.....	New York.....	New York.....	Schooner Dolphin.
*Richard S. Trapier.....	Dec. 21, 1831....	Dec. 21, 1831....	South Carolina....	South Carolina....	South Carolina....	Frigate Constellation.
*Strolog B. Thompson.....	April 13, 1832....	April 13, 1832....	Vermont.....	Vermont.....	Vermont.....	Sloop Vincennes.
George J. W. Thayer.....	Oct. 23, 1832....	Oct. 23, 1832....	New York.....	Mississippi.....	Mississippi.....	Sloop Vandalia.
*Richard M. Tillotson.....	May 29, 1833....	May 29, 1833....	do.....	New York.....	do.....	Frigate United States.
U.						
Joseph A. Underwood.....	Feb. 2, 1829....	Feb. 2, 1829....	Maine.....	Massachusetts.....	New York.....	Mediterranean squadron.
V.						
Cornelius Van Alstine.....	Feb. 27, 1833....	Feb. 27, 1833....	New York.....	New York.....	New York.....	Waiting orders.
W.						
John J. B. Walbach.....	Dec. 1, 1827....	Dec. 1, 1827....	do.....	New Hampshire....	do.....	Sloop Vandalia.
John T. Williams.....	April 1, 1828....	April 1, 1828....	North Carolina....	North Carolina....	North Carolina....	Leave of absence.
Stephen W. Wilkinson.....	do.....	do.....	do.....	Tennessee.....	Tennessee.....	Receiving ship, Boston.
Robert P. Welsh.....	do.....	do.....	Ohio.....	Ohio.....	Ohio.....	Naval school, New York.
George McA. White.....	Nov. 1, 1828....	Nov. 1, 1828....	Georgia.....	Georgia.....	District of Columbia.	Leave of absence.
Joseph C. Walsh.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Naval school, New York.
Clarence Watkins.....	Dec. 1, 1828....	Dec. 1, 1828....	Maryland.....	District of Columbia.	District of Columbia.	Sloop John Adams.
William B. Whiting.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Sloop Falmouth.
George J. Wyche.....	do.....	do.....	Virginia.....	Alabama.....	Alabama.....	Schooner Porpoise.
Edward C. Ward.....	do.....	do.....	New York.....	New York.....	New York.....	Sloop St. Louis.

Naval register for 1834—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John O. Wilson.....	Feb. 2, 1820....	Feb. 2, 1820....	New Jersey.....	New Jersey.....	New Jersey.....	Mediterranean squadron.
William S. Williamson.....	do	do	do	do	do	Mediterranean squadron.
Richard Wainwright.....	May 11, 1831....	May 11, 1831....	Massachusetts.....	Virginia.....	South Carolina.....	Delaware 74.
*Lewis Morris Wilkins.....	June 13, 1831....	June 13, 1831....	New York.....	New York.....	New York.....	Leave of absence.
*M. D. E. W. Watson.....	Oct. 26, 1831....	Oct. 26, 1831....	Vermont.....	Ohio.....	Ohio.....	Receiving ship Philadelphia.
*Henry Tingey Wingate.....	Dec. 13, 1831....	Dec. 13, 1831....	Maine.....	Maine.....	Maine.....	Sloop Peacock.
*John Brooks Wood.....	do	do	do	do	do	Sloop Peacock.
*A. H. Wells.....	Dec. 14, 1831....	Dec. 14, 1831....	District of Columbia.	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
*George Wickham.....	Jan. 5, 1832....	Jan. 5, 1832....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
*James C. Williamson.....	Jan. 7, 1832....	Jan. 7, 1832....	New Jersey.....	New York.....	New York.....	Frigate Constellation.
*Vincent L. Williamson.....	March 12, 1832....	March 12, 1832....	Delaware.....	Delaware.....	Delaware.....	Sloop Fairfield.
*Maxwell Woodhull.....	June 4, 1832....	June 4, 1832....	New York.....	New York.....	New York.....	Delaware 74.
*William H. Wallace.....	July 7, 1832....	July 7, 1832....	Ohio.....	Indiana.....	Indiana.....	Sloop Ontario.
*Melancthon B. Woolsey.....	Sept. 24, 1832....	Sept. 24, 1832....	New York.....	New York.....	New York.....	Coast of Brazil.
*Henry Vaddell.....	Sept. 29, 1832....	Sept. 29, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Fairfield.
*William Anderson Wayne.....	April 27, 1833....	April 27, 1833....	Georgia.....	Georgia.....	Georgia.....	Delaware 74.
*Spotswood A. Washington.....	May 14, 1833....	May 14, 1833....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
*Albert Wadsworth.....	May 30, 1833....	May 30, 1833....	North Carolina.....	North Carolina.....	North Carolina.....	Waiting orders.
*Fras. Winslow.....	July 8, 1833....	July 8, 1833....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
*Albert Smith Whittier.....	do	do	do	Maine.....	Maine.....	Waiting orders.

Midshipmen—317.

SAILINGMASTERS.

William Knight.....	Oct. 2, 1799....	Oct. 2, 1799....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Hospital, Philadelphia. Sick.
Salvatore Catalano.....	Aug. 9, 1809....	Aug. 9, 1809....	Sicily.....	District of Columbia.	District of Columbia.	Navy yard, Washington.
Augustus Ford.....	March 28, 1810....	March 28, 1810....	Rhode Island.....	New York.....	New York.....	Leave of absence.
A. B. Bloodgood.....	June 25, 1812....	June 25, 1812....	New York.....	do	do	New York station.
Robert Knox.....	July 20, 1812....	July 20, 1812....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Ordinary at Boston.
James B. Potts.....	July 24, 1812....	July 24, 1812....	England.....	District of Columbia	Virginia.....	Navy yard at Gosport.
William Vaughan.....	Aug. 22, 1812....	Aug. 22, 1812....	Pennsylvania.....	New York.....	New York.....	Furlough.
Marmaduke Dove.....	Aug. 29, 1812....	Aug. 29, 1812....	Maryland.....	Maryland.....	District of Columbia.	Navy yard, Washington.
Cornelius Bennett.....	Dec. 9, 1812....	Dec. 9, 1812....	Massachusetts.....	Rhode Island.....	Rhode Island.....	Waiting orders.
Charles W. Waldo.....	March 10, 1813....	March 10, 1813....	do	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
John Clough.....	July 3, 1813....	July 3, 1813....	do	New York.....	New York.....	Receiving ship, New York.
F. H. Ellison.....	do	do	England.....	do	do	Navy yard, New York.
Francis Mallaby.....	do	do	New York.....	do	do	Sackett's Harbor.
Samuel C. Hixon.....	April 30, 1814....	April 30, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
James Ferguson.....	May 27, 1814....	May 27, 1814....	New York.....	New York.....	do	Navy yard, Philadelphia.
Robert S. Tatam.....	July 21, 1814....	July 21, 1814....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
William Miller.....	Jan. 23, 1815....	Jan. 23, 1815....	Scotland.....	do	do	Philadelphia station.

Naval register for 1834—SAILINGMASTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Nahum Warren.....	Feb. 6, 1815....	Feb. 6, 1815....	New Hampshire	District of Columbia.	District of Columbia.	Navy yard, Pensacola.
Henry Worthington.....	May 2, 1815....	May 2, 1815....	Maryland.....	Maryland.....	Maryland.....	Receiving ship, Norfolk.
John Carlton.....	July 4, 1815....	July 4, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Alexander Cunningham.....	Nov. 16, 1815....	Nov. 15, 1815....	South Carolina.....	Virginia.....	Virginia.....	Waiting orders.
John Robinson.....	Nov. 27, 1815....	Nov. 27, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, New York.
James Towksbury.....	Dec. 14, 1815....	Dec. 14, 1815....	do.....	do.....	do.....	Philadelphia station.
John Quin.....	Nov. 1, 1816....	Nov. 1, 1816....	Pennsylvania.....	Louisiana.....	Ohio.....	Furlough.
N. A. Prentiss.....	Jan. 22, 1823....	Jan. 22, 1823....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Furlough.
Jacob Mull.....	Aug. 5, 1825....	Aug. 5, 1825....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Portsmouth.
Fredorick W. Mooers.....	May 19, 1827....	May 19, 1827....	New York.....	New York.....	New York.....	Delaware 74.
P. G. Rodrigues, (acting).....	Aug. 4, 1827....	Aug. 4, 1827....	.....	.....	.....	Naval school, Norfolk.
H. A. F. Young.....	May 16, 1829....	May 16, 1829....	.....	.....	.....	Norfolk yard.

Sailingmasters—29.

BOATSWAINS.

David Eaton.....	Aug. 8, 1811....	Aug. 8, 1811....	Pennsylvania.....	District of Columbia	Pennsylvania.....	Navy yard, Washington.
John Woods.....	July 8, 1815....	July 8, 1815....	New Jersey.....	Pennsylvania.....	do.....	Ordinary, Norfolk.
James Banks.....	July 21, 1817....	July 21, 1817....	New York.....	New York.....	New York.....	Leave of absence.
John Smith.....	Dec. 7, 1817....	Dec. 7, 1817....	Maryland.....	do.....	do.....	Leave of absence. Sick.
Wm. Waters.....	April 21, 1827....	April 21, 1827....	.....	.....	do.....	Sloop John Adams.
Edward Crocker, acting.....	June 16, 1828....	June 16, 1828....	.....	.....	.....	New York yard.
John Morris.....	Oct. 28, 1828....	Oct. 28, 1828....	.....	.....	.....	Sloop Vincennes.
Thomas Ring.....	do.....	do.....	.....	.....	.....	Delaware 74.
Lawrence Gallagher, do.....	Nov. 15, 1828....	Nov. 15, 1828....	.....	.....	.....	New York station.
John Freeman, do.....	May 10, 1830....	May 10, 1830....	.....	.....	.....	Navy yard, Norfolk.
Robert H. O'Neal.....	June 13, 1831....	June 13, 1831....	North Carolina.....	New York.....	New York.....	Sloop Falmouth.
William Brown, (acting).....	Aug. 29, 1831....	Aug. 29, 1831....	do.....	do.....	do.....	Frigate Constellation.
William Hart.....	Dec. 2, 1831....	Dec. 2, 1831....	Virginia.....	do.....	do.....	Navy yard, Boston.
John Patterson.....	April 2, 1832....	April 2, 1832....	England.....	Louisiana.....	Louisiana.....	Navy yard, Pensacola.
George Blanchard.....	May 19, 1832....	May 19, 1832....	New York.....	New York.....	New York.....	Frigate United States.
John McNelly.....	April 9, 1833....	April 9, 1833....	.....	.....	.....	Frigate Potomac.
James Springer.....	Aug. 13, 1833....	Aug. 13, 1833....	Connecticut.....	Virginia.....	Connecticut.....	Sloop Ontario.
Charles Woodland.....	Nov. 12, 1833....	Nov. 12, 1833....	.....	.....	.....	Not yet accepted.

Boatswains—18.

GUNNERS.

George Marshall.....	July 15, 1809....	July 15, 1809....	Greece.....	District of Columbia	District of Columbia	Navy yard, Norfolk.
Stephen Jones.....	May 6, 1813....	May 6, 1813....	New York.....	New York.....	New York.....	Sick. At hospital, Norfolk.
John Blight.....	May 3, 1821....	May 3, 1821....	do.....	do.....	do.....	Navy yard, New York.
Asa Curtis.....	March 1, 1825....	March 1, 1825....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.

Naval register for 1834—GUNNERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William B. Brown	Dec. 9, 1825	Dec. 9, 1825	Germany	Massachusetts	Massachusetts	Navy yard, Boston.
John R. Covington			Maryland	Maryland	Maryland	Frigate Potomac.
Thomas Ryley	Jan. 29, 1827	Jan. 29, 1827	Connecticut	Connecticut	Connecticut	Leave of absence.
Charles Fales	Oct. 30, 1827	Oct. 30, 1827				Schooner Enterprize.
Thomas Barry	Dec. 27, 1827	Dec. 27, 1827	Pennsylvania	Pennsylvania	District of Columbia	Navy yard, Philadelphia.
Benjamin Towner	Feb. 7, 1828	Feb. 7, 1828	New Hampshire	Virginia	Virginia	Stok. At hospital, Norfolk.
John M. Green, (acting)	Nov. 28, 1828	Nov. 28, 1828	New York	New York	District of Columbia	Navy yard, Pensacola.
Henry Keeling, (acting)	Aug. 25, 1829	Aug. 25, 1829				Frigate Constellation.
Lewis Parker	Feb. 13, 1832	Feb. 13, 1832	Italy	Pennsylvania	Pennsylvania	Sloop Fairfield.
Alexander Stephenson	Jan. 6, 1832	Jan. 6, 1832	New York	District of Columbia	Virginia	Navy yard, Washington.
Samuel G. City	May 19, 1832	May 19, 1832	Maryland	Mediterranean	New York	Frigate United States.
Francis Gardner, (acting)	Sept. 7, 1832	Sept. 7, 1832				Sloop St. Louis.
Charles Cobb	Jan. 18, 1833	Jan. 18, 1833	Maine	New York	New York	Sloop Vincennes.

Gunners—17.

CARPENTERS.

Richard Thomas	Jan. 22, 1814	Jan. 22, 1814	Maryland	Virginia	Maryland	Ordinary, New York.
John Snider	Jan. 1, 1818	Jan. 1, 1818		Pennsylvania		Navy yard, Pensacola.
Samuel Phillips	May 24, 1821	May 24, 1821	New Jersey	New York	New York	New York yard.
Thomas Armstrong	June 17, 1822	June 17, 1822	Pennsylvania	District of Columbia	Virginia	Ordinary, Norfolk.
John Fisher	March 20, 1823	March 20, 1823	Virginia	New York	New York	Leave of absence.
John A. Dickason	Dec. 13, 1825	Dec. 13, 1825	Massachusetts	Massachusetts	Massachusetts	Navy yard, Portsmouth.
John Southwick	Dec. 21, 1826	Dec. 21, 1826	do	do	do	Navy yard, Boston.
William E. Sheffield, (acting)	Nov. 11, 1829	Nov. 11, 1829				Frigate Potomac.
Wm. Hatch, (acting)	Nov. 1, 1831	Nov. 1, 1831	South Carolina	South Carolina	South Carolina	Sloop Fairfield.
John Williston	Nov. 17, 1831	Nov. 17, 1831	Massachusetts	New York	Virginia	Navy yard, Norfolk.
Alonzo Jones	Nov. 18, 1831	Nov. 18, 1831	do	Virginia	Massachusetts	Sloop Ontario.
Patriok Dec.	May 9, 1832	May 9, 1832	Ireland	Massachusetts	do	Frigate United States.
John Green	Jan. 23, 1833	Jan. 23, 1833	New Hampshire	New Hampshire	New Hampshire	Sloop Vincennes.
Charles Bordman	Aug. 23, 1833	Aug. 23, 1833	Massachusetts	New York	Massachusetts	Waiting orders.
Richard D. Berry	Oct. 12, 1833	Oct. 12, 1833				Sloop St. Louis.
Elisha Ellis	Nov. 12, 1833	Nov. 12, 1833	Delaware	Virginia	Virginia	Waiting orders.

Carpenters—16.

SAILMAKERS.

James R. Childs	June 8, 1822	June 8, 1822	Maryland	Maryland	Maryland	Navy yard, New York.
Nathaniel B. Peed	Oct. 22, 1823	Oct. 22, 1823	Virginia	New York	New York	Leave of absence.
Benjamin Crow	May 5, 1826	May 5, 1826	do	Virginia	Virginia	Frigate Constellation.
Samuel B. Banister	July 17, 1826	July 17, 1826	Massachusetts	New York	Massachusetts	Navy yard, Boston.

Naval register for 1834—SAILMAKERS—Continued.

Names.	Original entry into the service.	Date of present warrant	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Christian Nelson	Dec. 21, 1826....	Dec. 21, 1826....	Copenhagen	Massachusetts	Massachusetts.....	Frigate Potomac.
William Ryan.....	Sept. 18, 1827....	Sept. 18, 1827....	New York.....	New York.....	New York.....	Navy yard, Pensacola.
James Davis	Nov. 4, 1828	Nov. 4, 1828....	Massachusetts	Massachusetts.....	Massachusetts.....	Delaware 74.
J. G. Gallagher.....	Nov. 27, 1829....	Nov. 27, 1829....	.....	.....	.....	Navy yard, Portsmouth, New Hampshire.
John Boggs	Aug. 20, 1830....	Aug. 20, 1830....	.....	.....	.....	Frigate United States.
John Heckle	Nov. 9, 1831....	Nov. 9, 1831....	New York.....	New York.....	New York.....	Sloop Ontario.
Henry Bacon.....	Feb. 26, 1833....	Feb. 26, 1833....	Massachusetts	New Hampshire	New Hampshire	Sloop Vincennes.
William Bennett	Aug. 23, 1833....	Aug. 23, 1833....	Virginia.....	Virginia.....	Virginia.....	Sloop Vandalia.
Thomas J. Boyce	Oct. 12, 1833....	Oct. 12, 1833....	.....	.....	.....	Sloop St. Louis.
John Roser	Nov. 13, 1833....	Nov. 13, 1833....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.

Sailmakers—14.

MARINE CORPS.

Archibald Henderson, lieut. colonel commandant | June 4, 1806.... | Oct. 17, 1820.... | Virginia..... | Virginia..... | Virginia..... | Head-quarters.

CAPTAINS.

Names.	Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
R. D. Wainwright, brevet lieut. colonel	May 9, 1800....	Sept. 20, 1812....	March 3, 1827.	South Carolina..	South Carolina..	South Carolina..	Gosport, Virginia.
Samuel Miller, brevet lieut. colonel.....	June 1, 1808....	June 18, 1814....	do	Massachusetts..	Massachusetts..	Massachusetts..	Philadelphia.
John M. Gamble, brevet lieut. colonel.....	Jan. 16, 1809....	do	do	New Jersey....	New Jersey....	New Jersey....	New York.
Samuel E. Watson, brevet lieut. colonel.....	July 4, 1812....	March 28, 1820....	March 28, 1830.	Virginia.....	Kentucky.....	Virginia.....	Portsmouth, New Hampshire.
William H. Freeman, brevet lieut. colonel.....	Aug. 17, 1812....	July 17, 1821....	Feb. 20, 1832.	Connecticut....	Connecticut....	Connecticut....	Charlestown, Massachusetts.
Charles R. Broom, paymaster.....	July 27, 1813....	March 7, 1824....	.....	Delaware.....	Delaware.....	Delaware.....	Head-quarters.
Levi Twiggs.....	Nov. 10, 1813....	Feb. 23, 1830....	.....	Georgia.....	Georgia.....	Georgia.....	Navy yard, Washington.
John Harris.....	do	June 13, 1830....	.....	Pennsylvania..	Pennsylvania..	Pennsylvania..	Delaware 74.
Thomas A. Linton.....	Feb. 28, 1815....	April 7, 1832....	.....	Virginia.....	Virginia.....	Virginia.....	Pensacola.

Captains—9.

FIRST LIEUTENANTS.

James Edolin, captain by brevet	March 1, 1815....	April 18, 1817....	April 18, 1827.	Maryland.....	Maryland.....	Maryland.....	Navy yard, Washington.
P. G. Howle, adjutant and inspector, captain by brevet	do	do	do	Virginia.....	Virginia.....	Virginia.....	Head-quarters.
E. J. Weed, quartermaster, captain by brevet.....	Jan. 16, 1817....	March 3, 1819....	Nov. 7, 1828.	Pennsylvania..	Pennsylvania..	Pennsylvania..	Head-quarters.
William W. Dulany, captain by brevet.....	June 10, 1817....	June 10, 1819....	June 19, 1829.	Virginia.....	Virginia.....	Virginia.....	Receiving ship, New York.
Thomas S. English, captain by brevet.....	do	Aug. 11, 1819....	Aug. 11, 1829.	Massachusetts..	New Hampshire.	New Hampshire.	Charlestown, Massachusetts.
George W. Walker.....	do	March 3, 1821....	.....	Dist. of Colum..	Dist. of Colum..	Dist. of Colum..	Philadelphia.
Charles Grymes.....	March 3, 1819....	July 20, 1821....	.....	Virginia.....	Virginia.....	Virginia.....	Gosport, Virginia.
Ward Marston.....	do	Oct. 30, 1821....	.....	Massachusetts..	Massachusetts..	Massachusetts..	Charlestown, Mass.
Charles C. Tupper.....	do	Jan. 21, 1822....	.....	New York.....	New York.....	New York.....	New York.
A. A. Nicholson.....	March 28, 1820....	May 27, 1822....	.....	South Carolina..	South Carolina..	South Carolina..	New York.

Naval register for 1834—FIRST LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
James M'Cauley.....	March 28, 1820....	Oct. 6, 1822....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Gosport, Virginia.
Benjamin Macomber.....	do.....	April 2, 1823....	Rhode Island.....	Rhode Island.....	New York.....	Frigate United States.
A. N. Brevoort.....	do.....	Sept. 26, 1823....	New York.....	New York.....	do.....	Sloop Vincennes.
Andrew Ross.....	March 2, 1821....	Oct. 1, 1824....	do.....	Louisiana.....	do.....	Sloop Vandallia.
Wm. A. Bloodgood.....	do.....	Dec. 1, 1824....	do.....	New York.....	do.....	Furlough. Sick.
Richard Douglas.....	May 7, 1822....	April 26, 1825....	Pennsylvania.....	New Jersey.....	do.....	Portsmouth, New Hampshire.
Job G. Williams.....	do.....	Dec. 27, 1825....	Massachusetts.....	New York.....	Pennsylvania.....	Philadelphia.
Alvin Edson.....	do.....	March 14, 1829....	Vermont.....	Vermont.....	Vermont.....	Frigate Potomac.
Horatio N. Crabb.....	do.....	Feb. 23, 1830....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.
Henry B. Tyler.....	March 3, 1823....	April 1, 1830....	Virginia.....	Virginia.....	Virginia.....	Navy yard, District of Columbia.
Joseph L. C. Hardy.....	do.....	June 13, 1830....	New York.....	South Carolina.....	South Carolina.....	Sloop Falmouth.
George F. Lindsay.....	April 1, 1823....	Sept. 23, 1831....	Virginia.....	Mississippi.....	Mississippi.....	Pensacola.
Landon N. Carter.....	May 26, 1824....	April 7, 1832....	do.....	Virginia.....	Virginia.....	Gosport, Virginia.
John G. Reynolds.....	do.....	May 17, 1833....	New Jersey.....	New York.....	New York.....	Philadelphia.

First lieutenants—24.

SECOND LIEUTENANTS.

Henry W. Fowler.....	May 26, 1824....	May 26, 1824....	New York.....	Louisiana.....	Louisiana.....	Sloop Peacock.
Francis C. Hall.....	July 5, 1825....	July 5, 1825....	Maryland.....	Maryland.....	Maryland.....	Frigate United States.
Thomas L. C. Watkins.....	May 22, 1826....	May 22, 1826....	do.....	District of Columbia.	District of Columbia.	Charlestown, Massachusetts.
F. N. Armstead.....	Nov. 13, 1826....	Nov. 13, 1826....	Virginia.....	Virginia.....	Virginia.....	Gosport, Virginia.
George H. Territ.....	April 1, 1830....	April 1, 1830....	do.....	do.....	do.....	Frigate Potomac.
William E. Stark.....	July 8, 1831....	July 8, 1831....	do.....	do.....	do.....	Delaware 74.
Nathaniel S. Waldron.....	Sept. 23, 1831....	Sept. 23, 1831....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Portsmouth, New Hampshire.
William Lang.....	Sept. 30, 1831....	Sept. 30, 1831....	New York.....	New York.....	New York.....	Frigate United States.
Jacob Zelin, jr.....	Oct. 1, 1831....	Oct. 1, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Charlestown, Massachusetts.
Thomas M. W. Young.....	Feb. 20, 1832....	Feb. 20, 1832....	New York.....	New York.....	New York.....	Delaware 74.
George W. Robbins.....	April 26, 1833....	April 26, 1832....	Rhode Island.....	Rhode Island.....	Rhode Island.....	New York.
D. D. Baker.....	Oct. 20, 1832....	Oct. 20, 1832....	Massachusetts.....	South Carolina.....	South Carolina.....	Philadelphia.
Archibald H. Gillespie.....	do.....	do.....	do.....	New Jersey.....	do.....	Sloop Fairfield.
George Washington McLean.....	May 8, 1833....	May 8, 1833....	New York.....	New York.....	New York.....	Portsmouth, New Hampshire.
Benjamin E. Brooke.....	July 8, 1833....	July 8, 1833....	Virginia.....	Virginia.....	District of Columbia.	Philadelphia.
Edgar Irving.....	Oct. 1, 1833....	Oct. 1, 1833....	New York.....	New York.....	New York.....	New York.

Second lieutenants—16.

PERMANENT NAVY AGENTS.

James K. Paulding.....	Jan. 8, 1832....	Jan. 8, 1832....	New York.....	New York.....	New York.....	New York.
Henry Toland.....	March 3, 1833....	March 3, 1833....	do.....	Pennsylvania.....	do.....	Philadelphia.
John Thomas.....	Oct. 11, 1833....	Oct. 11, 1833....	do.....	do.....	Maryland.....	Baltimore.

Naval register for 1834—PERMANENT NAVY AGENTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Nash Legrand	April 27, 1830....	April 27, 1830....	.....	.....	.....	Norfolk.
John P. Henry.....	March 3, 1833....	March 3, 1833....	Georgia.....	Georgia.....	Georgia.....	Savannah.
Daniel D. Brodhead.....	May 27, 1830....	May 27, 1830....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston.
John Loughton.....	April 27, 1830....	April 27, 1830....	.....	.....	.....	Portsmouth, New Hampshire.
John T. Robertson.....	March 3, 1833....	March 3, 1833....	.....	.....	.....	Charleston, South Carolina.
Elias Kano.....	July 14, 1832....	July 14, 1832....	New York.....	District of Columbia.	District of Columbia.	Washington city.
Byrd C. Willis.....	Oct. 22, 1832....	Oct. 22, 1832....	Virginia.....	Florida.....	Florida.....	Pensacola.

Permanent navy agents—10.

TEMPORARY NAVY AGENTS.

Arthur P. Hayne.....	June 3, 1830....	June 3, 1830....	South Carolina.....	South Carolina.....	South Carolina.....	Marselles, till January 1, 1834.
Fitch, Brothers & Co.....	Dec. 7, 1833....	Dec. 7, 1833....	.....	.....	.....	Marselles.
Baring, Brothers & Co.....	.....	.....	.....	.....	.....	London.
Philo White.....	.....	.....	.....	.....	.....	Pacific.
Wm. P. Furniss & Co.....	.....	.....	.....	.....	.....	St. Thomas.

Temporary navy agents—5.

NAVAL STOREKEEPERS.

							Salary.
Richard H. Ayer.....	May 1, 1829....	May 1, 1829....	.....	.....	.....	Portsmouth, New Hampshire.....	\$1,400
George Bates.....	Dec. 1, 1818....	Dec. 1, 1818....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston.....	1,700
Tunis Craven.....	March 15, 1813....	March 15, 1813....	New Jersey.....	New Hampshire.....	New York.....	New York.....	1,700
Robert Kennedy.....	.....	.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.....	1,250
Gabriel Galt.....	Nov. 14, 1822....	Nov. 14, 1822....	Virginia.....	Virginia.....	Virginia.....	Norfolk.....	1,700
Cary Selden.....	May 20, 1826....	May 20, 1826....	do.....	District of Columbia.	District of Columbia.	Washington.....	1,700
Robert Joyner.....	May 20, 1829....	May 20, 1829....	.....	.....	.....	Pensacola.....	1,700
George T. Ladio.....	.....	.....	.....	.....	.....	Port Mahon.....	1,200
John Martin Baker.....	.....	.....	.....	.....	.....	Rio de Janeiro.....	1,200

Naval storekeepers—9.

NAVAL CONSTRUCTORS.

Samuel Humphreys, chief naval constructor.....	Nov. 25, 1826....	Nov. 25, 1826....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Washington.....	\$3,000
John Floyd.....	.....	.....	Massachusetts.....	New York.....	Maine.....	Portsmouth, New Hampshire.....	900
Josiah Barker.....	.....	.....	do.....	Massachusetts.....	Massachusetts.....	Boston.....	2,300
Samuel Hartt.....	.....	.....	do.....	do.....	do.....	New York.....	2,300
William Doughty.....	.....	.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.	Washington.....	2,300
Francis Grieco.....	May 7, 1817....	May 7, 1817....	Virginia.....	New Jersey.....	Virginia.....	Norfolk.....	2,300

Naval constructors—5.

Naval register for 1834—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
Ships of the line—12.				
Independence.....	74	Boston	1814...	In ordinary, at Boston.
Franklin	74	Philadelphia	1815...	In ordinary, at New York.
Washington	74	Portsmouth, N. H..	1816...	In ordinary, at New York.
Columbus	74	Washington	1819...	In ordinary, at Boston.
Ohio.....	74	New York.....	1820...	In ordinary, at New York.
North Carolina.....	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware.....	74	Gosport, Va.....	1820...	In commission, in the Mediterranean.
Alabama.....	74	.....	.....	On the stocks, at Portsmouth, N. H.
Vermont.....	74	.....	.....	On the stocks, at Boston.
Virginia.....	74	.....	.....	On the stocks, at Boston.
Pennsylvania	74	.....	.....	On the stocks, at Philadelphia.
New York.....	74	.....	.....	On the stocks, at Norfolk.
Frigates, 1st class—14.				
United States.....	44	Philadelphia	1797...	In commission, in the Mediterranean.
Constitution	44	Boston	1797...	In ordinary, at Boston.
Guerriere	44	Philadelphia	1814...	In ordinary, at New York.
Java	44	Baltimore	1814...	In ordinary, at Norfolk.
Potomac	44	Washington	1821...	In commission, in the Pacific ocean.
Brandywine	44	Washington.....	1825...	In ordinary, at New York.
Hudson	44	Purchased.....	1826...	In ordinary, at New York.
Santee.....	44	.....	.....	On the stocks, at Portsmouth, N. H.
Cumberland.....	44	.....	.....	On the stocks, at Boston.
Sabine.....	44	.....	.....	On the stocks, at New York.
Savannah	44	.....	.....	On the stocks, at New York.
Raritan	44	.....	.....	On the stocks, at Philadelphia.
Columbia.....	44	.....	.....	On the stocks, at Washington.
St. Lawrence	44	.....	.....	On the stocks, at Norfolk.
Frigates, 2d class—3.				
Constellation	36	Baltimore	1797...	In commission, in the Mediterranean.
Congress.....	36	Portsmouth, N. H..	1799...	In ordinary, at Norfolk.
Macedonian	36	Captured	1812...	On the stocks, rebuilding, at Norfolk.
Sloops-of-war—15.				
John Adams.....	24	Charleston, S. C...	1799...	In commission, in the Mediterranean.
Cyane	24	Captured	1815...	In ordinary, at Philadelphia.
Erie	18	Baltimore	1813...	In ordinary, at Boston.
Ontario	18	Baltimore	1813...	In commission, coast of Brazil.
Peacock	18	New York.....	1813...	In commission, coast of Brazil and India.
Boston.....	18	Boston	1825...	In ordinary, at Boston.
Lexington.....	18	New York.....	1825...	In commission, coast of Brazil.
Vincennes	18	New York.....	1826...	In commission, Pacific ocean.
Warren	18	Boston	1826...	In ordinary, at Philadelphia.
Natchez.....	18	Norfolk	1827...	In commission, coast of Brazil.
Palmouth	13	Boston	1827...	In commission, Pacific ocean.
Fairfield	18	New York.....	1828...	In commission, Pacific ocean.
Van lalia	18	Philadelphia	1828...	In commission, in the West Indies.
St. Louis	18	Washington.....	1828...	In commission, in the West Indies.
Concord	18	Portsmouth.....	1828...	In ordinary, at Portsmouth, N. H.
Schooners, &c.—9.				
Dolphin	12	Philadelphia	1821...	In commission, Pacific ocean.
Grampus	12	Washington	1821...	In commission, in the West Indies.
Porpoise	12	Portsmouth, N. H..	1820...	In commission, in the West Indies.
Shark.....	12	Washington	1821...	In commission, in the West Indies.
Enterprise	12	New York.....	1831...	In commission, coast of Brazil.
Boxer	12	Boston.....	1831...	In commission, coast of Brazil and India.
Experiment.....	12	Washington.....	1831...	In commission, in the West Indies.
Fox	3	Purchased	1823...	Receiving ship, Baltimore.
Sea Gull, galliot .....	.....	Purchased.....	1823...	Receiving ship, Philadelphia.

Recapitulation.

	In commission.	In ordinary.	On the stocks.
Ships of the line.....	1	6	5
Frigates of the 1st class.....	2	5	7
Frigates of the 2d class.....	1	1	1
Sloops-of-war.....	10	5	..
Schooners.....	7	2	..
	<u>21</u>	<u>19</u>	<u>13</u>

Recapitulation.

Rank.	Number in ser-vice.	Pay per month.	Rations pr day.
Captains.....	37	\$100	8
Captains of vessels above twenty and under thirty-two guns.....		75	6
Masters commandant.....	41	60	5
Lieutenants commanding.....		60	5
Lieutenants.....	250	50	4
Surgeons.....	43		
Surgeons under five years, on shore.....		50	2
Surgeons under five years, at sea.....		60	4
Surgeons over five years, on shore.....		55	3
Surgeons over five years, at sea.....		65	6
Surgeons over ten years, on shore.....		60	4
Surgeons over ten years, at sea.....		70	8
Surgeons over twenty years, on shore.....		70	4
Surgeons over twenty years, at sea.....		80	8
Surgeons of the fleet, under five years.....		60	8
Surgeons of the fleet, over five years.....		65	12
Surgeons of the fleet over ten years.....		70	16
Surgeons of the fleet, over twenty years.....		80	16
Assistant surgeons.....	46		
Assistant surgeons under five years, on shore.....		30	2
Assistant surgeons over two years, at sea.....		35	4
Assistant surgeons over five years, and passed, on shore.....		35	3
Assistant surgeons over five years, at sea.....		40	6
Assistant surgeons, ten years, on shore.....		40	4
Assistant surgeons, ten years, at sea.....		45	8
Pursers.....	43	40	2
Chaplains.....	8	40	2
Passed midshipmen.....	133	25	2
Midshipmen.....	317	19	1
Sailingmasters.....	29	40	2
Boatswains.....	18	20	2
Gunners.....	17	20	2
Carpenters.....	16	20	2
Sailmakers.....	14	20	2
Schoolmasters.....		25	2
Captains' clerks.....		25	1
Masters' mates.....		20	1
Boatswains' mates.....		19	1
Carpenters' mates.....		19	1
Coxswains.....		18	1
Quartergunners.....		18	1
Masters-at-arms.....		18	1
Armorsers.....		18	1
Stewards.....		18	1
Coopers.....		18	1
Cooks.....		18	1
Marine corps:			
Lieutenant colonels commandant.....	1	75	6
Captains.....	9	40	3
First lieutenants.....	24	30	3
Second lieutenants.....	16	25	2

NOTE.—Whenever any officer shall be employed in the command of a squadron on separate service, the allowance of rations shall be double during the continuance of such command, and no longer.

List of vessels attach'd to the several foreign stations, and the officers belonging to each vessel.

MEDITERRANEAN.

Ship-of-the-line Delaware:

Captain—Henry E. Ballard.
 Lieutenants—Thomas W. Wyman, Franklin Buchanan, George A. Magruder, Thomas O. Selfridge,
 A. E. Downes, Sidney Smith Lee, James L. Lardner, Andrew H. Foot, Junius J. Boyle.
 Surgeon—Stephen Rapalje.
 Assistant surgeons—John C. Spencer, Lewis Wolfley, N. C. Barrabino.
 Purser—Francis A. Thornton.
 Chaplain—Charles Samuel Stewart.
 Sailingmaster—Frederick W. Moores.
 Second master—Robert B. Hitchcock.
 Passed midshipmen—Timothy A. Hunt, James S. Palmer, John P. Gillis, Samuel T. Gillet, William
 A. Wurts, Oliver S. Glisson, James T. McDonough.
 Midshipmen—James F. Armstrong, Richard Bache, jr., Wm. B. Beverley, Henry L. Chipman, John
 Contee, Henry Eld, James M. Frailey, A. F. V. Gray, William H. B. Johnson, D. Lynch, Wm. E. Le Roy,
 Thomas W. Magruder, Peter U. Murphy, Richard D. McDonald, Jno. S. Neville, Matthew S. Pitcher,
 Ferdinand Pepin, Charles Richardson, John B. Randolph, Richard Wainwright, Maxwell Woodhull, Wm.
 A. Wayne, S. A. Washington.
 Boatswain—Thomas Ring.
 Gunner—Asa Curtis.
 Sailmaker—James Davis.

Marine officers:

Captain—John Harris.
 Lieutenants—William E. Stark, T. M. W. Young.

Frigate United States:

Captain—John B. Nicholson.
 Lieutenants—William E. McKenny, Jno. S. Chauncey, Edmund Byrne.
 Fleet surgeon—William Turk.
 Assistant surgeons—John V. Smith, Robert M. Baltzer.
 Purser—John N. Todd.
 Chaplain—George Jones.
 Acting master—Passed Midshipman Thos. Turner.
 Passed midshipman—Simon B. Bissell.
 Midshipmen—Joseph H. Adams, Charles A. Auzé, Nathaniel G. Bay, Francis E. Barry, George Col-
 vocoressis, Thomas W. Gumming, James L. Heap, Richard L. Love, Allen McLane, David D. Porter, Wm.
 B. Renshaw, Woodhull S. Schneek, Richard M. Tillotson.
 Boatswain—George Blanchard.
 Gunner—Samuel G. City.
 Carpenter—Patrick Dee.
 Sailmaker—Jno. Beggs.

Marine officers:

Lieutenants—Benjamin Macomber, Francis C. Hall, William Lang.

Frigate Constellation:

Captain—George C. Read.
 Lieutenants—John Rudd, David R. Stewart, A. K. Long, Neil M. Howison.
 Surgeon—Mordecai Morgan.
 Assistant surgeons—John C. Mercer, Samuel C. Lawrason.
 Purser—Josiah Colston.
 Chaplain—Walter Colton.
 Passed midshipmen—Geo. M. Hooe, acting master; H. G. Myers.
 Midshipmen—Thomas A. Budd, William L. Herndon, Henry H. Lewis, J. R. M. Mullany, Wm. Ross
 Postell, Fabius Stanley, Richard S. Trapier, George Wickham, James C. Williamson.
 Boatswain—William Brown.
 Gunner—Henry Keeling.
 Sailmaker—Benjamin Crow.

List of officers, received after the greater portion of the register had gone to press:

Sloop John Adams:

Master commandant—P. F. Voorhees.
 Lieutenants—Thomas Pettigru, Edmund Byrne, Charles H. McBlair, Neil M. Howison.
 Surgeon—G. R. B. Horner.
 Assistant surgeon—J. Vaughan Smith.
 Purser—Edward T. Dunn.
 Acting sailingmaster—Passed Midshipman James F. Schenck.
 Midshipmen—Franklin Anderson, Nathaniel G. Bay, Clarence Watkins, Francis E. Barry, Wm. G.
 Ringgold, James H. North, Robert H. Pegram, F. V. Delberghe, Wm. L. Herndon, James Anderson.
 Boatswain—William Waters.
 Acting gunner—David Taggert.
 Acting carpenter—Daniel Baine.
 Acting sailmaker—Maddison Wheeden.

The following were recently ordered to report for duty in the squadron:

Lieutenants—Lloyd B. Newell, John T. Jenkins, John A. Davis.

By recent changes it is not known to what vessels the following are attached:

Midshipmen—Carlisle P. Patterson, E. T. Shubrick, Richard L. Tilghman, J. A. Underwood, John W. D. Ford, Edmund C. Kennedy, Richard M. Harvey, John O. Wilson, Wm. S. Williamson, John. A. Jarvis,

Schooner Shark:

Lieutenant commanding—H. Paulding.

Lieutenants—William G. Woolsey, Charles H. Jackson, James T. Homans, John G. Rodgers.

Assistant surgeon—Edward H. Freeland.

Purser—Andrew McD. Jackson.

Passed midshipmen—John J. Glasson, acting master; A. Griffith, Wm. W. Bleecker, James R. Sully, Ferdinand Piper.

Midshipman—James Riddle.

WEST INDIES.

Sloop Vandalia:

Master commandant—Thomas T. Webb.

Lieutenants—Thos. J. Manning, Z. F. Johnson, John Graham, Charles C. Turner, Gurden G. Ashton, A. B. Fairfax.

Fleet surgeon—John A. Kearney.

Assistant surgeon—Lewis W. Minor.

Purser—Dudley Walker.

Passed midshipmen—J. K. Mitchell, acting master; T. M. Washington, Stephen C. Rowan.

Midshipmen—John G. Anthony, Charles C. Barton, Thomas W. Gibson, A. A. Holcomb, George W. Harrison, James D. Johnston, Edmund Lanier, James McCormick, Lafayette Maynard, Hendrick Norvell, George W. Randolph, James W. E. Reid, George J. W. Thayer, Jno. J. B. Walbach.

Acting boatswain—George Wilmouth.

Acting gunner—John Hay.

Acting carpenter—Joseph Cox.

Sailmaker—William Bennett.

Marine officer:

Lieutenant—Andrew Ross.

Sloop St. Louis:

Master commandant—Thomas M. Newell.

Lieutenants—William S. Harris, Wm. C. Wetmore, Samuel Mercer, Richard H. Morris.

Surgeon—John S. Wily.

Assistant surgeon—Euclid Borland.

Purser—Francis G. McCauley.

Passed midshipman—John W. Cox, acting master.

Midshipmen—T. A. M. Craven, Jas. A. Doyle, Jesse E. Duncan, Charles W. Elliott, Sam'l Garrison, Montgomery Hunt, jr., Ninean E. Lane, Thomas W. Melvill, Thomas M. Mix, John N. Maffit, Richard W. Meade, Wm. E. Newton, Frederick Oakes, J. W. Revere, Wm. W. Smith, Edward C. Ward.

Boatswain—John Ferris.

Gunner—Francis Gardner.

Carpenter—Richard D. Berry.

Sailmaker—Thomas J. Boyce.

Schooner Grampus:

Lieutenant commanding—Joseph Smoot.

Lieutenant—Arthur Lewis.

Assistant surgeon—D. C. McLeod.

Purser—Sterrett Ramsay.

Passed midshipmen—E. T. Doughty, acting master; Sam'l Swartwout, John M. Gardner, A. H. Kilty.

Midshipmen—Geo. W. Chapman, Roger Perry, Wm. L. Parkinson, Charles Steedman, Henry S. Stellwagen.

Schooner Experiment:

Lieutenant commanding—Thomas Paine.

Lieutenants—Hampton Westcott, Stephen Johnston, Augustus R. Strong.

Assistant surgeon—Geo. B. McKnight.

Purser—Peyton A. Southall.

Passed midshipmen—J. W. Jarvis, acting master; Wm. Lambert.

Midshipmen—Wm. Leigh, Francis B. Renshaw.

COAST OF BRAZIL.

Sloop Lexington:

Master commandant—Isaac McKeever.

Lieutenants—Joseph Myers, Jno. Bubier, John H. Little, Thompson D. Shaw.

Surgeon—Robert J. Dodd.

Assistant surgeon—William L. Van Horn.

Purser—Andrew J. Watson.

Passed midshipman—G. G. Williamson, acting master.

Midshipmen—Edwin J. De Haven, Baldwin M. Hunter, Richard H. Lowndes, William Pope, B. F. Shattuck, Samuel A. Turner.

Acting gunner—James M. Cooper.

Acting carpenter—N. S. Lee.

Acting sailmaker—William Ward.

Sloop Peacock:

Master commandant—David Geisinger.

Lieutenants—R. B. Cunningham, H. Y. Purviance.

Surgeon—Benajah Ticknor.
 Purser—F. B. Stockton.
 Passed midshipmen—Arthur Sinclair, acting lieutenant; Thomas W. Brent, acting lieutenant.
 Midshipmen—Wm. H. Brown, acting master; George R. Carroll, D. Ross Crawford, Jno. De Camp, Jno. Mooney, Lewis H. Rounfort, Charles Thomas, Henry T. Wingate, John R. Weed, A. H. Wells.
 Acting boatswain—William Stocker.
 Acting gunner—John Barr.
 Acting carpenter—Joseph H. Redding.
 Marine officer:
 Lieutenant—Henry W. Fowler.

Sloop Natchez:

Master commandant—Jno. P. Zantzinger.
 Lieutenants—David G. Farragut, William W. McKean, Alexander R. Pinkham, Edward B. Boutwell,
 John Manning.
 Surgeon—Samuel Mosely.
 Assistant surgeon—William F. McClenahan.
 Purser—Samuel P. Todd.
 Passed midshipman—C. H. Duryee, acting master.
 Midshipmen—John Banister, Francis E. Baker, John W. Bryce, William S. Drayton, William Ross Gardner, Thos. O. Glascock, Levin Handy, Thomas T. Hunter, William D. Hurst, Edmund Jenkins, Robert P. Lovell, A. M. Pennock, William T. Smith, A. R. Taliaferro.
 Acting gunner—Daniel Kelly.
 Acting carpenter—Francis Russ.
 Acting sailmaker—John Reece.

Sloop Ontario:

Master commandant—William D. Salter.
 Lieutenants—Charles Lowndes, John W. West, Lawrence Pennington, Edward G. Tilton.
 Surgeon—George W. Codwise.
 Assistant surgeon—Daniel S. Green.
 Purser—B. J. Cahoon.
 Passed midshipmen—A. H. Marbury, acting master; John R. Goldsborough, Alexander Gibson.
 Midshipmen—John P. B. Adams, O. H. Berryman, Wm. G. Benham, Robert Burts, Francis Hagerty,
 Robert Patton, jr., Nathaniel Reeder, Joseph P. Sanford, William H. Wallace.
 Boatswain—James Springer.
 Acting gunner—John Martin.
 Carpenter—Alonzo Jones.
 Sailmaker—John Heckle.
 Marine officer:
 Lieutenant—H. N. Crabb.

Schooner Enterprise:

Owing to recent transfers, it is not known what other officers are attached to the Enterprise, at this time, than the following:
 Lieutenant commanding—Samuel W. Downing.
 Lieutenant—Joseph Stallings.
 Assistant surgeon—George Blacknall.
 Purser—William P. Zantzinger.
 Midshipman—James H. Strong.
 Gunner—Charles Fales.

Schooner Boxer:

Lieutenant commanding—William F. Shields.
 Lieutenants—T. G. Benham, Thomas T. Craven, Ch. H. Poor, acting lieutenant.
 Assistant surgeon—Edward Gilchrist.
 Passed midshipman—George Hurst, acting master.
 Midshipmen—E. G. Parrott, William Reynolds.

PACIFIC.

Frigate Potomac:

Captain—John Downes.
 Lieutenants—Irvine Shubrick, Stephen H. Wilson, R. R. Pinkham, Henry Hoff, Jonathan Ingersoll.
 Surgeon—Samuel Jackson.
 Assistant surgeons—Jonathan M. Foltz, Henry De Witt Pawling.
 Purser—Wm. A. Slacum.
 Chaplain—John W. Grier.
 Sailingmaster—Robert S. Tatem.
 Passed midshipman—Sylvanus Godon.
 Midshipmen—Eugene Boyle, Theodore B. Barrett, M. G. L. Claiborne, Wm. T. Cocke, Henry C. Hart, Charles Hunter, Francis P. Hoban, Levi Lincoln, Jas. B. Lewis, Chas. W. Morris, Wm. May, James L. Parker, Geo. T. Sinclair, Jas. G. Stanly, John W. Taylor, Geo. M. Totten.
 Boatswain—John McNelly.
 Gunner—John R. Covington.
 Carpenter—Wm. E. Sheffield.
 Sailmaker—Christian Nelson.
 Marine officers:
 Lieutenants—Alvin Edson, Geo. H. Territt.

Sloop Falmouth:

Master commandant—Francis H. Gregory.

Lieutenants—Thos. Dornin, Chas. M. Armstrong.

Surgeon—W. S. W. Ruschenberger.

Assistant surgeon—Hugh Morson.

Purser—McKean Buchanan.

Passed midshipman—Matthew F. Maury, acting master.

Midshipmen—John S. Booth, Thos. M. Brasher, Thos. F. Davis, Stephen Dod, Frederick Illsley, C. W. Pickering, Wm. H. Pendleton, John H. Roberts, Wm. S. Smith, Wm. B. Whiting.

Boatswain—Robert. H. O'Neal.

Acting gunner—Samuel Daggett.

Carpenter—Wm. L. Shuttleworth.

Sailmaker—Samuel V. Hawkins. —

Marine officer:

Lieutenant—Joseph L. Hardy.

Sloop Vincennes:

Captain—Alex. S. Wadsworth.

Lieutenants—Charles H. Bell, Theodore Bailey, jr., Edmund M. Russel, Chas. H. Davis, Robert L.

Browning:

Fleet surgeon—A. B. Cook.

Assistant surgeon—J. Fred. Sickels.

Purser—Edward M. Cox.

Passed midshipmen—John S. Missroon, acting master; Robert Handy, Theodore P. Green.

Midshipmen—John G. Almy, Washington A. Bartlett, George Butterfield, John Carroll, A. G. Clary, John. B. Dale, Stephen Decatur, John Hall, Daniel D. Henrie, John C. Henry, Hunn Gansevoort, Wm. A. Jones, O. H. Perry, Wm. A. Parker, John H. Sherburne, Strong B. Thompson.

Boatswain—John Morris.

Gunner—Charles Cobb.

Carpenter—John Green.

Sailmaker—Henry Bacon.

Marine officer:

Lieutenant—A. N. Brevoort.

Sloop Fairfield:

Master commandant—E. A. F. Vallette.

Lieutenants—James P. Wilson, John A. Carr, Henry W. Morris, Samuel Lockwood, N. C. Lawrence.

Surgeon—Wm. F. Patton.

Assistant surgeon—M. G. De Laney.

Purser—Jno. A. Bates.

Passed midshipmen—Fred. Chatard, acting master; Edward L. Handy, Wm. C. Chaplin.

Midshipmen—Chas. Burdett, Washington Gwathmey, Wm. P. Gamble, John M. Mason, William P. McArthur, Jas. D. Morrison, Alex. R. Rose, Vincent L. Williamson, Henry Waddell.

Gunner—Lewis Parker.

Carpenter—Wm. Hatch.

Marine officer:

Lieutenant—A. H. Gillespie.

Schooner Dolphin:

Lieutenant commanding—Ralph Voorhees.

Lieutenants—Elisha Peck, John W. Turk, Pedro C. Valdes.

Assistant surgeon—Henry S. Rennolds.

Passed midshipman—J. Lanman, acting master.

Midshipmen—Wm. M. E. Adams, Latham B. Avery, A. B. Davis, Geo. W. Doty, Chas. Sperry, Wm. P. Taylor.

23D CONGRESS.]

No. 526.

[1ST SESSION.]

ON MAKING PROVISION FOR NAVAL SCHOOLS FOR MIDSHIPMEN, AND FOR INCREASING THE PAY OF CHAPLAINS AND SCHOOLMASTERS OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 3, 1834.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom the subject was referred, reported:

The Committee on Naval Affairs, taking into consideration the condition of the naval schools as at present established at Boston, New York, and Norfolk, and their inadequacy to effect the object proposed, deem it a duty to present to the House the accompanying bill. It is presumed no one will question the vital importance of these institutions to the service, both as it respects the well-being of the junior officers, and their future usefulness to their country.

By the subjoined letter (A) from the Secretary of the Navy, it will be found that there are 450 midshipmen in service. Of these, about one-half are supposed to be at sea; one-fifth on duty at shore stations; and the remaining 135 are on leave, waiting orders, on furlough, or sick. Admitting that of the latter class thirty-five are sick, and this would seem to be a very large proportion, there still remain one hundred youths left entirely to their own guidance, freed from those restraints so essential to their period

of life, and subject alone to the influences of their own ardent impulses. The consequences are, in too many instances, fatal. It is believed to be the duty, as it assuredly is within the competency of Congress to arrest the evils resulting from this state of affairs. The appropriation called for in the bill, under the judicious management of the Secretary, will effect much. The third and fourth sections of the bill, which provide an increase of the pay of the two respective grades of the service, the chaplains and schoolmasters, it is hoped will have the effect to enhance greatly the benefits to be derived from the appropriations; while, in truth, they do no more than fulfill the original intention of Congress in creating those grades, by placing them on a footing consistent with their dignity and usefulness. Their present rate of pay is admitted on all hands to be entirely insufficient. A reference to the annexed letter of the Secretary, marked B, with its accompanying statement, A, shows the actual condition of the schools, the amount expended from the contingent fund, but under no law, and the limited number of youths who are enabled to avail themselves of what benefits do result. It is true the Department has lately issued an order requiring all midshipmen, not otherwise employed, to repair to some one of these schools; but as the government does not feel itself authorized to allow the traveling expenses incidental to such an order, few will be able to avail themselves of its benefits. The fifth section of the bill is intended to obviate this difficulty. If, however, the whole number should repair, as required, it would only afford an additional and paramount obligation for the passage of the bill.

All of which is most respectfully submitted.

A BILL relative to naval schools.

Be it enacted, by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States be, and he is hereby, authorized to improve the means of instruction now in operation at New York, Norfolk, and the Navy yard at Charlestown, Massachusetts.

Sec. 2. *And be it further enacted,* That the sum of ten thousand dollars be, and the same is hereby, annually appropriated, until otherwise ordered by law, out of any moneys not otherwise appropriated, to carry into effect the provisions of this act.

Sec. 3. *And be it further enacted,* That, from and after the passage of this act, the pay of chaplains in the navy shall be twelve hundred dollars per annum, and that, in addition to the duties now imposed upon them, they shall be required to instruct the junior officers in mathematics, in natural and moral philosophy, in history, and in such other branches of science as may be deemed by the Secretary of the Navy best calculated to advance the interests and elevate the character of the service.

Sec. 4. *And be it further enacted,* That, from and after the passage of this act, the pay of schoolmasters in the navy of the United States shall be twelve hundred dollars per annum; and it shall be the duty of the Secretary of the Navy to see that no individual shall be appointed to said station unless his application be accompanied by the most satisfactory testimonials of intellectual and moral attainments.

Sec. 5. *And be it further enacted,* That each midshipman or junior officer, when not under orders, or furloughed by competent authority, shall be directed by the Secretary of the Navy to attend at such one of the schools as may be designated by the Secretary, and diligently to submit himself to instruction, and while there shall be subject to all the rules and regulations for the better government of the navy, as though actually engaged in service on shipboard; and the order of the Secretary of the Navy, or of any superior officer, competent to give the same to any midshipman to repair to said schools, shall be deemed a sufficient voucher to entitle said midshipman to the full amount of his transportation.

Sec. 6. *And be it further enacted,* That the Secretary of the Navy shall prepare, or cause to be prepared, such rules and regulations as may be deemed necessary for the good order, sound government, and direction of the said schools.

Sec. 7. *And be it further enacted,* That the pay specified above for the chaplains and schoolmasters shall be in lieu of and in full of all compensation and allowances whatever, at present made.

A.

NAVY DEPARTMENT, December 26, 1833.

SIR: Your letter of the 23d instant has been received. I have the honor, in reply, to inform you that the number of midshipmen in service is 450. Of these, about one-half are usually at sea; about one-fifth on duty at the shore stations; and the residue are on leave, waiting orders, on furlough and sick.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

Hon. JOHN G. WATMOUGH, of the Naval Committee, House of Representatives.

B.

NAVY DEPARTMENT, December 23, 1833.

SIR: I have the honor to acknowledge the receipt of your communication of the 20th instant, enclosing a printed bill relative to naval schools, and asking for a statement of those at present organized. The bill is herewith returned.

The enclosed statement (A) is furnished as containing the desired information.

In reply to your other inquiry, I have no doubt that the sum named in the bill could be usefully expended in improving the present means of naval instruction at Norfolk, New York, and Boston.

I am, very respectfully, your obedient servant,

LEVI WOODBURY.

Hon. JOHN G. WATMOUGH, of the Naval Committee, House of Representatives.

A.

Statement of the actual condition of the naval schools as at present organized, the number and character of the professors employed, of youths instructed, and the annual expenditures to maintain them.

Number and character of professors.	No. of youths instructed.	Annual expense.		General remarks.	
		Pay, &c.	Contingencies.		
BOSTON.					
One teacher of mathematics and languages	6	\$881 75	Small amount for books, instruments and stationery.	Since the late order, the numbers will, at the end of this quarter, be probably more than doubled.	
NEW YORK.					
One teacher of mathematics	15	981 75	Quarters or rooms are furnished in receiving ships.		
One teacher of languages		662 50			
NORFOLK.					
One teacher of mathematics and languages	31	981 75			
	52	\$3,607 75			

Extract of a letter from the Secretary of the Navy, dated—

NAVY DEPARTMENT, *January 23, 1832.*

In relation to the other bills concerning naval schools, I have no doubt that two, or, at the most, three, such schools would be amply sufficient for the wants of the service. Not over seventy or eighty midshipmen can at one time be permitted to attend them, in the present state of the service.

Raising the pay of schoolmasters on shipboard, and making provision for teaching the French and Spanish languages at these schools, would, without doubt, be highly useful. The bills are herewith returned.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

Hon. JOHN G. WATMOUGH, *of the Naval Committee of the House of Representatives.*

23d CONGRESS.]

No. 527.

[1st SESSION.]

ON CLAIM OF GAETANO CARUSI FOR REMUNERATION ON ACCOUNT OF AN AGREEMENT BETWEEN HIM, AS A MUSICIAN, AND AN OFFICER OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 15, 1834.

Mr. GRAYSON, from the Committee on Naval Affairs, to whom was referred the petition of Gaetano Carusi, reported:

That it appears from the statement of the petitioner, and from the documents accompanying it, that he and his three sons were employed, in the year 1805, by the officers of the American squadron then in the Mediterranean, for the term of three years: the petitioner continued in the service during the time in which the squadron remained abroad, and came with it to America. On his arrival in this country he was dismissed from the service, half the term for which he had been engaged being yet unexpired: he was thus abandoned in a foreign country, without support, although a promise had been made him to send him back to Europe at the expiration of the three years for which he had been employed. The officers of the squadron appear to have acted under a mistake as to their powers, in procuring his services; but it was not possible for a foreigner to know that the commander of an armed ship had no power to employ a musician, and it appears, therefore, one of those cases in which the liberality of the government should not permit an innocent and ignorant foreigner to suffer for having enlisted in its service. The committee recommend, therefore, that the petitioner be paid one thousand dollars, and for that purpose they report a bill.

23D CONGRESS.]

No. 528.

[1ST SESSION.]

ON CLAIM OF A CAPTAIN'S CLERK, WHO ACTED AS SECRETARY OF A SQUADRON, FOR THE DIFFERENCE BETWEEN THE PAY OF THOSE OFFICES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 15, 1834.

Mr. GRAYSON, from the Committee on Naval Affairs, to whom was referred the petition of Henry Whitney, reported:

That the petitioner was employed by Commodore Thompson in 1829, then about to sail for the Pacific, as captain's clerk on board the frigate *Guerriere*, Captain Smith commander, and that Mr. Homans was employed as secretary of the squadron. During the voyage Homans was ill of a pulmonary complaint, and much of the duty of the two departments was performed by the petitioner. On their arrival at Callao, Homans, continuing ill, obtained leave of absence, and proceeded to Valparaiso, where he remained until his death, in April, 1830. From the time when Homans left the ship, in July, 1829, to the time when he died, the petitioner discharged the duties of secretary of the squadron, at the request and by the command of the commodore, from whom he received repeated assurances of being remunerated. The duties which he was thus obliged to discharge, in addition to his own, were unusually arduous, occupying the whole of his time and attention, and involving him in additional expenses. The petitioner, therefore, claims, as a compensation for the services rendered, the difference between the pay of captain's clerk at thirty-two dollars and fifty cents per month, and that of secretary of the squadron, at eighty-three dollars and thirty-three and one-third cents a month, for the time which elapsed during the absence of Homans from the squadron, up to the time of his death, amounting to four hundred and fifty-seven dollars and fifty cents.

The committee regard the claim as an equitable one, and recommend that the prayer of the petitioner be granted.

23D CONGRESS.]

No. 529.

[1ST SESSION.]

A STATEMENT OF THE HISTORY OF THE NAVY PENSION FUND, AND SHOWING THE OBLIGATION OF THE GOVERNMENT TO RESTORE ITS LOSSES BY THE FAILURE OF A DEPOSITORY BANK.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 17, 1834.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom had been referred the memorial of sundry widows and orphans praying for pensions, to be made chargeable to the navy pension fund, reported:

That they have had under consideration the subject of said fund, and the pensions chargeable thereon, and ask leave to report the accompanying bill:

By the act of March 2d, 1799, the navy pension fund was first created. The 8th section of this act enacts that every officer, seaman or marine, disabled in the line of his duty, shall be entitled to receive for his life, and *the life of his wife*, if a married man at the time of receiving his wound, one-half his monthly pay.

The 9th section of same act enacts that all the money accruing, or which has already accrued, from the sale of prizes, shall be and remain forever a fund for the payment of the half pay to the officers and seamen who may be entitled to receive the same; and if the said fund shall be insufficient for this purpose, *the public faith is hereby pledged* to make up the deficiency; but if it should be more than sufficient, the surplus shall be applied, as *Congress may hereafter direct by law*, to the making of further provision for the comfort of the disabled officers, seamen and marines, and for such as may not be disabled, who may merit, by their bravery or their long and faithful services, the gratitude of their country.

This act was repealed by the "*Act for the better government of the navy of the United States*," approved on the 23d of April, 1800. (Vol. 3, page 361.) It is only quoted here to show the spirit in which Congress originally acted in creating this fund. It was evidently too general in its terms, and perhaps left too much to the discretion of the husband to answer the object which it would seem Congress had in view—the relief, under a certain contingency, of the widow and orphan of the individual whose services had entitled him to the benefit proposed.

The 8th section of the act of April, 1800, enacts that every officer, seaman and marine, disabled in the line of his duty, shall be entitled to receive for life, or during his disability, a pension from the United States, according to the nature and degree of his disability, not exceeding one-half of his monthly pay.

The 9th section enacts, that all money accruing, or which has already accrued to the United States from the sale of prizes, shall be and remain forever a fund for the payment of pensions and half pay, should the same be hereafter granted to the officers and seamen who may be entitled to receive the same; and if the said fund shall be insufficient for the purpose, *the public faith is hereby pledged* to make up the deficiency. But, if it should be more than sufficient, the surplus shall be applied to the making of further provision for the comfort of the disabled officers, seamen and marines, and for such as, though not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country.

By this section, then, the fund was first created, and for three special purposes.

The first of these purposes is, to support the fund, under the pledge of the public faith to provide pensions and half pay to officers, seamen and marines, disabled by wounds in the line of their duty.

This purpose is fulfilled by the terms of the 8th section of the same act, above quoted. The second purpose of the act is, out of the surplus of the fund to make *further provision for the disabled* officers, seamen and marines.

This purpose was executed by the provisions of the act of April 16, 1816, (vol. 6, p. 66,) section 7th, which enacts "that in cases where the allowance of the half monthly pay, which may now be granted by law to officers, seamen and marines, disabled in the service of the United States, shall, in the opinion of the commissioners of the navy pension fund, from the nature and extent of the disability, and the situation of the party disabled, be inadequate to his necessary subsistence, the said commissioners shall be, and hereby are, authorized, in their discretion, to increase such allowance to any sum not exceeding the full amount of the monthly pay to which the party so disabled was by law entitled in the said service."

By a reference to the laws, the following special cases for disabled persons will be found, specifying the essential particulars of each case:

Captain S. Harding, act February 6, 1807, (vol. 4, p. 78,) at half his monthly pay, to take effect from January 1, 1804, as stated in the act, "who has been so disabled in the line of his duty, while in service, that he is unable to support himself by labor."

Captain Abraham Whipple, act December 12, 1811, (vol. 4, p. 363,) at half monthly pay, to commence January 1, 1810, for the same cause above quoted.

William Munday, act April 16, 1816, (vol. 6, p. 60,) at twenty dollars a month, for "the loss of both his arms in an attack on the enemy, at Leonard's creek, on the 28th day of June, 1814, in lieu of the pension to which he is now entitled by law.

James Merrill, act of May 4, 1820, (vol. 6, p. 494,) to be placed on the navy pension list, to take effect from October 23, 1819, "who, whilst engaged in the discharge of his duty, as an ordinary seaman, on board the United States ship John Adams, in the month of May, 1814, was accidentally injured by falling from the gun deck into the hold of the ship, which injury has disabled him from obtaining a subsistence by his labor."

William Thompson, act of May 20, 1826, (vol. 7, p. 500,) "a seaman, who was wounded on board the cutter *Louisiana*, August 10, 1819, with a musket ball," to be placed "upon the pension list, in the same manner, and upon the same terms, as if he had received the said wound in the naval service of the United States."

In the act of July 26, 1813, (vol. 4, p. 579,) to authorize the President to raise a corps of sea fencibles, of not exceeding ten companies, for a term not exceeding one year, to be employed on land or water for the defence of ports and harbors, sec. 4, it is enacted "that the officers, warrant officers, boatswains, and men, raised pursuant to this act, shall be entitled to the like compensation, in case of disability incurred, by wounds or otherwise, in the service of the United States, as officers, warrant officers, and seamen in the present naval establishment."

The act of April 18, 1814, (vol. 4, p. 690,) enacts "that the officers and seamen of the revenue cutters of the United States, who have been or may be wounded or disabled in the discharge of their duty, whilst co-operating with the navy, by order of the President of the United States, shall be entitled to be placed on the navy pension list, at the same rate of pension, and under the same regulations and restrictions, as are now provided by law for the officers and seamen of the navy."

In the opinion of your committee, it cannot fail to be remarked that, with regard to some of these especial cases, and more particularly in relation to the two last-cited acts, the legislation of Congress has appropriated the money of the fund for purposes not originally intended, and for which those of the general treasury ought, with much more propriety, to have been applied. It would seem to be manifestly unjust to apply the money of this fund to the benefit of a class of persons who could not, in the course of their services, be expected to contribute in any manner to it.

Thus, then, it is seen that by the eighth section of the act of April 23d, 1800, and the seventh section of the act of April 16, 1816, two of the three purposes originally intended by the ninth section of the act of 1800 have been carried into full effect, and ample provision thus made for *disabled* officers, seamen, and marines. The third purpose of the ninth section remains to be considered.

In the fulfillment of it, provision was to be made by means of the surplus funds for such officers, seamen, and marines as, "though not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country."

Thirty-five years have elapsed since the first passage of this act. In the course of this time the country has passed through a severe and bloody war. During this whole period the records of the Navy Department afford but five instances of pensions granted in the fulfillment of this original intention. No one will pretend to assert that but five cases have existed in a service so distinguished as that of the United States, of the character above specified. The contrary is well known to be the fact. It must be fairly presumed, therefore, that there has existed, not only on the part of Congress a reluctance to create but also on the part of the officers, seamen, and marines themselves, a greater reluctance to be placed on so invidious a list, while they felt they possessed the power and ability, the strength and courage, to fulfill all their duties. No doubt, in the longer lapse of time, such cases must and will arise, when the veteran, after a life of devotion, shall feel his limbs palsied by age, and the vigor of his intellect impaired by the accumulation of those ills to which the toils and hardships of his profession naturally incline him. Your committee, therefore, consider this intention as having been fairly abandoned; and for the simple reason that Congress forebore to exercise the invidious task of discriminating between men, all of whom were so abundantly deserving. The question, then, naturally presents itself, has Congress, in this manifest change of purpose, made no substitution of design?

Your committee is clearly of opinion that Congress has done so, and, in so doing, has presented the strongest possible inducement to the brave man to engage in the service, and secured the most fearless and faithful discharge, on his part, of every duty.

This substitution of design consists in the several acts passed granting pensions to widows and orphans.

Your committee now beg leave, as briefly as possible, to refer to these several acts granting and renewing such pensions to the widows and orphans of officers, seamen, and marines. In them your committee find the fulfillment of the third purpose expressed in the ninth section of the act of April, 1800.

It is evident, from the number of acts granting original pensions to widows and orphans, and renewing the same, how various and contradictory must have been the decisions affecting such pensions, and

the rights of individuals under them. The numerous petitions on your table fully testify what injustice frequently has sprung from the delay occurring in the interval between the expiration of one act and the passage of another intended to renew.

By the bill now reported, it is proposed to establish a general principle, and thus obviate, for the future, all injustice, delay, and unequal bearing.

The act of January 20, 1813, (vol. 4, p. 436,) granted pensions for *five years* to widows and children under sixteen years of age, where the husband was killed or *died of wounds* received in the line of duty.

The act of March 4, 1814, (vol. 4, p. 653,) extended the provisions of the act of 1813, so as to embrace the widows and children of persons *who had died, or might die, of wounds* received subsequently to 18th June, 1812, to continue for five years.

The act of March 3, 1817, (vol. 6, p. 212,) granted pensions to widows and children of those who may have died, or shall die, since 18th June, 1812, of *disease contracted, or of casualties or injuries* received in the line of duty.

The 2d section of the act of January 22, 1824, (vol. 7, p. 213,) repealed the act of 3d March, 1817.

The above are the only acts granting *original* pensions.

The following acts continued or renewed the same.

The act of April 16, 1818, (vol. 6, p. 291,) renewed for an additional five years, making ten years, pensions granted by the 4th March, 1814; this act did not embrace those placed on the list under the act of January 20, 1813.

The act of March 3, 1819, (vol. 6, p. 399,) granted additional five years to widows and children of those who were *killed in battle, or died of wounds received in battle, or who died in the naval service during the late war*, making ten years, and renewing the pensions of those who were placed on the list under the act of January 20, 1813.

The act of January 22, 1824, (vol. 7, p. 213,) granted an additional period of five years, making fifteen years, to all those who were placed on the list under the acts of January 20, 1813, and March 4, 1814.

By this act the act of 3d March, 1817, is repealed; and, consequently, the pensions of those who were placed on the list under that act were not renewed.

The act of May 23, 1828, (Laws of 20th Congress, 1st session, p. 65,) extends the pensions for a further term of five years, making twenty years, in all cases where provision has been made for widows and children of those who were *killed in battle, or who died in the naval service of the United States during the last war*. And, finally,

By the act of June 23, 1832, in all cases where provision has been made for the widows of those *who were killed in battle, or who died in the naval service, or of wounds received in the late war*, and in all cases where provision has been made for extending the pensions for five years, &c., *five years* additional is allowed to *widows only*.

The act of March 3, 1817, was repealed in January, 1824, as above stated. No rights, therefore, can accrue under it, where deaths took place after that period. It is manifest, therefore, that the act of 1832 has an unequal and a partial bearing, inasmuch as it does not embrace the widow of any one, no matter how valuable and meritorious may have been the services performed in the line of duty, who may have died subsequent to the repeal of the act of 1817.

A strong argument here presents itself against the partial legislation hitherto pursued, and in favor of the general principle sought to be established by the present bill.

To the above are to be added the several pensions to the widows Penelope Denny, Elizabeth Mays, Abigail Appleton, and Mary Cheever, the latter granted for life as a *gratuity from Congress*, on account of the distinguished services of her two sons, killed on board the Constitution.

There remains but one more act to notice, and that is the act of April 2, 1816, (vol. 6, p. 27.) This act requires to be placed on the pension list of the fund "*those persons who were wounded at Dartmoor prison, in England, in the month of April, 1815, and also the widows and children of such as were killed, or who died in consequence of wounds received there.*" This act, besides being retrospective in its bearing, contains no limitation as to amount or time, and affords another example of the unequal bearing and injustice of partial legislation.

The present bill is intended to obviate all the difficulties which have heretofore existed; it is believed to be founded on every principle of sound policy and equal justice.

It renews, in fact, the law of 1817, and provides, as is believed, amply for the increased demand upon the revenue of the fund, by a restoration to it of the large amount lost by the insolvency of the Bank of Columbia.

That this increased demand upon the revenue of the fund cannot, by any means, exceed the amount of that revenue, is manifest by a reference to the following exhibit. It shows the number of widows on the navy pension list for a number of preceding years, and the amount requisite to pay them.

By a reference to the document accompanying the annual report of the Secretary of the Navy, marked D, it will be seen that the annual income of the navy pension fund amounts to about \$52,443 23. The amount paid, and required to be paid for the same time, to about..... 33,000 00

Leaving a surplus balance of about..... \$19,443 23 beyond what is at present required to pay the pensions of the whole number of pensioners now on the roll, amounting to two hundred and ninety-eight.

If to this sum be added the increased annual income provided by the bill now reported, estimated to amount to nearly ten thousand dollars, there will be a clear annual surplus of nearly thirty thousand dollars, to meet every demand which may be created by the extension now contemplated in the provisions of the bill.

This is made plain by the following statement above alluded to:

Years.	Number of widows.	Amount required to pay them.
1820.....	105	\$15,178 00
1821.....	120	16,098 00
1822.....	83	12,300 00
1823.....	69	10,130 00

Years.	Number of widows.	Amount required to pay them.
1824.....	131	\$18,946 00
1825.....	128	18,609 00
1826.....	134	19,293 00
1827.....	134	19,293 00
1828, no return is made.		
1829.....	117	16,228 00
1830.....	73	10,840 00

1831. The commissioners report that as many had been dropped as had been added, and that therefore no material alteration was expected in the number of pensioners, or the amount required to pay them.

1832. The commissioners report that the whole number of pensioners on the roll was 296. As nothing whatever is said in this report respecting widows, it is presumed they are included in that number; and, as the number is less than it was in 1830, it is presumed that the number of widows was less in 1832 than it was in 1830 or 1831.

1833. The commissioners report the whole number at 298, an increase on the year previous of only two. The same remarks apply here as to the year 1832, a particular letter having been addressed to the Secretary; his reply, when received, will be appended.

From this statement, entirely official, it is manifest the number on the list is actually diminishing annually, instead of increasing.

Your committee, therefore, think that, in the event of the passage of this bill, under no contingency is it probable a demand will arise beyond what the surplus revenue of the fund will be fully adequate to meet.

To make this matter still more plain, a letter has been addressed to the Secretary of the Navy, asking him to furnish information to the following queries, which, when received, will be appended, and printed with this report, to wit:

1st. The number of widows who received, or were entitled to receive, pensions from the navy pension fund, in the year 1833, and the amount required to pay them.

2d. The number of commissioned and warrant officers of the navy who have died since the 1st of January, 1824, specifying the number of each rank.

3d. The number of applications from widows and children of those who have died in the naval service since January, 1824, for pensions, specifying the number in each year, and of each grade of officers, and the number of privates, as, also, the amount which would have been required to pay the pensions in each year if they had been allowed.

Your committee now proceed, as briefly as possible, to explain the facts and state the principle upon which the second section of the present bill is founded.

By a reference to the annexed letter of the Secretary of the Navy, dated 22d February, 1833, it will be seen that the commissioners of the navy pension fund thought proper to invest in the stock of the Bank of Columbia an amount of said fund equal to \$99,502.60. In the year 1823 this institution failed, and, as was soon ascertained, proved to be utterly insolvent. Its whole assets were turned over to the public Treasury. In the general wreck of its affairs, the large amount above specified was sunk, and, from the period of its insolvency to the present time, so much of the navy pension fund is annually reported to be deficient and altogether unavailable.

Your committee are of opinion that every principle of justice demands that this state of affairs should no longer be permitted to continue. By the act of Congress creating this fund, the government was constituted its trustee, and may be fairly said to have assumed all the responsibilities which the trust involved. In the event of a certain contingency, the *public faith was pledged* to make good a deficiency which it was supposed might arise. In the performance of the trust, serious detriment has arisen to the fund, and lamentable injury to those for whose benefit it was established. If the argument be admitted as sound, which is maintained in this report, and the construction of the third intention of the ninth section of the act of 1800 be allowed, then has that contingency arrived, and *the public faith is fairly pledged* to make good the present deficiency: but, whether this be the case or not, it is presumed no one will deny the injustice, as well as impolicy, of permitting an injury longer to remain unatoned, which affects so deeply the private rights and conveniences of a large and meritorious class of citizens.

Your committee, therefore, feel it to be their duty to urge upon Congress the obligation to repair a loss which it is evident operates so materially against the most unprotected class of society, the widows and orphans of the brave men who have perished in the service of the country. They have, therefore, made provision, in the bill now reported, for restoring to the navy pension fund the amount lost by the defalcation of the Bank of Columbia.

NAVY DEPARTMENT, February 22, 1833.

Sir: Your letter of the 21st instant, requesting, on the part of the Naval Committee of the House of Representatives, information respecting the funds belonging to the navy pension fund, invested in stock of the Bank of Columbia, has been received.

The investments of navy pension funds in this stock were made at several periods, commencing on the 16th August, 1809, and terminating on the 8th May, 1819, and amount to \$99,502.60.

The Bank of Columbia became embarrassed in its operations, and no dividends were made by the directors after the 20th March, 1823. The dividend declared at that time was not paid until the 10th day of April, 1823.

In regard to the prospect of recovering this money, or any part of it, from the inquiries which have been made, none is believed to exist. The whole amount invested is believed to be entirely lost, in consequence of the insolvency of the bank. Among the papers of the former commissioners of the navy pension fund, no records are to be found to afford the information you request in regard to the authority by which those investments were made, but, from verbal information obtained from a former secretary of the

fund, it is understood that the authority to make investments usually proceeded from either the commissioners or from their secretary; and the authority was sometimes given in writing, and sometimes verbally.

I am, sir, very respectfully, your most obedient servant,

LEVI WOODBURY.

Hon. J. G. WATMOUGH, *of the Naval Committee, House of Representatives.*

NAVY DEPARTMENT, *January 15 1834.*

SIR: In reply to your letter of the 11th instant, requesting information in regard to widows on the navy pension roll, I have to submit the following statements, viz:

1. The number of widows on the navy roll who received, or were entitled to receive, pensions in the year 1833, was 56; and the amount required to pay them was 9,764 dollars.

2. The number of commission and warrant officers who have died since the 1st of January, 1824, is: 11 captains, 7 masters commandant, 32 lieutenants, 15 surgeons, 14 pursers, 17 surgeons' mates, 7 passed midshipmen, 15 sailingmasters, 71 midshipmen, 10 gunners, 12 boatswains, 7 sailmakers, 3 carpenters, 1 brevet lieutenant colonel of marines, 7 lieutenants of the same.

In order to answer your third inquiry respecting the number of applications from widows, &c., since January, 1824, the files of the Department from that period must be examined, and, as soon as the information can be obtained, it shall be communicated to you.

I am, sir, very respectfully, your most obedient servant,

LEVI WOODBURY.

Hon. J. G. WATMOUGH, *of the Naval Committee, House of Representatives.*

23D CONGRESS.]

No. 530.

[1ST SESSION.]

ON CLAIM FOR COMPENSATION FOR A VESSEL-OF-WAR, STATED TO HAVE BEEN BUILT BY CONTRACT WITH TWO OFFICERS OF THE NAVY IN 1813, AND CAPTURED AND BURNT BY THE ENEMY.

COMMUNICATED TO THE SENATE JANUARY 29, 1834.

MR. BELL, from the Committee on Claims, to whom was referred the petition of John Watson, reported:

That the petitioner alleges that, in December, A. D. 1812, he entered into a contract with John Bullus and Oliver H. Perry, agents of the Government of the United States, to build a sloop-of-war of sixteen guns, to be completed by the month of December, A. D. 1813, according to a model to be furnished by Christian Bergh, navy builder at New York, which sloop was to be constructed under the superintendence of Nathaniel Howard; that he completed said schooner agreeably to his contract, by December, A. D. 1813; that she immediately cleared from the port of Middletown, and proceeded down the river to Pettipeaug, about eight miles from its mouth, and there waited for a safe and favorable opportunity to proceed to New York, but was prevented by the British blockading force under Commodore Hardy. That on the night of the 7th of April, A. D. 1814, a detachment from the British fleet proceeded up the river and captured the schooner; that whilst the enemy was carrying her out to sea, she grounded, upon which they set her on fire and abandoned her, that the fire was subsequently extinguished, but she was so materially injured that the expense incurred by the petitioner in repairing her was equal to her value when repaired.

The petitioner represents that the capture of said schooner was occasioned by her national character, and by the act of the Government of the United States in removing its military force from the vicinity of the place where the schooner lay. The petitioner exhibits the affidavits of Thomas Y. Spicer and Jacob Case, to prove that he made the contract set forth in his petition. Spicer testifies that, in December, A. D. 1812, or January, A. D. 1813, he was in New York, and heard John Bullus and Oliver H. Perry, agents of the Government of the United States, contract with John Watson to build a vessel of a certain model and dimensions, under the superintendence of a person named.

Case testifies that, in 1824, he heard John Bullus, Navy agent at New York, say that Col. Watson had built a fine vessel for the government, according to his plan and direction, and that he expected she would be at New York in a few days; and that, a short time afterwards, he heard Bullus say that the vessel he had contracted for had been burnt by the enemy in Connecticut river.

The testimony of both these witnesses is of a very loose and vague character. They give no distinct information of the terms of the contract. They do not state the dimensions of the vessel contracted for, the time when, or the place where she was to be delivered; nor do they state the consideration to be paid, nor whether the contract was or was not committed to writing. The apparent indistinctness of the recollection of these witnesses respecting the terms of the supposed contract detracts much from the weight of their testimony, and, with the other evidence in the case, induce the belief that the conversation to which they testify related to a contract then contemplated by the parties on some future contingency, but never carried into effect.

The committee is confirmed in the correctness of this opinion from having ascertained that no communications, orders or contracts relative to this vessel can be found in the Navy Department, and from the improbability that the agents of the government would rest the performance of a contract of this character upon a verbal agreement, or without giving the government information of it. It also appears that, at the time this contract is supposed to have been made, the Executive had no legal authority to enter into contracts for building vessels of this class; and they cannot believe that, without such authority, he would empower his agents to make such contracts, or that they would presume to make them without legal authority.

The evidence furnished by these facts and considerations is strengthened by the circumstance that the petitioner presented no claim founded on this supposed contract until many years after the transaction, nor until after the death of both the agents with whom he alleges the contract was made. The committee are of opinion that the petitioner has failed to establish the justice of his claim, and therefore submit the following resolution:

Resolved, That the petitioner is not entitled to relief.

23D CONGRESS.]

No. 531.

[1ST SESSION.]

ON CLAIMS OF CAPTAINS PERRY AND SHUBRICK, OF THE NAVY, TO BE REIMBURSED FOR EXTRA EXPENSES ON BOARD THE VESSELS UNDER THEIR COMMAND, RESPECTIVELY, IN ENTERTAINING THE PACHA OF EGYPT AND UNITED STATES MINISTERS, AND OTHER OFFICERS, IN OBEDIENCE TO ORDERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 31, 1834.

Mr. WATMOUGH, from the Committee on Naval Affairs, to whom was referred the several memorials of Matthew C. Perry and E. R. Shubrick, masters commandant in the navy of the United States, reported:

That Captain Perry sailed from the United States to join the Mediterranean squadron, in June, 1830. He first repaired to St. Petersburg, in compliance with the annexed order, marked A, and landed the minister accredited to that court. From thence, he sailed for his original destination. It is evident by the terms of his memorial and the documents annexed in proof thereof, that, in obedience to written orders, as well from the Department as from his immediate commanding officer, and in the furtherance of the public interests abroad, he has been subjected to the most serious personal expenditures, to the entire sacrifice of his own private means. Your committee pass over the many minor instances enumerated. It is sufficient to state they were all encountered by Captain Perry, in obedience to orders which placed them beyond his control, and could not be disregarded. The principal and most remarkable instance must not be overlooked. In the course of her cruise, the Concord touched at Alexandria, in Egypt. Shortly after his arrival, Captain Perry was honored with a visit from the Pacha of Egypt, Mehemet Ali, accompanied by a numerous suite. Of the nature of this visit, and the effect produced by it on the mind of the Pacha, ample testimony is afforded in the annexed document, marked B. It will readily be supposed that all the means in his power were put in requisition by Captain Perry, to receive this illustrious chieftain in a manner becoming the dignity of his own country, and with all the forms and ceremonies which the rank and character of his guest required. The occasion certainly was one of deep interest. A despotic prince, of haughty, arrogant and capricious temper, for the first time is brought in contact with the representatives of a remote nation; whose fame, beyond all doubt, had reached him, but of whose habits, customs and manners he had hitherto remained ignorant. The consequence of the least neglect on their part towards him, or of any supposed indifference, no matter how imaginary, may readily be appreciated. Upon either might depend, not only the security of an extensive and valuable commerce, but even the lives of such of our fellow-citizens as resided within his dominions. The occasion, too, involved the honor of his country, and of her flag, whose guardian he was. Regardless, therefore, of all personal considerations, Captain Perry only weighed the paramount obligations which every view of the matter imposed upon him, and acted accordingly. A large proportion of the amount now claimed by way of remuneration sprang from this event. In the performance of a high public duty, his private resources were liberally sacrificed, and a heavy debt incurred. He placed his reliance for remuneration on the justice and liberality of his country. To that justice, and to the same liberality which Congress has evinced in similar previous cases, he now appeals; and your committee are of opinion, the appeal should be duly met.

To place this appeal in its strongest possible light, your committee ask the attention of the House to the following statement. It shows the amount of pay received annually by the grade to which both the petitioners, whose cases are now under consideration, belong—that of the masters commandant—believed to be one of the most responsible in the service. It supposes, as is known to be the case in the present instances, and is probably so in almost every other, the fact of a family left at home to be maintained:

House rent annually	\$300 00
One servant, at \$5 per month	60 00
Four rations per day for wife and children, at 25 cents per ration.....	365 00
Tuition.....	60 00
Clothing, at the low calculation of	100 00
Incidental expenses.....	50 00
	<u>\$935 00</u>
Master commandant's pay per month, at \$60, is.....	\$720 00
Five rations per day, at 25 cents each, is	456 25
	<u>\$1,176 25</u>
Deduct 20 cents per month for hospital fund.....	2 40
	<u>\$1,173 85</u>
Deduct home expenses	935 00
Leaving a balance of.....	<u>\$238 85</u>

for his own support at sea for one year. It is difficult to believe that such a state of things could have been allowed so long to exist. It is, nevertheless, true; such, or nearly so, is the condition of the present petitioners; and yet, under such circumstances, have they both been required to make disbursements of their private means—in the one case, to an amount of fifteen hundred dollars; in the other, to an amount of thirteen hundred dollars, in the course of a single cruise. Your committee will not permit themselves to think that the high sense of honor which actuates our naval officers will be allowed to operate so materially to the prejudice of their private resources, and compromise so deeply the welfare of their families. They therefore report the accompanying bill for the relief of Matthew C. Perry.

Your committee next proceed to examine the case of Captain E. R. Shubrick. It appears by his memorial that, in March, 1832, while in command of the United States sloop Vincennes, on the Pensacola station, Captain Shubrick received the annexed order, marked C, from the Secretary of the Navy, to receive on board his ship Robert M. Harrison, a public functionary, together with his family, and convey them to Kingston, in the island of Jamaica. Captain Shubrick accordingly complied, and the said Harrison and family were furnished with suitable maintenance during the voyage, which lasted a month, at the sole expense of said Shubrick. For this extra expense, incurred in the public service, and under an order from the Navy Department, Captain Shubrick now prays to be indemnified. Your committee are of opinion that he is justly entitled to remuneration. The amount claimed is the sum, nothing more nor less, charged by the purser of the ship to Captain Shubrick for the maintenance of the consul and his family. In the settlement of his accounts, this sum was disallowed him, and his monthly pay was docked until it was refunded.

By a reference to the letter marked D, it will be seen that Captain Shubrick used all proper precaution before he committed himself so much in the advances he was called upon to make. It is fairly to be inferred, from the correspondence annexed, that the consul was unable to provide himself and family with the means of sustenance, and it was fairly to be presumed by Captain Shubrick that the government was in some measure aware of this when they issued their order, at his own application, for him to be received on board the Vincennes. A reference to the letter marked E, makes it evident that the order of the 13th February, 1832, was sent to Captain Shubrick at the request of Harrison. It would seem, therefore, to be a gross violation of every principle of justice, to permit the heavy expenditure consequent upon said order, to fall upon a third party who had had nothing whatever to do with the arrangement. Believing therefore, that, on every principle of justice, Captain Shubrick is fairly entitled to the remuneration claimed, and applying to his case every principle laid down in that of Captain Perry, your committee ask leave to report the accompanying bill for his relief.

A.

NAVY DEPARTMENT, *June 14, 1830.**

SIR: When the Concord is in every respect manned and equipped, and the Hon. John Randolph, of Roanoke, minister from the United States to the court of St. Petersburg, and suite, shall have embarked, you will immediately proceed to sea. Should Mr. Randolph desire to touch at any of the English or other ports on the way, you will accede to his wishes, and, after gratifying him in this respect, proceed with and land himself and suite at Cronstadt, or any other suitable port that he may designate.

The Department has entire confidence in your discretion and ability, and feel satisfied that, to the extent of the means in your power, you will, by courtesy and attention, render his time comfortable and agreeable on the passage.

If it be acceptable to Mr. Middleton, and he can be prepared within a reasonable time, you will tender to himself and suite a passage to any convenient port of the Baltic, or of France or England, that he may point out.

After fulfilling the preceding part of your instructions, you will immediately make sail for the Mediterranean, and report to Commodore Biddle for duty in the squadron under his command.

I am, respectfully, sir, your obedient servant, JOHN BRANCH.

Master Com. M. C. PERRY, *Commander of the United States Sloop-of-war Concord, Norfolk, Va.*

I certify that the foregoing is a true copy of the original.

HENRY J. WILLETT, *Chief Clerk to Commandant, Navy Yard, N. Y.*

B.

Extract from a letter of Boghas Joussouff, chief interpreter and minister of foreign affairs to Mehemet Ali, Pacha of Egypt, to John Gliddon, Esq., United States consular agent for Egypt.

HONORED SIR: His highness the Viceroy, my illustrious sovereign, charges me to express to you the peculiar satisfaction which he experienced in his visit to the corvette Concord, belonging to the great nation so worthily represented by your honored self, and for which his highness has always cherished sentiments of sincere esteem and admiration.

The attentions there received from the honored commander, Captain Perry, from the officers, and from the whole ship's company, have been deeply felt by his highness, and, in his name, I pray you, honored sir, to express his thanks for the same.

I take this opportunity, honored sir, to renew the assurance of the marked esteem and consideration with which

I have the honor to be, sir, your most obedient servant, BOGHAS JOUSSOUFF.
To the honored J. GLIDDON, *Consular Agent of the United States of America, in Egypt.*

A true copy. JOHN GLIDDON.

I certify that the foregoing is a true copy of a translation made by Mr. John Gliddon.

HENRY J. WILLETT, *Chief Clerk to Commandant, Navy Yard, N. Y.*

NOTE—By Captain M. C. Perry: The Pacha or Viceroy of Egypt visited the Concord in state, with a numerous retinue, as also did all the pachas at the head of the several departments of government.

C.

NAVY DEPARTMENT, *February 13, 1832.*

SIR: You are hereby authorized to convey R. M. Harrison, Esq., and family, to Jamaica, in the Vincennes, if it does not conflict with other urgent duties already commenced.

I am, respectfully, sir, your obedient servant, LEVI WOODBURY.
Master Commandant EDWARD R. SHUBRICK, *Commanding U. S. Ship Vincennes, Pensacola, Florida.*

D.

UNITED STATES SHIP FAIRFIELD, *Pensacola Bay, May 4, 1832.*

SIR: I have received your letter of this date, requesting me to state whether, from my knowledge of the situation of Mr. Richard M. Harrison, "he had, or had not, the means of providing stores for his family," on their passage from this port to Jamaica, in the United States ship Vincennes, under your command. In answer to which, I have to state that, just before I sailed from this place, in August, 1831, Mr. Harrison informed me that his funds amounted to not more than \$250, which sum, I presume, must have been exhausted in the support of himself and family, during their stay in Pensacola.

I am, therefore, of opinion, that if there be any case in which the Department would feel authorized to compensate an officer for expenses incurred in the transportation of passengers, the one in question presents strong claims for consideration.

I am, very respectfully, your obedient servant, J. D. ELLIOTT.
Master Commandant EDWARD R. SHUBRICK, *United States Ship Vincennes.*

E.

NAVY DEPARTMENT, *February 13, 1832.*

Sir: Your letter of the 29th ultimo has been received.

An order of this date is forwarded to Captain Shubrick, to convey yourself and family to Jamaica, *if it does not conflict with other urgent duties already commenced.*

A copy of the order to Commodore Elliott, upon this subject, of the 3d of November last, was sent to you on the 21st ultimo.

I am, respectfully, sir, your most obedient servant,
ROBERT M. HARRISON, Esq., *Pensacola, Florida.*

LEVI WOODBURY.

23D CONGRESS.]

No. 532.

[1ST SESSION.]

ON THE EXPEDIENCY OF RESTORING TO THE PENSION LIST THE NAME OF A WIDOW
* WHOSE PENSION HAD EXPIRED BY LAW.

COMMUNICATED TO THE SENATE JANUARY 14, 1834.

The Committee on Naval Affairs, to whom was referred the resolution to inquire into the expediency of restoring to the pension list Mrs. Ellen Dix, reported:

That Mrs. Dix has received the full benefit of the Navy pension laws. Her former pension terminated on the 16th April, 1828; and under the act of 28th June, 1832, another pension was granted to her, for five years, which expired on 16th April, 1833.

There is now no law under which a pension to Mrs. Dix can be granted; but the propriety of renewing the law under which her pension has heretofore been paid, is at this time under the consideration of one branch of the Legislature. The committee do not think that any special act, in favor of Mrs. Dix, ought to be passed, and therefore ask leave to be discharged from the further consideration of the resolution.

NAVY DEPARTMENT, *January 31, 1834.*

Sir: Your letter of the 28th instant, in the case of Mrs. Dix, has this day been received.

Mrs. Dix has received the full benefit of the Navy pension laws. Her former pension terminated on the 16th April, 1828; and she was granted, under the act of 28th June, 1832, another pension for five years, which expired on the 16th April, 1833, commencing from the expiration of the former term. There is now no law under which a pension to Mrs. Dix can be granted. She has been paid the whole amount to which she was entitled by law.

I am, very respectfully, sir, your obedient servant,
Hon. S. L. SOUTHWARD, *Chairman of Naval Committee of the Senate.*

LEVI WOODBURY.

23D CONGRESS.]

No. 533.

[1ST SESSION.]

ON CLAIM OF THE WIDOW OF A SEAMAN OF A PRIVATEER, WHO DIED AT DARTMOOR
PRISON, IN ENGLAND, DURING THE WAR OF 1812-15.

COMMUNICATED TO THE SENATE FEBRUARY 14, 1834.

The Committee on Naval Affairs, to whom was referred the petition of Hannah Stone, reported:

That the said Hannah Stone is the widow of John Stone, a mariner, late of Kennebunk, in the State of Maine. That the said John Stone, while a seaman on board the privateer schooner Harlequin, of Portsmouth, was taken by one of His Britannic Majesty's ships-of-war, sent to Halifax, and thence to England, and confined in Dartmoor prison. Whilst so confined he died, in consequence of the bad treatment and sufferings to which he was subjected.

Under these circumstances, the committee are of opinion that the prayer of the petitioner ought to be granted, and they report a bill directing the Secretary of the Navy to place her name on the list of pensioners to be paid out of the Privateer Pension Fund.

23D CONGRESS.]

No. 534.

[1ST SESSION.]

ON CLAIM FOR RELEASE FROM THE SURETY BOND OF A PURSER WHO WAS LOST ON
BOARD THE UNITED STATES BRIG EPERVIER, IN 1815.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 14, 1834.

Mr. LANSING, from the Committee on Naval Affairs, to whom was referred the petition of Samuel Belding, reported:

That the petitioner, together with John Taylor, Chauncey Belding, and Caleb Holmes, some time in 1814, became sureties to the United States for Melancton W. Bostwick, who had been appointed purser of the United States brig Epervier; that said Purser Bostwick, in the autumn of that year, joined his ship at Savannah, entered upon the duties of his appointment, and continued faithfully to discharge the same until, in common with the officers and crew of that vessel, he perished. That, besides the public moneys and property entrusted to him, he took with him a considerable amount of private funds.

That the petitioner is the only survivor; that his co-sureties have been dead several years, and their estates distributed without the knowledge of any demand against them on account of their suretyship; that he has recently been notified by the Treasury Department that there is a balance on the books of the Department, against said Purser Bostwick, of \$6,237.11, and prays that a law may be passed to exonerate the sureties, and that the said balance may be released and discharged.

The committee have called upon the Treasury Department for the facts in the case, and have received a communication from the Fourth Auditor, which is referred to, and made part of this report.

Taking all the circumstances into consideration, the committee are of opinion that the prayer of the petitioner should be granted, and report a bill for that purpose.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 29, 1834.*

SIR: In compliance with the request contained in your letter of the 20th instant, I have the honor to communicate such information in reference to the petition of Samuel Belding as is furnished by the files of this office.

Mr. Belding was one of the sureties of Purser Melancton W. Bostwick, who was lost in the United States brig *Epervier*, in the summer of the year 1815.

Preparatory to the cruise, Purser Bostwick received from the agents of the Navy Department, in money, \$14,509.24, and in slop clothing \$7,350, making in all the sum of \$21,859.24.

On the 3d of May, 1815, he transmitted to the Navy Department a muster roll, showing the advances made by him to the officers and men of the *Epervier*, up to the 30th April, and sundry other vouchers.

The *Epervier* went to sea and was last spoken on the 14th July, 1815, and has never since been heard of.

In 1819, a settlement of his account was made in this office, in which he was charged with all the advances of money and slops made to him as already stated, and credited with the payments shown to have been made by him according to the muster roll, to the 30th April, and other vouchers. As all his papers and effects were lost with him, he received no credit for payments made after the 30th April, before the loss of the vessel.

The balance now standing against him is six thousand two hundred and ninety-seven dollars and eleven cents, (\$6,297.11.) There is no reasonable ground to doubt that the payments made by him from the 30th April, 1815, to the 15th July, together with the public money and property in his possession on board the *Epervier*, and lost with the vessel, were more than equal in amount to this balance.

It would not be unjust in Congress, I think; to direct the account to be closed.

The papers are returned.

Very respectfully, your obedient servant,

AMOS KENDALL.

The Hon. GERRIT Y. LANSING, *Naval Committee, House of Representatives.*

23D CONGRESS.]

No. 535.

[1ST SESSION.]

ON CLAIM OF A CAPTAIN'S CLERK IN THE NAVY TO PAY, AFTER BEING DISMISSED BY HIS CAPTAIN, ON THE GROUND OF HIS HAVING RECEIVED HIS APPOINTMENT FROM THE SECRETARY OF THE NAVY, &c.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 25, 1834.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of James W. Muse, reported:

That the petitioner was captain's clerk on board the sloop-of-war *Fairfield*, Captain F. A. Parker, and entered upon the duties of that station in August, 1828. The ship sailed for the Mediterranean service in that month, and while at Smyrna in December following, Mr. Muse states that he was dismissed from the office of clerk by Captain Parker, and directed to go on board the *Porpoise* then in that port as purser's steward, or to return home. That he determined to return to the United States, where he arrived in June, 1829. The petitioner produces a written order from the Secretary of the Navy, dated 11th July, 1828, directing him to proceed to New York and report himself to Master Commandant F. A. Parker for duty as captain's clerk. He claims pay from the time he entered on board the ship in that capacity until the end of the cruise, upon the ground that he received his appointment from an authority paramount (to wit, the Navy Department,) and was unlawfully dismissed by Captain Parker. The grounds of his dismissal are not stated by him, and are not known from any other source.

It appears that captains' clerks are generally selected by the captains themselves, at whose will they receive their employment. It is stated that the order of the Secretary of the Navy is not an appointment but an order, probably given with a view to entitle Mr. Muse to traveling expenses. That on his return Mr. Muse claimed to be entitled to pay as captain's clerk until he should be discharged by the Secretary of the Navy. His official tenure, however, was not considered different from that of other captains' clerks; but on account of the apparent hardship of his case he was allowed two months' pay to cover the time occupied in his return, although captains' clerks are not usually paid beyond the time at which they are discharged by the captains who employ them. The fact that captains' clerks hold their appointments from the captains of the navy under whom they act, and are liable to be dismissed by them at will, is satisfactory to the committee that nothing is due from the government to the petitioner, whose contract, as to his term of service, being dependent only upon Captain Parker, Mr. Muse must look to him for redress for any damage he may have sustained, if such be due.

The committee therefore report that the prayer of the petitioner ought not to be granted.

23d CONGRESS.]

No. 536.

[1st SESSION.]

ON CLAIM OF A QUARTERMASTER SERGEANT OF THE MARINE CORPS TO EXTRA PAY,
AS CLERK TO THE QUARTERMASTER OF SAID CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 28, 1834.

Mr. MILLIGAN, from the Committee on Naval Affairs, to whom was referred the petition of John S. Devlin, reported:

That it appears, by the papers submitted to them, that the petitioner has been quartermaster sergeant of the marine corps since April, 1825; that during that period he acted as clerk to the quartermaster of the said corps, and has received as a compensation for his services, with the approbation of the commandant, twenty dollars per month out of the contingent appropriation; that in 1829 the present Fourth Auditor of the Treasury rejected many of the allowances previously made to officers of the marine corps, and among others that of the petitioner to the amount of one hundred and ninety dollars, which had been paid him for services as aforesaid.

The grounds upon which the Fourth Auditor rejected this allowance are twofold: first, because he does not believe that the quartermaster of the corps had any right to sanction this allowance; and, secondly, because he can find no *written* authority in the archives of the Department prior to the 1st of July, 1828, which authorizes the same.

It appears, however, to your committee, from a letter of the Fourth Auditor himself, addressed to the Hon. John Branch, then Secretary of the Navy, that both the paymaster and quartermaster of the marine corps were in the habit of taking clerks from the line of their corps and allowing them extra compensation; that the services spoken of were unquestionably rendered; that they were onerous in their character, and, finally, that they had been passed by the accounting officer at the Treasury. The committee believe that although there may not have been any *written* authority from the Department, under which this allowance can be justified, yet that it was the established usage at the time, in illustration of which fact they would particularly cite the case of Sergeant Abbott, a clerk to the paymaster of the said marine corps, where a similar account was passed and permitted to stand.

In conclusion, your committee would remark that this same application was submitted to them at the last session, when, after a careful review of all the facts, they were so thoroughly impressed with its equity and justice that they unanimously reported a bill directing it to be settled in accordance with those principles. A bill for that purpose accordingly passed both Houses of Congress and became a law. As, however, the accounting officer still considers it his duty to disallow the amount claimed by the petitioner, and the committee, upon a second review, continue to entertain the same favorable opinion of its merits, they beg leave to report a bill allowing the specific amount.

23d CONGRESS.]

No. 537.

[1st SESSION.]

ON THE EXPEDIENCY OF EQUALIZING THE PAY OF THE OFFICERS OF THE ARMY AND
NAVY ACCORDING TO THEIR RELATIVE RANK.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 28, 1834.

Mr. WATMOUGH, from the select committee appointed to inquire into the expediency of equalizing the compensation of the officers of the army and navy, and fixing the amount of compensation by law, instead of allowances now made by the Department, reported:

That they have maturely and deliberately investigated the subject-matter submitted to their charge, and are constrained to say that the plan proposed by the honorable Secretaries of the War and Navy Departments, purporting to equalize the pay of the officers, &c., &c., of the army and navy of the United States, has failed to effect its object; its assumptions have appeared to them unsound, and its principles unequal in their bearing. At the same time, your committee feel bound to state their convictions, that whatever injustice or inconsistency is apparent, must be imputed rather to the difficulties which embarrass the whole subject, than to any intention or design on the part of the distinguished gentlemen with whom the plan has originated. With the view to lessen or remove these difficulties, your committee have anxiously sought the most accurate and extensive information; they now proceed to submit the result of their labors.

Your committee have assumed the following principle as both just and expedient: That the organization of the army and navy having long been assimilated on the score of *rank*, as is evident by a reference to the annexed resolution, marked A, of November 15, 1776, and the subsequent regulation of 1818 appended thereto, should likewise be made to correspond on the score of *compensation* allowed the relative grades. A fair spirit of distributive justice demands that the salaries of officers of similar rank, performing similar duties, exposed to similar or greater dangers, and encountering equal if not greater responsibilities, should be made to approximate. The duties, the dangers, and the responsibilities of the naval service considered, your committee reflect, with pain, upon the disproportion between the salaries allowed those engaged in it, and the compensation enjoyed by other public officers employed in the civil departments of the government. A reference to the documents annexed, marked B, C, and D, will prove at once, no doubt to the surprise of many, how widely the principle of equal justice has been departed from in the past legislation of Congress, so far as concerns the interests of the navy of the United States.

Your committee fully appreciate the delicacy of the task they have assumed; they are well aware of the high standing and general intelligence of the army of the United States, of the services which it has rendered the country, of the exalted patriotism of its officers, and of its present efficient organization. They state, with pleasure, their conviction that it was no more than an act of justice, becoming a free and enlightened nation, to increase the compensation of the officers and soldiers of the army, at a time when the increased resources of the country fully justified such increased expenditure. But they confess themselves entirely at a loss to conceive why a similar act of justice has not been extended towards that branch of the service, whose existence is most consonant with the spirit of our institutions, and most congenial to the habits, feelings, and character of the great mass of our population. They confidently hope that the period has at length arrived when Congress will feel itself called upon, by an act of justice, to do away, in the minds of our gallant seamen, with all those jealousies and discontents which the unequal legislation hitherto pursued was so well calculated to engender, and establish that harmony between the two great arms of our national defence, which ought ever to prevail.

By the act of _____, the army was placed upon a footing of comfort and convenience, believed to be inferior to no service in the world. Its officers are exposed to no extraordinary duties; they are called upon to make few if any sacrifices; they are never transported to foreign countries, nor to climates prejudicial to their health; they are seldom if ever separated from their families, and with but few exceptions, and those but for short periods, they are enabled to spend their time in the best quarters which our luxurious cities or comfortable garrisons can afford. They are, for the most part, educated in the best possible manner, at the public expense, and immediately on leaving their school are provided with the means of subsistence, much greater than has been allowed to the exposed and weather-beaten sailor, who bears upon his brow the laurels of many victories. Notwithstanding all these advantages incident to a state of peace, their pay and emoluments have been on a gradual increase since the termination of the last war, while the means by which they could hope, and it is believed earnestly desire, to return a fair equivalent, have decreased in a proportionate ratio. Our foreign relations are at this period, and are long likely to continue to be, of a purely pacific character. There can arise no inclination on the part of our government to assume a belligerent or even a mediatorial attitude abroad, and there is less apprehension that the services of our army can be required at home. Our Indian relations have terminated in the utter expulsion, far beyond our borders, of all those powerful tribes which it was so essential at all times to overawe, while the great means of employment, once so mainly relied upon as the principal source of occupation for the skill, intelligence and science of the army, in the consummation of a system of internal improvement, have been almost entirely relinquished.

With the navy of the United States the case is widely different. At its first institution it was equipped but for a specific and temporary purpose. The confined and crippled resources of the country at that period admitted of no more enlarged or expanded view; many of our most patriotic and enlightened statesmen resisted the policy; they deemed it inconsistent with the nature of our institutions, and at variance with that principle of rigid economy upon which they considered their permanency to depend. They thought likewise that the day was far distant when the limited; and at that period crippled resources of the country would be so enlarged as to admit the establishment of a navy capable of contending successfully with the well organized fleets of Europe. These fears have long since vanished. The invincibility of British seamanship is proved to have been entirely imaginary.

The resources of our country have increased beyond all former example. The necessity which first induced the building of a few ships-of-war to protect a growing commerce, and avenge the insults offered to our flag, has extended itself to a commerce which has now reached every quarter of the globe, and produced a corresponding necessity of increased means of defence. The heroic valor of our seamen has proved itself equal to every emergency, and firmly established them in the affections of their countrymen. In fine, every reason which at first prompted an aversion to a permanently established navy, has been removed, and the absolute utility and general policy of such means of defence universally admitted.

The course, therefore, of every administration, sanctioned by the unanimous voice of the people, has been to render our naval force as efficient as possible. An annual appropriation provides for its gradual increase. Immense sums are expended in creating navy yards, and providing vast stores of timber, and of all the *matériel* necessary for a state of war. The places of such ships as decay or become useless from age are immediately supplied, and no act of legislation, which tends to engraft this great system upon the general policy of the country, is ever refused or rejected. Yet, notwithstanding the steady purpose thus manifested throughout; notwithstanding the ample provision made for the officers of the army; by a strange and remarkable incongruity, the interests of those of the navy have been entirely overlooked. A reference to the document B above alluded to, cannot fail to excite serious attention. The disclosure of the fact that no increase of compensation to the officers of the navy has taken place since the formation of the government, must operate powerfully upon the minds of the representatives of the people to obtain from them that justice to the gallant seaman which has been so long delayed. A hundred acts of legislation are to be found, making the most ample provision for the *matériel* of the service, scarce one which tends even remotely to foster its *morale*; and the nation will learn with surprise that the appeals of those who have so gloriously sustained the honor and triumph of her flag, and dispelled the chimerical apprehensions of naval invincibility abroad, have been invariably treated by Congress with the most mortifying indifference and neglect.

Your committee cannot perceive anything in the nature of the two services to justify so glaring a disparity of treatment.

The navy is our right arm of defence. It retrieved the fading glory of our country in the late war, and bore our flag in triumph over every sea. Its annals are adorned with deeds of the most chivalric spirit. It restored our violated rights, and shielded our commerce when attacked; and to it, and it alone, must the country ultimately look for the protection of her liberties, and the defence of her institutions against all foreign aggressions. The navy must no longer be considered as a temporary expedient; upon it is devolved a trust of the greatest national importance—the protection of a vast commerce, and the maintenance, with becoming dignity and intelligence, of all the foreign relations of the country.

The question naturally arises, can this be effectively performed under its present organization? How can that service prosper whose officers experience a sense of inferiority in being denied emoluments equivalent to those in the corresponding service of their own country?

Degradation and poverty cannot excite to emulation nor ensure success.

It is apparent that every means have been adopted by Congress to make the army efficient, and to create, during a state of peace, the nucleus of a large and well organized establishment for the exigencies of war.

The policy of this no one means to question. Under a view of all concurrent circumstances, the necessity of such course does not appear quite so clear.

In case of any future war, it cannot be expected that the land forces of the republic will be called, to any very great extent, into action. Hereafter, all our wars must be essentially, and in the very nature of things, maritime. But admitting that the army is to be the main means of defence to be relied upon, will it be denied that its organization could not be completed in an incredibly short period of time? The elements of an efficient land force exist everywhere throughout our territory. They are to be found in the military enthusiasm of our people, and in their hardy, active, and enduring habits. The well-disciplined regiments of volunteers with which all parts of our country abound, are another source mainly to be relied upon, to afford a fine body of recruits for the army in all its gradations of rank. Upon the whole, it cannot be doubted that a land force could be effectually organized for any exigency, from the means which exist in the nature of circumstances, and with little or no regard to the fostering hand of government, in much less time, and at infinitely less expense, than would be unavoidably required to place our naval force upon a footing of anything like equality with any of the navies of Europe, much less with that of Great Britain, our great commercial rival. It is all-important, therefore, that the timely and liberal provisions which have been extended to the army of these United States should be made to reach the more important interests of the navy, and that its officers might be relieved from the embarrassments under which they are at present known to labor.

Your committee do not deem it of importance to enlarge more fully on this topic. The whole matter has been ably and eloquently discussed by a former committee of Congress, and will be found in report No 85 of the 2d session of 21st Congress, to which your committee respectfully ask a reference. They now proceed to the subject matter more immediately referred to them—the relative rank and pay of the officers of the army and navy.

The following is the relative rank between officers of the army and navy, as shown in the regulations for the government of the army, recommended by the Secretary of War, and adopted by Congress, viz:

A captain of the navy under 5 years ranks with a lieutenant colonel.

A captain of the navy over 5 years ranks with a colonel.

A captain of the navy over 10 years ranks with a brigadier general.

A captain of the navy over 15 years ranks with a major general.

A master commandant ranks with a major.

A lieutenant ranks with a captain.

Neither the pay nor the rations of a navy officer of any grade are affected by duration of service. A captain, if commanding a squadron, is by law entitled to \$1,200 as pay and \$1,460 for rations, making \$2,660 per annum; if not commanding a squadron, then his pay and rations amount to \$1,930. A master commandant is allowed \$1,176.25 per annum.

The following shows the amount of the pay, &c., of certain officers of the army, considering each as commanding a separate post:

Major general	\$6,512 64
Brigadier general.....	4,422 48
Colonel.....	2,941 32
Lieutenant colonel.....	2,372 32
Major	2,106 32
Captain	1,569 00
First lieutenant.....	1,443 00
Second lieutenant.....	1,383 00
Brevet second lieutenant.....	1,383 00
Cadets	338 00

These amounts of annual pay comprise the regular salary of each officer, with his double rations and other allowances. These, it is true, are only allowed at the discretion of the Executive, and it is fairly to be presumed are benefits not extended equally to all.

A view of the above statement at once makes manifest the glaring injustice under which the officers of the navy have for years labored. The only pretence for this has been the right to which they are entitled of prize money—a pretence so evidently unfounded, during a state of peace of so long continuance as the present, that it is not deemed important to say more in reference to it than simply to state the fact.

It is not pretended that the plan of the honorable Secretaries obviates this injustice. On the contrary, a reference to the annexed letter of the Secretary of the Navy, to be found among the documents accompanying this report, distinctly admits that the disproportion is not corrected by it. Your committee concur with the honorable Secretary, and having, as they believe, fully established the injustice of the existing inequality, unanimously concur in the opinion that, on the principle stated in the outset of this report, "*a perfect equality ought to be established in all cases between the two services.*"

This being admitted, the question arises, whether such perfect equality should be effected by further reduction of the pay of the army, or by increasing that of the navy, or by such moderate reduction of the highest rate of compensation in the army, and such addition to the present pay of officers in the navy of equal rank, as will produce that equality in the compensation of the officers of both branches of the service which seems to be contemplated by the resolution.

Your committee have come to the conclusion, for various reasons, that the latter course should be pursued. By its adoption, they are enabled to correct one of the evils arising from partial legislation. It will be apparent to every one who may examine the present rate of compensation in the army, that there exists a great relative disproportion of pay to the service performed; this disproportion is the natural consequence of legislating too much in detail, of increasing the compensation of one particular grade, without reference to other grades in the service. Your committee have not been able to discover on what principle, or by what rule, the Secretaries have proposed a higher rate of compensation to the "senior officer of the navy," where the rank established by law applies equally to all captains over fifteen years' standing, unless it was in contemplation to create the appointment of admiral. This, your committee neither feel themselves authorized to propose, nor do they consider it either necessary or expedient at the

present period. They confine themselves, therefore, to the law as it now exists, establishing the relative rank.

The highest rank acknowledged under that law is that of a captain over fifteen years' standing, corresponding with that of a major general, the highest rank known in our army. Your committee, therefore, forbear to disturb or affect the relative rank, so long established and so well defined, by allowing a greater compensation to the senior officer than to others of the same standing.

They now proceed to give some explanations of the bill submitted by them.

They have conformed the bill to the relative rank, and proposed fixed salaries to the officers of equal grade in the two branches of the service. The principle assumed recommends itself in a threefold light. It presents at a single glance the compensation allowed each grade. It graduates the pay to each, according to the service required and the expenses incident to each particular service; and, finally, in the simplest possible manner, it does equal justice to all.

So much positive good, however, is not to be obtained without some partial evil. The compensation to some classes of officers has necessarily been much reduced, and large additions made to that of others. To some, again, the proposed pay varies but little from that at present allowed; all this has been the natural result of the great and manifest disparity which has heretofore existed. Your committee have considered that a just regard to the equal rights of this large and most estimable class of public officers demands the correction now proposed. They are deeply sensible of the delicacy of the task which has fallen to their charge, and rely with confidence on that high sense of honor which has always characterized our officers, justly to appreciate the motives which govern them.

A manifest disregard of responsibility and duty has occurred in the case of the masters commandant. It must be remarked here, that hitherto the compensation to this class of officers has been *degradingly low*; nor is it thought that the one proposed bears more than an equitable proportion to their station, or to the service required of them. The same remark applies to the lieutenants and sailingmasters.

The annexed bill proposes to increase the pay of captains in the army and lieutenants in the navy, after ten years' service; for it is to be observed, that what might be considered a fair compensation for a young man just entering life, would be entirely inadequate to meet the increasing demands upon one who is burdened with the maintenance of a family. If these officers had any certainty of being raised to a higher grade within a reasonable period, they could, in some measure, afford to be badly paid for a time. This, however, is not the case; many have already served from sixteen to nineteen years, with very little hope of advancement. For this, your committee seek to establish some equivalent, certainly a very inadequate one; they therefore give them something to look forward to in lieu of promotion. It is believed that, by the scale established, no more than an act of justice is performed. The compensation of these grades will then barely compare with that of others in the *civil* department of government.

Your committee do not think it expedient to allow first lieutenants higher pay than other lieutenants. It is feared that such a principle would prove detrimental to the discipline and harmony of the service. Influence would then be necessary to get these situations. Injustice would ensue. The most deserving could not always command the most influence. The honor of the situation ought of itself to be sufficient to induce the lieutenant to seek it; if it were otherwise, his fitness for it might well be questioned: of all situations, those of the navy should be the last to depend upon extraneous influence.

A proper estimate seems not to have been made of the office and duties of the medical officers of the navy. This grade certainly requires the highest order of intellectual and moral habit. It is believed great injustice is done them by the plan of equalization proposed by the Secretary. According to it, a surgeon of the highest grade, who may have been twenty years in the service, has allotted to him \$1,600 when at sea, \$1,400 at a yard, and \$1,000 if he has just returned from a long cruise, although, in the course of it, his health may have been very much decayed, or his constitution entirely broken down; while a surgeon of a regiment receives \$2,000 in every instance, with an extra allowance when in actual service. So likewise a passed surgeon of nine years, who may have been an assistant for ten years, would receive only half the pay of an army surgeon who has but just passed through his mateship.

Your committee have endeavored to correct this injustice in the graduations they propose.

It has appeared reasonable that a compensation, increased and graduated according to the duty required and responsibility assumed, should be allowed the passed midshipmen, as some inducement to a fine class of young men to continue in and devote themselves to the service.

Considering that the situations of *boatswain* and *gunner* require officers of peculiar skill, experience and tact, and that they have no hope of promotion in the service, your committee deem it just and proper that an ample compensation should be allowed these grades, to induce competent and confidential native-born American citizens to continue in them for life. So likewise with the carpenters and sailmakers.

The clerks in the navy yards are not noticed in the plan proposed by the Secretaries. Your committee are induced to believe that they are laborious and faithful officers, and have therefore included them in the bill proposed, at an increased compensation, believed to be barely equal to the duties and responsibilities required of them.

The schoolmasters being already provided for in a bill now before the House, your committee do not deem it necessary to do more at present than notice the fact.

In conformity with the general principles and details thus laid down, your committee now respectfully submit the accompanying bill.

A BILL to equalize and regulate the pay of the officers of the army and navy of the United States on a peace establishment.

Be it enacted, by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be paid to the officers of the army and navy of the United States, in full compensation for their annual services, in lieu of present pay and all allowances, viz:

To major generals of the army in actual command, and to captains in the navy of over fifteen years' standing, when commanding squadrons, five thousand dollars; when on other duty, four thousand dollars; on leave, or waiting orders, three thousand dollars. To brigadier generals in command, and to captains in the navy over ten years, commanding squadrons, four thousand dollars; on other duty, three thousand dollars; on leave, or waiting orders, two thousand five hundred dollars. To colonels in command at military stations, the adjutant general, inspector general, commissary general, and the chiefs of the

Ordnance and Engineer departments, in service, and to captains in the navy over five years, at sea, three thousand dollars; on other duty, two thousand five hundred dollars; on leave, or waiting orders, two thousand dollars. To lieutenant colonels in command at military posts or stations, and to captains in the navy of not over five years' standing, at sea, two thousand five hundred dollars; on other duty, two thousand two hundred dollars; on leave, or waiting orders, one thousand nine hundred dollars. To majors commanding at military posts or stations, and masters commandant in sea service, two thousand dollars; on other duty, one thousand six hundred dollars; on leave, or waiting orders, one thousand two hundred dollars. To captains in the army of over ten years' standing, commanding companies, and to lieutenants in the navy over ten years, in sea service, one thousand four hundred dollars; on other duty, one thousand two hundred dollars; on leave of absence, or waiting orders, one thousand dollars. To captains in the army under ten years, in command, and lieutenants in the navy not over ten years, in sea service, one thousand two hundred dollars; on other duty, one thousand one hundred dollars; on leave, or waiting orders, nine hundred dollars. To surgeons in the navy over fifteen years, at sea, one thousand eight hundred dollars. To surgeons in the army and navy over fifteen years, on other duty, one thousand six hundred dollars. To surgeons in the navy over ten years, at sea, one thousand six hundred dollars; on other duty, one thousand four hundred dollars. To surgeons in the army over ten years, in actual service, one thousand four hundred dollars; and to surgeons in the navy under ten years, at sea, one thousand four hundred dollars. To surgeons in the navy under ten years, on other duty, and to surgeons in the army under ten years, in service, one thousand two hundred dollars. To all surgeons over five and under ten years, on leave, or waiting orders, one thousand dollars. To surgeons in the navy under five years, at sea, one thousand one hundred dollars; and to surgeons in the army and navy, in other service, one thousand dollars. To assistant navy surgeons, at sea, one thousand dollars; on other duty, and to assistant army surgeons on duty, each, nine hundred dollars; on leave, or waiting orders, seven hundred dollars. To chaplains to be employed by the Secretary of the Navy, in all ships or vessels-of-war over sixteen guns, when at sea, and who shall also perform the duty of schoolmasters at sea, or on shore at the naval schools, at the discretion of the Department, one thousand dollars. To first lieutenants in the army, on duty, one thousand one hundred dollars. To second lieutenants in the army, on duty, nine hundred dollars. To brevet second lieutenants in the army, on duty, seven hundred dollars. To cadets in the army, on duty, three hundred dollars. To aid to major general, in addition to pay in line, one hundred and fifty dollars. To assistant quartermaster and commissaries, and aid to brigadier general, in addition to pay in line, one hundred and twenty dollars. To passed midshipmen, employed as sailing-masters, at sea, nine hundred dollars. To sailingmasters at navy yards, seven hundred dollars. To passed midshipmen, employed as second masters in ships of the line and frigates, at sea, seven hundred dollars. To passed midshipmen over five years, at sea, six hundred dollars; on other duty, and those under five years, at sea, five hundred dollars; on other duty, and under five years, four hundred and fifty dollars; on leave, or waiting orders, four hundred dollars. To secretaries to commanders of squadrons, to clerks in navy yards, and to commandants on shore stations, nine hundred dollars. To clerks to commanders, at sea, five hundred dollars. To midshipmen, at sea, four hundred dollars; shore stations, and other duty, three hundred and fifty dollars; on leave, or waiting orders, three hundred dollars. To boat-swains, gunners, sailmakers, and carpenters, when at sea, seven hundred dollars; on other duty, five hundred dollars.

SECTION 2. *And be it further enacted*, That, from and after the passage of this act, it shall be the duty of every medical officer of the United States navy to provide himself with all such instruments as are necessary in his profession, and that the sum of — dollars be, and the same is hereby, annually appropriated, out of any money in the Treasury not otherwise appropriated, to be applied, on an estimate to be furnished by the board of naval surgeons, to the object specified in this act: *Provided*, That, in the event of the death or resignation of any such surgeon or assistant surgeon, the same shall be turned over to his successor in office.

SECTION 3. *And be it further enacted*, That the pay of all officers not enumerated in this act shall be graduated and equalized, by allowing to such officers the same stated salary as is provided for those named in this act, of the same or assimilated rank, and who have heretofore received like or equal compensation, except such officers as have now by law a fixed salary. Officers temporarily performing duties belonging to those of a higher grade, to receive the compensation allowed to such higher grade, while actually so employed. Officers on furlough, at their own request, shall receive only one-half their pay at shore stations; one ration per day, and no more, shall be allowed to all officers in vessels for sea service, The above compensation to be in full for pay and subsistence, and for all allowances whatever, except for travel under orders from the Department, for which officers shall be allowed sixteen cents per mile; and for employment on special service, and chamber money or house rent on shore stations, (where quarters have not been provided,) not exceeding, in any one case, two hundred dollars per annum, at the discretion of the Secretaries of the Department of War or of the Navy; and all acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

A.

Resolution of November 15, 1776.

FRIDAY, November 15, 1776.

Congress took into consideration the report of the committee relative to the navy; whereupon,

Resolved, That a bounty of twenty dollars be paid to the commanders, officers, and men of such continental ships or vessels-of-war as shall make prize of any British ships or vessels-of-war, for every cannon mounted on board of each prize at the time of such capture; and eight dollars per head for every man then on board and belonging to such prize.

That the rank of naval officers be to the rank of officers in the land service, as follows:

Admiral, as a general; vice admiral, as a lieutenant general; rear admiral, as a major general; commodore, as a brigadier general; captain of a ship of 40 guns and upwards, as a colonel; captain of a ship of 20 to 40 guns, as a lieutenant colonel; captain of a ship of 10 to 20 guns, as a major; lieutenant in the navy, as a captain.

Relative rank of army and navy officers, extracted from navy regulations of 1818.

3. The Secretaries of the War and of the Navy Departments have, with the approbation of the President of the United States, established the relative rank between the officers of the army and navy; the Navy Commissioners have taken their regulations on the subject as a guide, which are as follows: Commodores shall rank with brigadiers general; captains in the navy shall rank with colonels; masters Commandant shall rank with majors; lieutenants in the navy shall rank with captains in the army.

4. The rank and precedence of sea and land officers, as above stated, will take place according to the seniority of their respective commissions.

5. This arrangement shall not give any pretence to land officers to command any part of the naval force of the United States; nor shall it give to sea officers any right to command any part of the army of the United States; nor shall either have a right to demand the compliments due to their respective ranks, unless on actual service.

B.

Pay and emoluments of the following grades of officers of the army, at the periods stated, as fixed by law.

Grade.	Pay per annum.	Subsistence.	Forage.	Servants' pay.	Servants' subsistence.	Servants' clothing.	Amount per annum.	Remarks.	Total pay, &c.
Major general—in 1794.....	\$1,992	\$1,095	\$240	None.	.....	.....	\$3,327	Act 5th March, 1792.	.....
Major general—in 1799.....	1,992	1,095	240	.....	.....	.....	3,327	Act 3d March, 1799.	.....
Major general—in 1830.....	2,400	1,095	672	240	292	120	4,819	.....	\$6,512 64
Brigadier general—in 1794.....	1,248	876	192	None.	.....	.....	2,316	Act 5th March, 1792.	.....
Brigadier general—in 1799.....	1,248	876	192	.....	.....	.....	2,316	Act 3d March, 1799.	.....
Brigadier general—in 1830.....	1,248	876	480	180	219	90	3,093	.....	4,422 48
Colonel—in 1794.....	.....	.....	.....	.....	.....	.....	.....	None in service.....	.....
Colonel—in 1799.....	.....	.....	.....	.....	.....	.....	.....	do .....	.....
Colonel—in 1830.....	900	438	384	120	146	60	2,048	.....	2,941 32
Lieutenant colonel—in 1794.....	900	438	144	None.	.....	.....	1,482	Act 5th March, 1792.	.....
Lieutenant colonel—in 1790.....	900	438	144	.....	.....	.....	1,482	Act 3d March, 1799.	.....
Lieutenant colonel—in 1830.....	900	438	288	120	146	60	1,699	.....	2,372 52
Major—in 1794.....	600	292	120	None.	.....	.....	1,012	Act 5th March, 1792.	.....
Major—in 1799.....	600	292	120	.....	.....	.....	1,012	Act 3d March, 1799.	.....
Major—in 1830.....	600	292	288	120	146	60	1,506	.....	2,106 32

NOTE.—Subsistence was calculated at the contract price previous to the year 1808; for want of information on that point, twenty cents, the present commutation, is assumed for each period.

Officers are required to keep their servants and horses, to entitle them to the allowance.

Double rations are allowed to officers when commanding separate posts, and are to be added to the above in such cases.

Fuel and quarters are allowed by regulations, and are paid through the Quartermaster's department, and are not included in the above.

C.

Statement showing the pay and rations allowed at various periods to captains, masters commandant, and lieutenants of the navy.

	1794.			1799.			1831.		
	Dollars per month.	Rations per day.	Sum total.	Dollars per month.	Rations per day.	Sum total.	Dollars per month.	Rations per day.	Sum total.
Captains of 32 guns and upwards	\$75 00	6	\$1,338 00	\$100 00	8	\$1,734 00	\$100 00	8	\$1,930 00
Captains of 20 and under 32 guns .....	.....	.....	.....	75 00	6	1,338 00	75 00	6	1,447 50
Masters commandant.....	.....	.....	.....	60 00	5	1,085 00	60 00	5	1,176 25
Lieutenants commanding .....	.....	.....	.....	50 00	4	892 00	60 00	5	1,176 25
Lieutenants	40 00	3	699 00	40 00	3	699 00	50 00	4	965 00
Commanders of squadrons.....	.....	.....	.....	100 00	16	2,368 00	100 00	16	2,660 00

NOTE.—In 1814 the President was authorized, at his discretion, to increase the navy pay twenty-five per cent. This increase was extended only to those serving on the lakes. The law was repealed in 1817.

The present value of the navy ration is twenty-five cents; from 1799 to 1812 it was only twenty cents; hence the difference in the aggregate pay of 1799 and that of 1831.

Captains in command of squadrons are by law allowed double rations.

D.

Salaries of various civil officers of the government at different periods and at present.

	1789.	1791.	1792.	1794.	1796.	1798.	1799.	1806.	1817.	1818.	1819.	1827.
Secretary of State.....	\$3,500						\$5,000				\$6,000	
Secretary of Treasury..	3,500						5,000				6,000	
Secretary of War.....	3,000						4,500				6,000	
Secretary of Navy.....						\$3,000	4,500				6,000	
Attorney General.....	1,500						3,000				3,500	
Postmaster General....				\$2,400			3,000				4,000	\$6,000
Assistant to Secretary of Treasury	1,500	\$1,900					*3,000					
Comptroller of Treasury, First	2,000	2,400					3,500					
Auditor, First.....	1,500	1,900					3,000					
Treasurer	2,000						3,000					
Register	1,250	1,500					2,400					
Accountant, War.....			\$1,200		\$1,600		2,000	} Made Auditors. {	\$3,000	3,000		
Accountant, Navy.....						1,600	2,000					
Assistant Postmaster General				1,200			1,700				2,500	
Chief Justice.....	4,000										5,000	
Justices Supreme Court Chief clerks, viz:	3,500										4,500	
State Department.....	800					raised.		} Regulated by the heads of departments, and raised. {			\$2,000	
War Department.....	600		800		do						2,000	
Comptroller of Treasury Auditor and Treasurer, each	800				do						1,700	
Navy	600				do						1,700	
Messenger to the Secretary of the Navy....						1,200					2,000	
												700

Difference of compensation between officers of the army and navy, calculated on the maximum in each grade in the army and navy.

Major general, first rank, receives annual compensation more than captain over 15 years' standing, first rank in navy, of.....	\$3,542 00
Brigadier general, second rank, receives annual compensation more than captain over 10 years' standing, second rank in navy, of.....	2,231 00
Colonel, third rank, receives annual compensation more than captain over 5 years' standing, third rank in navy, of.....	799 00
Lieutenant colonel, fourth rank, receives annual compensation more than captain under 5 years' standing, fourth rank in navy, of.....	305 00
Major, fifth rank, receives annual compensation more than master commandant, fifth rank in navy, of.....	850 75
Captain, sixth rank, receives annual compensation more than lieutenants, sixth rank in navy, of.....	636 25

Brevet second lieutenants in the army, under existing regulations, immediately after leaving West Point academy, educated at public expense.....	\$1,383 00
The pay of a master commandant, who has been in service 25 years, and in most cases is charged with the maintenance of a wife and children, commanding a ship of 30 guns and upwards, on a foreign station, receives an annual compensation of only.....	\$1,176 25
Deduct hospital dues.....	2 40
	<u>1,173 85</u>
Balance in favor of brevet second lieutenants.....	\$209 15
If from this balance be deducted the only allowance of cabin furniture made to a master commandant.....	180 00
There still remains a balance against the naval, of.....	<u>\$29 15</u>
Lieutenants in the navy of <i>eighteen years'</i> service receive.....	\$965 00
Brevet second lieutenant in army, as above.....	1,383 00
Leaves a balance against the navy lieutenant, of.....	<u>\$418 00</u>

* Made commissioner of the revenue.

A BILL to equalize and regulate the pay of the officers of the army and navy of the United States on a peace establishment.

Be it enacted, by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be paid to the officers of the army and navy of the United States, in full compensation for their annual services, in lieu of present pay and all allowances, viz:

To major generals of the army in actual command, and to captains in the navy over fifteen years' standing, when commanding squadrons, five thousand dollars; when on other duty, four thousand dollars; on leave, or waiting orders, three thousand dollars.

To brigadier generals in command, and to captains in the navy over ten years, commanding squadrons, four thousand dollars; on other duty, three thousand dollars; on leave, or waiting orders, two thousand five hundred dollars.

To colonels in command at military stations, the adjutant general, inspector general, commissary general, and the chiefs of the Ordnance and Engineer department, in service, and to captains in the navy over five years, at sea, three thousand dollars; on other duty, two thousand five hundred dollars; on leave, or waiting orders, two thousand dollars.

To lieutenant colonels in command at military posts or stations, and to captains in the navy, not over five years' standing, at sea, two thousand five hundred dollars; on other duty, two thousand two hundred dollars; on leave, or waiting orders, one thousand nine hundred dollars.

To majors commanding at military posts or stations, and masters commandant in sea service, two thousand dollars; on other duty, one thousand six hundred dollars; on leave, or waiting orders, one thousand two hundred dollars.

To captains in the army over ten years' standing, commanding companies, and to lieutenants in the navy over ten years, in sea service, one thousand four hundred dollars; on other duty, one thousand two hundred dollars; on leave of absence, or waiting orders, one thousand dollars.

To captains in the army under ten years, in command, and lieutenants in the navy not over ten years, in sea service, one thousand two hundred dollars; on other duty, one thousand one hundred dollars; on leave, or waiting orders, nine hundred dollars.

To surgeons in the navy over fifteen years, at sea, one thousand eight hundred dollars.

To surgeons in the army or navy over fifteen years, on other duty, one thousand six hundred dollars.

To surgeons in the navy over ten years, at sea, one thousand six hundred dollars; on other duty, one thousand four hundred dollars.

To surgeons in the army over ten years, in actual service, one thousand four hundred dollars; and to surgeons in the navy under ten years, at sea, one thousand four hundred dollars.

To surgeons in the navy under ten years, on other duty, and to surgeons in the army under ten years, in service, one thousand two hundred dollars.

To all surgeons over five and under ten years, on leave, or waiting orders, one thousand dollars.

To surgeons in the navy under five years, at sea, one thousand one hundred dollars; and to surgeons in the army and navy, in other service, one thousand dollars.

To assistant navy surgeons, at sea, one thousand dollars; on other duty, and to assistant army surgeons on duty, each, nine hundred dollars; on leave, or waiting orders, seven hundred dollars.

To chaplains, to be employed by the Secretary of the Navy in all ships or vessels-of-war over sixteen guns, when at sea, and who shall also perform the duty of schoolmasters, at sea, or on shore at the naval schools, at the discretion of the Department, one thousand dollars.

To first lieutenants in the army, on duty, one thousand one hundred dollars.

To second lieutenants in the army, on duty, nine hundred dollars.

To brevet second lieutenants in the army, on duty, seven hundred dollars.

To cadets in the army, on duty, three hundred dollars.

To aid to major general, in addition to pay in line, one hundred and fifty dollars.

To assistant quartermaster and commissaries, and aid to brigadier general, in addition to pay in line, one hundred and twenty dollars.

To passed midshipmen, employed as sailingmasters, at sea, nine hundred dollars.

To sailingmasters at navy yards, seven hundred dollars.

To passed midshipmen, employed as second masters in ships of the line and frigates, at sea, seven hundred dollars.

To passed midshipmen over five years, at sea, six hundred dollars; on other duty, and those under five years, at sea, five hundred dollars; on other duty, and under five years, four hundred and fifty dollars; on leave, or waiting orders, four hundred dollars.

To secretaries to commanders of squadrons, to clerks in navy yards, and to commandants on shore stations, nine hundred dollars.

To clerks to commanders, at sea, five hundred dollars.

To midshipmen, at sea, four hundred dollars; shore stations, and other duty, three hundred and fifty dollars; on leave, or waiting orders, three hundred dollars.

To boatswains, gunners, sailmakers, and carpenters, when at sea, seven hundred dollars; on other duty, five hundred dollars.

SECTION 2. *And be it further enacted,* That, from and after the passage of this act, it shall be the duty of every medical officer of the United States navy to provide himself with all such instruments as are necessary in his profession, and that the sum of _____ dollars be, and the same is hereby, annually appropriated, out of any money in the Treasury not otherwise appropriated, to be applied, on an estimate to be furnished by the board of naval surgeons, to the object specified in this act: *Provided,* that, in the event of the death or resignation of any such surgeon or assistant surgeon, the same shall be turned over to his successor in office.

SECTION 3. *And be it further enacted,* That the pay of all officers not enumerated in this act shall be graduated and equalized, by allowing to such officers the same stated salary as is provided for those named in this act, of the same or assimilated rank, and who have heretofore received like or equal compensation, except such officers as have now by law a fixed salary. Officers temporarily performing duties belonging to those of a higher grade, to receive the compensation allowed to such higher grade, while actually so employed. Officers on furlough, at their own request, shall receive only one-half their pay at shore stations; one ration per day, and no more, shall be allowed to all officers in vessels for sea service. The above compensation to be in full for pay and subsistence, and for all allowances whatever, except for

travel under orders from the Department, for which officers shall be allowed sixteen cents per mile; and for employment on special service, and chamber money or house rent on shore stations, (where quarters have not been provided,) not exceeding, in any one case, two hundred dollars per annum, at the discretion of the Secretaries of the Department of War or of the Navy; and all acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

NAVY DEPARTMENT, *January 15, 1834.*

SIR: Your letter of the 10th instant has been received; but the document, mentioned as enclosed, has not come to hand.

In reply to your inquiries, I have the honor to submit a copy of a communication from the Navy Commissioners, marked A, 1 and 2, which contains their views fully on the subject of pay.

On account of their references, I enclose a copy of a report by the President to the Senate, this session, marked B, though it probably is already in your possession.

The differences between that document and the project submitted to the Senate by the President, as coming from this Department, are slight, if any, in principle, and are not numerous in detail. Most of the variations could probably be adopted to advantage.

I submit a schedule of pay and some of the allowances in the French naval service, (C,) and a statement of the pay, and some of the allowances in the British naval service, (D.)

These, for convenience, are reduced to our own currency, the pound sterling, in the latter, being computed at \$4.44, and the months in a year at thirteen, being deemed lunar by their usage. But the pound, valued at more, would of course make the pay higher, and the pounds and pence are therefore retained, in order that any person may compute them on a different basis.

In answer to another of your inquiries, I understand the board of revision have prepared new bills on subjects connected with the navy, and which will, in a short time, be laid before Congress. But none of them are now in my possession.

In relation to the general features of the pay contemplated in the tables from this Department, it may be remarked, in explanation, that the navy pay, as proposed, when its amount is to be compared with the present pay, or with the pay of the army, must be computed really higher than its nominal amount, by the addition of a ration when on duty, by one project, and by rent in certain cases, and a ration when at sea, by the other project. In all cases, except those of lieutenants, surgeons, and assistant surgeons which have within a few years been provided for, there is also a large increase of pay while on duty; and, taking the pay on an average, as our records show officers to be on and off duty, there is believed to be a considerable increase in most classes, and in none any diminution. The increase would, in some cases, have been larger, had the pay in the army to those of corresponding rank been larger. These results were deemed proper to be sought, in proportioning anew the pay among all the different ranks in the navy, and in assimilating it, as the resolution of the Senate was supposed to require, more nearly than at present, to the pay allowed to similar ranks in the army. In the case of pursers, although the nominal increase is very great, yet, as the system of pay is changed from pay and allowances to a salary in full, it is supposed that the actual compensation received will in some cases be larger and in some less, but, on an average, not much, if any, larger than it now is. In those classes of officers under warrants, and not midshipmen, the difference in pay, when on and off duty, is larger than in most other classes, because such officers, like seamen, are seldom off duty beyond a short time, and cannot conveniently be long spared from duty. But their average compensation, as they are generally employed, will, by the proposed amounts, be greatly augmented, because it is believed that such augmentation will command a higher order of talent in that grade of the service.

The different characters of the two services on land and water, in various particulars, and especially in respect to the right of prize money, have caused heretofore a greater inequality against the navy than is believed to be proper; and the proposed changes will, if adopted, correct in a great measure, though not entirely, the disproportion now existing. Whether a more perfect equality ought to be established in all cases, and, if so, whether it should be effected by reducing the pay of the army or increasing that of the navy in certain cases, Congress must decide. The discrimination between pay in the navy, when off and on duty, has been introduced in all cases in the proposed table, and is deemed very material to the efficiency of the service. It has existed, by law, to the extent of one-half of the whole pay, ever since 1806, though not much in practice since 1819, except when on furlough. It prevails largely in the navies of both France and England. In the latter, a large proportion of the officers are usually kept on reduced or half-pay when not on duty (see D;) and, in the former, it is specially provided for in the manner detailed in the notes to the table C.

I have nothing further, which appears material, to add on this subject, except that the allowance of travel, in both the navy and army services, as heretofore practiced, is believed to be always confined to travel on duty, and such is the view at the close of the table B, in reference to travel hereafter.

If it be the wish of the committee and of Congress to extend this allowance to travel performed under leaves of absence, and to attend school, and not for duty, (as I infer to be your own views, by a clause in the bill reported as to schools), it will be necessary to make a special provision to that effect, and to increase the appropriation out of which such travel is to be paid. The present appropriations are founded on different estimates, and are barely sufficient to pay the other charges on them, and the travel performed under orders for duty.

I have forbore any comments on pay in our army, or on foreign pay in the land service, from motives of delicacy, supposing that such comments would be more acceptable from persons connected with that branch of the public service.

I have the honor to be, very respectfully, your obedient servant,

LEVI WOODBURY.

The Hon. G. WATROUGH, *Chairman of Select Committee for equalizing
Army and navy pay, House of Representatives.*

A, No. 1.

WASHINGTON, December 27, 1833.

The board for the revision of the regulations of the navy, &c., have the honor to acknowledge the receipt of your letter of the 19th instant, covering a copy of the message from the President of the United States to the Senate, respecting the pay of the officers of the army and navy.

They have attentively considered the table B, which relates to the proposed pay for the officers of the navy, and beg leave respectfully to refer to the enclosed table (A, 2) for the modifications which they believe may be made with advantage to the interests of the service.

It was deemed advisable to mention the "captain of the fleet," because duties are assigned to a captain acting in that capacity by the revised regulations, and to prevent any doubt as to his proper compensation whenever he might be employed.

The board would respectfully observe that the command of vessels for sea service, and of navy yards, appears to be more important than any other of the ordinary duties of captain, and they have, therefore, suggested a slight increase to the proposed compensation to captains under five years, when thus employed, and a reduction in both classes when on other duty.

The board respectfully recommend the adoption of the slight increase proposed for masters commandant on sea service, under a belief that the *average* compensation to that class of officers, as they will be employed, will still be below the pay of their corresponding rank in the army.

The great responsibility of first lieutenants of large vessels induces the board to recommend the adoption of the proposed modification of the compensation to first lieutenants. They are also of opinion that their pay in ships of the line should be the same as when commanding small vessels, and that the pay of "flag lieutenants" should be equal to that of first lieutenants of frigates, as it will still be less than the proposed pay for aids-de-camp to brigadiers general in the army.

It is also proposed that the pay of the purser of a receiving vessel shall be the same as though in a navy yard.

The board would also recommend the variation of pay, according to the rate of vessel in which sailing-masters are employed, for the same reasons assigned for the change respecting the pay of first lieutenants of vessels; and the same reasons will apply to the boatswain, gunner, carpenter, and sailmaker.

They have also proposed to limit the allowance of the ration to persons employed in vessels for sea service, as in all other situations the officers can procure subsistence for themselves.

It has been thought better to define the employment of officers by their employment "in vessels for sea service," to using the term "at sea," as the latter seemed more liable to misconception.

For the same reason they have proposed a different phraseology in the clause respecting the allowances to be discontinued.

They have also proposed to specify some period within which the officers will not be put on furlough pay, and have named a year, because that seemed not to be a longer period than would be necessary to enable an officer to make use of his time to any immediate advantage to himself.

I have the honor to be, with great respect, sir, your most obedient servant,

JN. RODGERS.

To the Hon. L. WOODBURY, *Secretary of the Navy.*

A, No. 2.

Table showing the modification proposed to be made in the pay of the officers of the navy, as sent by the President of the United States to the Senate, December 5, 1833.

Officers, &c.	Pay as sent to the Senate.	Modifications proposed.
Senior captain in the navy:		
When commanding a squadron.....	\$5,500	\$5,500
When on other duty.....	4,500	4,500
When on leave, or waiting orders.....	3,000	3,000
All other captains:		
When commanding squadrons, or acting as Navy Commissioners.....	4,200	4,200
When of five years' standing, and commanding vessels for sea service, or navy yards, or acting as captain of a fleet.....	3,500	3,500
When on other duty.....	3,500	3,200
When on leave, or waiting orders.....	2,300	2,300
When under five years, and commanding vessels for sea service, or navy yards, or acting as captain of the fleet.....	2,800	3,000
When on other duty.....	2,800	2,700
When on leave, or waiting orders.....	2,000	2,000
Masters commandant or commanders:		
When attached to vessels for sea service.....	2,000	2,100
When attached to a navy yard, or on other duty.....	1,600	1,600
When on leave, or waiting orders.....	1,400	1,400
Lieutenants:		
When commanding a vessel in commission, or when first lieutenants of a ship of the line for sea service.....	1,500	} 1,500
When first lieutenants of navy yards, or of frigates for sea service, or flag lieutenants.....	1,200	
When first lieutenants of a sloop-of-war, or smaller vessel, for sea service....	1,000	} 1,200
	1,200	
	1,200	1,100

Officers, &c.	Pay as sent to the Senate.	Modifications proposed.
All other lieutenants attached to vessels for sea service.....	\$1,000	\$1,000
All lieutenants when otherwise employed.....	1,000	950
When on leave, or waiting orders.....	800	800
Surgeon of a fleet.....	2,000	2,000
Surgeons over ten years, attached to vessels for sea service.....	1,600	1,600
When at a hospital, navy yard, or on other duty.....	1,400	1,400
When on leave, or waiting orders.....	1,000	1,000
Surgeons under ten years:		
When attached to vessels for sea service.....	1,300	1,300
When at a hospital, navy yard, or on other duty.....	1,100	1,100
When on leave, or waiting orders.....	800	800
Purser:		
In a ship of three decks for sea service.....	3,500	3,500
In a ship of two decks for sea service.....	3,000	3,000
In a frigate for sea service.....	2,500	2,500
In a sloop-of-war for sea service.....	2,000	2,000
In a smaller vessel for sea service.....	1,500	1,500
In a navy yard or receiving vessel.....	1,200	1,200
On leave, or waiting orders.....	750	750
Chaplains:		
When attached to vessels for sea service.....	1,000	1,000
When employed in navy yards.....	800	800
When on leave, or waiting orders.....	500	500
Secretaries:		
To commanders of squadrons commanding in chief.....	Omitted.	1,200
To commanders of squadrons not commanding in chief.....	Omitted.	1,000
Sailingmasters:		
Attached to ships of the line for sea service.....	900	950
Attached to frigates for sea service.....	900	800
Attached to smaller vessels for sea service.....	900	700
First master of a navy yard.....	750	800
When otherwise employed.....	750	700
When on leave, or waiting orders.....	500	500
Assistant surgeons of ten years, or when passed for surgeons:		
When attached to vessels for sea service.....	1,000	1,000
When at hospitals, navy yards, or on other duty.....	800	800
When on leave, or waiting orders.....	500	500
Assistant surgeons under ten years:		
When attached to vessels for sea service.....	900	900
When at hospitals, navy yards, or on other duty.....	800	800
When on leave, or waiting orders.....	500	500
Second masters:		
When attached to vessels for sea service.....	600	600
When at navy yards, or on other duty.....	500	500
When on leave, or waiting orders.....	300	300
Passed midshipmen:		
When attached to vessels for sea service.....	500	500
When at navy yards, or otherwise employed.....	400	400
When on leave, or waiting orders.....	300	300
Warranted masters' mates:		
When attached to a vessel for sea service.....	480	480
When at navy yards, or otherwise employed.....	480	400
When on leave, or waiting orders.....	300	300
Schoolmasters:		
When attached to vessels in commission, or to navy yards. (But they are only to be paid when thus employed).....	600	600
Midshipmen:		
When attached to vessels for sea service.....	350	350
When at navy yards, or employed on other duty.....	275	275
When on leave, or waiting orders.....	200	200
Clerks:		
To commanders of squadrons, captains of the fleet, and to commanders of vessels (But the pay of secretaries and clerks, and the increased pay to captains of fleets, and flag lieutenants, shall be paid only during the time the officer to whom they are allowed shall be actually employed.)	480	480

Officers, &c.	Pay as sent to the Senate.	Modifications proposed.
Boatswain, gunner, and carpenter, each:		
When attached to a ship of the line for sea service.....	\$480	\$500
When attached to a frigate for sea service, or to a navy yard.....	480	400
When on any other duty.....	480	320
When on leave, or waiting orders.....	100	200
Sailmaker:		
When attached to a ship of the line for sea service.....	420	450
When attached to a frigate for sea service, or to a navy yard.....	420	360
When on any other duty.....	420	300
When on leave, or waiting orders.....	100	160

When commission or warrant officers shall be furloughed for one year, or a longer period, they shall, while so furloughed, receive only one-half the pay to which they would be entitled if employed at a navy yard.

The above, with one ration a day when attached to the vessels for sea service, is to be in full for pay and subsistence, and for all allowances in lieu of cabin furniture to commanders of vessels, and for all allowances to officers attached to navy yards, or employed on any other shore duty; except for travel, detention, and employment on special service, and for house rent, when no public accommodations are provided.

B.

Message from the President of the United States, relating to a plan for equalizing the pay of the officers of the army and navy, and made in compliance with a resolution of the Senate, dated Washington, December 5, 1833.*

23^d CONGRESS.]

No. 538.

[1ST SESSION.]

ON A CLAIM OF THE BROTHER OF A SEAMAN, LOST IN THE FRIGATE INSURGENTE IN 1800,
FOR A BALANCE DUE TO THE SAID SEAMAN.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 7, 1834.

Mr. E. WHITLESEY, from the Committee on Claims, to whom was referred the petition of William Caton, reported:

That the papers were sent to the Secretary of the Navy for information in this case. The Secretary of the Navy referred the papers to the Fourth Auditor, whose report is received, and referred to and made a part of this report. It appears, from the statement made by the Fourth Auditor, that nothing could have been due to the seaman at the time of his death. The following resolution is submitted:

Resolved, That the prayer of the petitioner ought not to be granted.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 4, 1834.*

SIR: I have the honor to return to you, herewith, the letter of the chairman of the Committee on Claims in the House of Representatives, enclosing the memorial of William Caton, who claims a balance due to his deceased brother Charles W. Caton, which you referred to me on the 27th ultimo.

It appears by a pay roll of the frigate *Insurgente*, transmitted to this office on the 7th August, 1800, by her commander, Captain Patrick Fletcher, that Charles W. Caton was attached to her as an ordinary seaman, at eight dollars a month; that he was recruited on the 14th July, 1800, and received from the recruiting officer, as shown by his receipt on the file, sixteen dollars, two months' advance pay; in addition to which, it is to be presumed that he was supplied by the purser with a mattress and blanket, amounting to four or five dollars more; and, perhaps, with small stores, such as tea and sugar, as customary in the naval service: but nothing of the kind appears on the pay roll, which only gives the names of the officers, seamen, &c., their ranks, dates of entry, rates of pay per month, and amount advanced by the recruiting officer.

It is understood that the *Insurgente* sailed from Hampton roads in August or September, 1800, bound to the West Indies, and that she was lost soon after she got to sea. It is not likely, therefore, that there could have been anything due to Charles W. Caton for wages at the time the *Insurgente* was lost.

The act of Congress, passed 29th of April, 1802, entitled "An act for the relief of the widows and orphans of certain persons who have died in the naval service of the United States," grants to the widow, if no widow, then to the child or children of the officers, seamen, and marines, lost in the ship *Insurgente*, a sum equal to four months' pay of their respective husbands or fathers, but the provision does not extend to any others than the widows and children.

I have the honor to be, very respectfully, sir, your obedient servant,

AMOS KENDALL.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

* For this message and the documents therewith, see antecedent No. 520.

23D CONGRESS.]

No. 539.

[1ST SESSION.]

ON CLAIM OF THE REPRESENTATIVES OF HENRY ECKFORD, FOR RENT OF LAND AT SACKETT'S HARBOR AND STORRS' HARBOR, ON LAKE ONTARIO, OCCUPIED FOR THE BUILDING OF TWO LARGE VESSELS FOR THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 19, 1834.

NAVY DEPARTMENT, *March 17, 1834.*

To the Speaker of the House of Representatives:

SIR: I would hereby respectfully submit a report to the House of Representatives on the claim in behalf of the estate of Henry Eckford, referred to me by the House on the 7th instant.

Among the papers in the case I do not find any *petition*, but an account for certain rents, with an explanatory letter. These, with all the accompanying papers, were referred by me to the Fourth Auditor, whose reply is annexed. (A.)

From this reply it appears that the account for rent cannot be passed and paid under any existing contract or regulations, without some special sanction by this Department, or some direction by Congress. It is doubted whether the former sanction alone would be sufficient; and it is manifest to me, that it ought not now to be given, since, for reasons satisfactory to myself, as well as to them, two of my predecessors, as well as the Fourth Auditor, have heretofore thought the direction of Congress and a special appropriation either expedient or necessary; and since two committees of the House of Representatives have reported unfavorably to the payment of the whole account as now claimed, a brief explanation of the history of the case may be all the other remarks sufficient to show the propriety of legislation on this subject.

The title of the lands, for the occupation of which rent is now claimed at Sackett's Harbor, it is believed has been nominally in Captain Isaac Chauncey and Mr. Henry Eckford since 1814. They were bought at first by Captain Chauncey, and afterwards conveyed to Mr. Eckford under the circumstances detailed in the reports from the Naval Committee to the House of Representatives, February 17, 1829, and January 20th, 1831, and which circumstances, in the opinion of that committee, created a right in the United States to have a conveyance of the land on payment of the consideration advanced, with interest and actual expenses.

The same committee think the quantity of land, occupied at Storrs' Harbor by the United States, small, and the claim for its rent quite too large in amount, though in right well founded.

They reported a bill for the arrangement of both claims, in what they deemed an equitable manner; but which, it is understood, was not satisfactory to Mr. Eckford, and its passage was not, therefore, urged at that time.

Without stating further particulars, which may be seen in those reports and in the papers herewith returned (B, No. 1 to 23), it is apparent that this Department, in the opinion of that committee, expressed on two occasions, would not be justified in paying any rent, *as such*, for the occupation of one of the tracts, nor in paying beyond a small portion of the rent which is claimed for the use of the other tract.

The views of this Department, independent of those reports, do not seem to have been presented with distinctness on the merits of these claims, except in a communication made to Congress December 8, 1828. In that it was stated that both the claims were considered to be just, but, from their large amount, a special appropriation to pay them was thought to be necessary.

It, however, deserves grave consideration, that if the Department had previously entertained the same opinion, no contract in writing should ever have been made to pay rent, to any amount, for the use of either of the tracts, and that none should, in fact, ever have been paid on either of them up to this date, except a single payment, in 1823, for the time past for rent of the tract most in dispute; whether rent for the other tract was ever claimed till 1827, or why it was not claimed on either, between 1815 and 1823, or between 1823 and 1827, does not appear.

Under these circumstances, independent of the above reports by the Naval Committee, and the principles involved in them, I agree entirely with my predecessors in the propriety of some special appropriation, and direction by Congress as to the payment of these claims; but deem it a duty on my part, to Congress as well as to the estate of Mr. Eckford, to add, that I do not see adequate reason to agree to the merits of either claim for rent to the amount now claimed. But a reasonable amount, in both cases, independent of those reports and their principles, appears to me to be clearly due; and it should, in my opinion, be fixed at a quantum meruit, not by the sum paid in a single instance for one tract, and never repeated, nor limited by any contract, but be fixed by a careful examination of the value of such property as has been actually occupied by the United States, both at Sackett's and Storrs' Harbors, and of the injury occasioned to the owners by that occupation.

I have the honor to be, very respectfully, your obedient servant,

LEVI WOODBURY.

P. S.—A schedule of the paper is also enclosed.

23D CONGRESS.]

No. 540.

[1ST SESSION.]

ON THE CLAIM OF A SAILINGMASTER FOR THE PAY OF A MASTER COMMANDANT,
WHILE HOLDING A COMMAND PROPER TO THAT RANK.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 21, 1834.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the memorial of Jonathan D. Ferris, late a sailingmaster in the navy of the United States, reported:

The petitioner states that, in the year 1813, he was ordered to take command of the brig Etna, on the coast of Louisiana and Florida, a vessel of twelve carriage guns and eighty-three men, and continued to command her thirteen months; that, in October, 1814, he was ordered to take the command of a squadron of five gunboats, protecting the intercourse on the lakes between Mobile and New Orleans, in which service he continued one month and a half.

The petitioner claims the difference of pay and allowance while performing these services, as being those of a master commandant or lieutenant commandant, to wit, \$10 additional pay per month, and two rations per day, amounting to the sum of \$366.50.

The petitioner further states that, in December, 1815, he was ordered to command the Navy yard at Tchifoncti or Chinquapin river, which he held nearly nine years; that, for this service, he is entitled to the same extra pay and rations as before stated, and also for difference for house rent and fuel during the period, amounting to the sum of \$3,559.32.

During the time of the services above detailed, the memorialist continued to receive his usual pay and rations as a sailingmaster, and it does not appear that any claim for the extra pay and allowance was made until the year 1830 or 1831.

At the session of Congress commencing in December, 1830, the claim of Lieutenant Ferris was presented, and referred to the Committee on Naval Affairs, and by that committee to the Secretary of the Navy, for information. By a report of the Auditor, forwarded to the committee in answer, dated 8th January, 1831, it is stated that "the records of that Department do not show, nor is it recollected by any person attached to the office, that any claim of the nature set forth in the petition was ever made by Mr. Ferris before that time."

It is further stated that there were many officers of the same grade performing similar services at other stations, "none of whom received anything more than sailingmaster's pay," and that, "if the claim of Mr. Ferris is allowed, it will open the door perhaps for more than one hundred others to present similar claims."

No report appears to have been made on the application. The performance of the services was without any understanding of extra pay or allowance, for none was claimed by the petitioner during the period, or for a long time after its termination. The extra pay is not warranted by any express law or usage of the Navy Department, and a large number of officers of similar grade with the applicant have performed similar services without the remuneration demanded by him, and without any claim therefor.

The committee therefore report that the prayer of the petitioner ought not to be granted.

23D CONGRESS.]

No. 541.

[1ST SESSION.]

ON CLAIM OF A LIEUTENANT COLONEL OF MARINES, FOR COMPENSATION FOR EXTRA
SERVICES IN ISSUING CLOTHING AND ACCOUTREMENTS TO THE MARINES UNDER
HIS COMMAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 28, 1834.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the memorial of Anthony Gale, reported:

That the petitioner claims a compensation for the issue of clothing and accoutrements to the men under his command while acting as commandant of marines at the Navy yard in Philadelphia, from the 1st August, 1806, to the 1st May, 1817, at the rate of \$10 per month; and also for issuing clothing and accoutrements to various posts where marines were posted during the same period, at \$20 per month, forming an aggregate amount of \$3,870.

It appears that Colonel Gale first set up the claim of \$10 per month, for issues to the men under his immediate command, in 1819, and that it was rejected by the Fourth Auditor, 30th December, 1819, upon the ground that no precedent existed for the claim. The additional claim of \$20 per month is of much later origin, having been first presented in the year 1831.

In December, 1821, Colonel Gale presented a petition to Congress for compensation for the services first mentioned, which was referred to the Secretary of the Navy, who stated in reply, December 28, 1821, that the claim of the petitioner had been uniformly rejected by the Department, "because no direct provision is to be found in any of the acts of Congress, relating to the marine corps, that would authorize such an allowance." The claim was disallowed in consequence.

On a petition again presented in January, 1825, the Committee on Naval Affairs reported that the duties for which Colonel Gale claimed remuneration "had been performed by almost every officer of the marine corps who has had command at the Navy yards of Boston, New York, or Philadelphia, and no allowance has ever been made to any one of them." And the claim was again rejected.

An unfavorable report was again made on the memorial of Colonel Gale, referred to the Committee on Claims in February, 1828.

The memorial now under consideration avers that precedents exist for allowances similar to those claimed by Colonel Gale: for proof of which he refers to the records of the Navy Department, and particularly to cases where compensation had been allowed for extra services in 1812.

By a careful investigation, made by direction of the committee, it has been ascertained that the allowances said to have been made in 1812 are for expenditures and services totally different from those claimed by the memorialist, and upon that ground his claim has no support.

It appears that no such allowance was claimed by Colonel Gale at the time the services are said to have been performed; that the claim was first brought forward after a long lapse of time from the performance of the duty for which compensation is claimed; that it is not supported (as the memorialist had supposed) by any precedent, and has been uniformly rejected by the Navy Department and by Congress whenever presented.

The committee therefore report that the prayer of the petitioner ought not to be granted.

23D CONGRESS.]

No. 542.

[1ST SESSION.]

ON CLAIM OF THE REPRESENTATIVES OF HENRY ECKFORD, FOR RENT OF LAND AT SACKETT'S HARBOR AND STORRS' HARBOR, ON LAKE ONTARIO, OCCUPIED BY TWO LARGE VESSELS OF THE NAVY; AND RECOMMENDING THAT SAID VESSELS BE SOLD.

COMMUNICATED TO THE SENATE MARCH 28, 1834.

Mr. SOUTHARD, from the Committee on Naval Affairs, to whom was referred the memorial of the heirs and legal representatives of Henry Eckford, reported:

That they have examined the claim of the memorialists, and present the following facts for the consideration of the Senate:

1. In the year 1814, Com. Chauncey, then commanding the naval forces of the United States on Lake Ontario, received orders to build, without delay, two large ships for service on that lake; that it became necessary, in the execution of those orders, to purchase a point of land at Sackett's Harbor, called Navy Point, for which he gave the sum of \$3,000; that a large wharf was erected in that year upon said point by Henry Eckford, to enable him to build one of said vessels, which wharf cost said Eckford the sum of \$4,050, and a large ship, named New Orleans, was built thereon in the spring of 1815, and remains there until this time, in the possession of the government.

2. That, in the purchase made by Com. Chauncey, it was his intention that the said land should be for the use of the government, and the price given for the same was charged in his accounts, but disallowed by the government on the ground that no authority had been given by law to purchase the land. In consequence of this disallowance, Com. Chauncey paid the purchase money out of his own funds, and became, to all intents and purposes, the owner of the land, and authorized to dispose thereof for his own benefit.

3. Com. Chauncey subsequently sold this land to Henry Eckford, and received from him the exact amount which he paid, with legal interest up to the time of the payment by Eckford. Since that time, Mr. Eckford and his heirs and representatives have been the owners of said land, and are entitled to receive from the United States a reasonable rent for its use and occupation.

4. In the early part of the year 1823, the claim for the rent of Navy Point was presented by Mr. E. to the Secretary of the Navy, and allowed by him at the rate of \$290 per year, and payment made for the rent due from 1st Jan., 1815, to 1st Jan., 1823, amounting to \$2,320. The rent from that date is still due and unpaid, and the committee think that the same ought to be allowed and paid at the rate then fixed by the Secretary of the Navy, viz., \$290 per year.

5. In order to build the other vessel, which was called the Chippewa, it became necessary to purchase a tract of land at Storrs' Harbor, which is a short distance from Navy Point, and was the only other position in that neighborhood on which a vessel of the proposed size could be built and launched. Mr. Eckford having contracted to build the vessel, thought proper to purchase the site, with an additional quantity of land adjoining, from which the owner would not agree to separate it. He paid for it the sum of \$3,935.33. The vessel was in part built before the peace of 1815, and still remains there, the land having been, from that time to the present, in the possession of the government. For the use and occupation of this land, Mr. Eckford presented his account to the Navy Department in 1827, and its justice, as well as his claim for the rent of Navy Point, was admitted, but it was not paid because the appropriations were not sufficient to enable the Secretary to discharge it, it not having been contemplated and estimated for at the time the appropriations were made. Mr. E. at that time, and his representatives now, claim the annual rent of \$250 for this property, which is less by about \$25 than the legal interest at that time on the purchase money paid by him, and the committee think the claim is just. The circumstances under which both purchases were made fully justify the conduct both of Com. Chauncey and Mr. Eckford, and probably saved a large sum of money to the government.

The committee report a bill in conformity with these views.

They also express their opinion, that it is not the interest of the government any longer to preserve the vessels before mentioned, or to keep possession of the said lands, and therefore have added a section to the bill, authorizing the Secretary of the Navy to cause the vessels to be sold, and the possession of the land to be delivered up to the heirs of Mr. Eckford.

[23^d CONGRESS.]

No. 543.

[1ST SESSION.]

ON THE CLAIM OF A NAVY AGENT AT LIMA FOR AN ALLOWANCE OF FIVE PER CENT. COMMISSION ON HIS DISBURSEMENTS, AND FOR COSTS AND EXPENSES CAUSED BY A REFUSAL OF THE NAVY DEPARTMENT TO PAY HIS DRAFTS, ETC.

COMMUNICATED TO THE SENATE APRIL 11, 1834.

Mr. BIBB, from the Committee on Naval Affairs, to whom was referred the petition of Andrew Armstrong, reported:

That the petitioner was, on the 24th of April, 1828, commissioned, by and with the advice and consent of the Senate, navy agent for the port of Lima, in Peru, South America, for the term of four years. In the face of the commission he was required to observe and follow the orders and directions which he should from time to time receive from the President of the United States and the Secretary of the Navy. His general instructions were, to furnish supplies of stores and money to the commanders of our vessels-of-war when called for, for which he was authorized to draw bills on the Navy Department. Very properly, his instructions reminded him that the distance of his station from the United States, and the nature of the service, rendered it necessary that he should rely much upon his own resources, discretion, and judgment.

He departed from the United States in the beginning of the year 1829, arrived at Lima on the 26th of June, was then and there accredited as the agent of the United States, and entered upon the duties of his office.

By a letter dated at Washington on the 5th of April, 1830, his commission was revoked. Ninety days were assumed as the time when notice of such revocation would be communicated at Lima; but the notice was not in fact there received until the 20th of October, 1830. Acting upon the hypothesis that notice would have been received at Lima on the 4th of July, bills drawn between that day and the actual notice of revocation, for supplies to our vessels-of-war at that station, were protested at the Navy Department for non-acceptance and non-payment, because drawn after the supposed notice of revocation, although drawn in pursuance of the general instructions and authority to Mr. Armstrong, and before notice of the revocation of his commission.

Of this class, two bills—the one for \$2,000, of the 13th July, 1830, in favor of Matthew Kelly; the other for \$4,000, of the 16th August, 1830—were protested for non-acceptance and non-payment at the Navy Department in November, 1830, and returned upon the drawer at Lima for payment of principal, interest, damages, and costs.

Subsequently, the Secretary of the Navy being informed that notice of the revocation of Mr. Armstrong's agency was not received at Lima on the 4th of July, 1830, as conjectured, but was made known there on the 20th of October, determined to pay all bills drawn between those days. This decision was communicated to Mr. Armstrong by a letter of the 12th September, 1831, which was delivered to him by his successor in agency on the 16th February, 1832.

In consequence of the protest of bills so drawn by Mr. Armstrong before notice of the revocation of his agency, he was detained in Lima until relieved by the notice of the determination of the Secretary of the Navy to pay the bills which had been so protested. He returned in a merchant vessel by the earliest conveyance after such advice, and applied for a settlement of his accounts.

By the statement of Mr. Armstrong, a balance was due him of \$4,681.74; by the settlement and adjustment made by the Fourth Auditor, a balance was made against the navy agent of \$12,875.44, as of the 11th of August, 1832; and for that sum a warrant of distress was issued from the Treasury Department.

The difference between the statement of the account by the petitioner, and that made by the Auditor, will appear by the document (A, 3) called "reconciliation of the account of Andrew Armstrong, late navy agent," furnished at the request of the committee, by the Secretary of the Navy, from the office of the Fourth Auditor.

The whole amount of credits allowed to him by that settlement of his account was \$4,246.70, whereof the sum \$2,500 was allowed for clerk hire, office rent, and stationery, during his agency, from 1st July, 1829, to 30th September, 1830, fifteen months, although he produced vouchers showing his expenditures for those objects for the same time to amount to \$2,768.75, and for keeping of a horse, necessary to the business of the agency, \$360. These two sums, deducted from the whole credit, left for compensation to the agent the sum of \$1,386.70, being one per cent. on \$138,669.83, raised and disbursed by the navy agent, as will at large appear by document A 1, furnished by the Secretary of the Navy to the committee. Thus it will appear that after deducting from the sum of \$1,386.70, allowed for compensation, the sum of \$268.75 for clerk hire, office rent, and stationery, not allowed, the actual compensation allowed to the navy agent was reduced to \$1,117.95 for fifteen months. All other claims of the navy agent were rejected. A settlement so glaringly erroneous was corrected in many items by the district judges of Pennsylvania, upon an injunction against the warrant of distress, as will be seen by the certificate of the judge of the allowances made by him, annexed to his decree. Since the decision of the court, the claims of the petitioner are confined principally to the questions of the commissions to be allowed him on his disbursements of moneys and stores, and the allowances for his detention in Lima by reason of the protest of the bills. These, with some few other items, were supposed not properly to belong to the powers of the court upon the hearing of the injunction.

The petitioner claimed a commission of five per cent. on all stores, moneys, and supplies by him issued to our vessels-of-war. The Auditor has allowed but one per cent., and even that percentage is denied as to parts of the transactions of the navy agent. The Auditor supposed that the act of Congress of the 3d of March, 1809, applied and limited the allowance of one per cent. to all navy agents at home and in foreign countries.

Your committee is of opinion that the allowance of one per cent. declared by the act of Congress does not apply to any navy agents except such as are stationed within the United States. The fourth and fifth sections of the act cannot apply with any propriety to the conduct and duties of navy agents in foreign countries. To navy agents at home, the commission of one per cent. on purchases and disburse-

ments, in connection with the other facilities, allowances, assistants, and diminished responsibility and labor, may be a reasonable and adequate compensation. But such a commission to navy agents abroad, who are to raise money, and purchase supplies upon their own judgment, responsibility, and risk of inspection, quality, and quantity in the purchase and issue of commodities, would fall far short of compensation adequate to the employment of skillful and trustworthy agents. The allowances made to the predecessor of Mr. Armstrong; the inducements held out to him by the *acting Secretary*, before he sailed from the United States; the allowances to the person who succeeded him in the agency; the allowances made to navy agents at other foreign stations; the rules for regulating the civil administration of the naval service, published in March, 1832, by the Secretary of the Navy, (pp. 16, 17, 18, &c.,) all conduce to show that the commission of one per cent. is not applied as a limitation of the compensations to navy agents at foreign stations.

It appears by the evidence furnished, that a commission of one per cent. at Lima would fall far short of a reasonable compensation for the duties performed by the petitioner, under his instructions; and it appears that a commission of five per cent. accords with the mercantile usage there for similar services performed by agents for other nations and for individuals.

Your committee, therefore, is of the opinion that the allowance of a commission of five per cent. is reasonable, and that this commission be extended to all moneys, supplies, and stores, purchased and distributed by Mr. Armstrong; and also to supplies sent out by the government, and by the navy agent received, stored, and delivered over as the exigencies of the naval service required.

The damages upon the protest of the bill paid by Mr. Armstrong to Alsop & Co. ought to have been allowed him, the reason of the Secretary of the Navy for suffering the protest being wholly insufficient.

A reasonable compensation is justly due to the petitioner for expenses and detention at Lima from the revocation of his appointment until he was released by the notice given at Lima of the determination of the Secretary of the Navy to pay the bills drawn before notice of the revocation of Mr. Armstrong's agency; and, from the evidence, the compensation claimed by him, in his account rendered, appears but reasonable for detention, expenses, harrassment, and loss of employment for sixteen months, in the port of Lima.

Without entering into a tedious detail of the evidence before the court upon the bill of injunction against the warrant of distress, and the other evidence furnished to the committee, we are of opinion that the account and statement showing a balance in favor of the petitioner of \$4,681.74 on the 11th August, 1832, as per document received from the Secretary of the Navy, (marked A 3,) ought to be allowed.

It is proper to remark that some of the items disallowed by the Auditor were allowed by the district judge, and a perpetual injunction decreed pro tanto; and it appears that no new adjustment or further credit has been allowed to Mr. Armstrong at the Department since the settlement of the 11th August, 1832. If, however, any part of the balance so erroneously stated and prosecuted against him has been received or coerced by the warrant of distress, the amount so made ought to be returned to Mr. Armstrong.

The committee report herewith a bill for his relief.

A, 3.

RECONCILEMENT OF THE ACCOUNT OF ANDREW ARMSTRONG, LATE NAVY AGENT.

Statement showing the difference between account as settled at the Navy Department, and the account of A. Armstrong, as claimed.

Balance due United States per office statement.....	\$12,875 44
Balance dus agent per his account current	4,681 74
	\$17,557 18

Difference between office statement and account current, which consists of the following items:

5 per cent. commissions for disbursements disallowed:	
Abstract B, 1. Vincennes	\$1,202 96
Abstract B, 1. Guerriere	1,119 36
Abstract B, 1. Dolphin	210 91
Abstract B, 1. St. Louis.....	123 21
Abstract B, 2. Guerriere	764 89
Abstract B, 2. St. Louis.....	476 11
Abstract B, 2. Dolphin	99 42
Abstract B, 3. Dolphin.....	470 02
Abstract B, 3. St. Louis.....	220 37
Abstract B, 4. Dolphin	320 79
Abstract B, 4. Guerriere	54 37
Abstract B, 4. St. Louis.....	7 80
Abstract B, 5. Guerriere	778 92
Abstract B, 5. St. Louis.....	607 01
Abstract H, 1. Navy tobacco.....	260 60
Abstract G, 1. Contingent expenses.....	70 24
Abstract G, 25. Contingent expenses.....	113 35
Abstract G, 29. Contingent expenses.....	76 12
Abstract E, 49. Contingent expenses.....	4 00
Abstract B, 5. Dolphin	66 92
	\$7,047 37

Less 1 per cent. commission on \$128,750.66, the amount of expenditures allowed per statement No. 2,643

\$1,287 50

Less also this sum paid for hire of a scale, suspended in previous settlement, but allowed per statement No. 2,739	\$4 00	
Less also this sum, being the amount of commission at 1 per cent., allowed in this statement	99 19	
		\$1,390 70
		<u>\$5,656 67</u>
†Add 5 per cent. commission on distribution of stores; bills 17 and 18 not allowed		616 23
Add 5 per cent. commission on \$80 paid Mid. Henderson, not allowed.....		4 00
*Paid H. McCulloch for tobacco.....	\$5,212 16	
Less credited by D. Walker, purser	932 48	
		4,279 68
*Add clerk hire, &c., not allowed		268 75
Add damages and interest paid Alsop & Co., for bill protested for non-acceptance		863 33
*Add 5 per cent. commission on distribution of stores.....		427 76
Add expenses for board at Lima from October 1, 1830, to January 20, 1832, not allowed.....		1,609 87
Add compensation for the above time at the rate allowed successor, \$2,500 per annum, not allowed		3,229 15
Add amount of passage home, not allowed.....		350 00
Add traveling expenses from Philadelphia and back, not allowed.....		15 00
Add detention while settling accounts, not allowed.....		28 50
Add commissions on stores delivered Philo White, not allowed.....		183 24
Add to this sum, being the amount of disbursements on shipping 15 kegs of tobacco sold to Dudley Walker, purser of the St. Louis, per voucher No. 43, a copy of which is filed herewith.....		25 00
		<u>\$17,557 18</u>

Items marked thus * allowed by judge. On those marked thus † judge allowed one per cent. for commission, viz: *Allowed \$4,279.68 for tobacco; *clerk hire \$268.75; †commission \$208.80, one per cent. on distributions rejected by Auditor.

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, August 11, 1832.*

23D CONGRESS.]

No. 544.

[1st Session.]

ON A CLAIM FOR THE USE OF A PATENT FOR THE MANUFACTURE OF ANCHORS FOR THE NAVY, UPON AN IMPROVED PLAN, SECURING INCREASED STRENGTH AND SYMMETRY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES APRIL 30, 1834.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of James Tucker and John Judge, reported:

That the petitioners claim to be the inventors of an improvement in the manufacture of anchors, for which they obtained a patent from the United States on the 14th September, 1829.

The petitioners were, previous to and at the time of taking out their patent, employed in the Navy yard at Washington, as anchor-smiths, and the anchors made there since the year 1828 have been constructed upon the plan specified in the patent.

The petitioners claim a remuneration from the government for the advantages derived from the use of their patent in the construction of anchors for the navy up to this time, and for its future use, until the expiration of their patent. This claim was, at the last session of Congress, referred to the Secretary of the Navy, and by him to the Commissioners of the Navy, whose report, dated 12th December, 1832, marked B, is herewith submitted and referred to as part of this report.

It appears, from the report of the Commissioners of the Navy, that part of the improvement claimed by Tucker & Judge is "not new, having been previously patented and used in England, and also in this country;" and that part of the saving in iron by their method is owing to "the form in which the iron is previously reduced by the contractor for iron, and for which an advanced price is paid beyond the price which would have been paid for iron not so reduced to form."

It is, however, admitted that the petitioners have greatly improved upon the mode hitherto in use for making anchors, and so far their patent is good. The advantages already derived in the manufacture of anchors for the navy, and to be hereafter derived from the use of their improvement, are not denied, but expressly admitted; and anchors are now made for the navy on this plan alone, all former modes being discarded.

Certificates from officers of the navy of high reputation, and others, attest the superiority of the anchors made upon the plan of the petitioners.

Upon this statement of facts the committee are of opinion that compensation ought to be afforded to the petitioners, and the only remaining consideration is to ascertain the amount justly due.

By a certificate of the naval storekeeper at Washington, herewith submitted, marked C, it is stated that there have been made in the navy yard, since the adoption of the plan of Tucker & Judge, and

upon their plan exclusively, anchors weighing in all nearly 127,000 pounds. Taking the year 1828 as the commencement of the term, the weight of anchors manufactured in the period passed is about 25,000 pounds per annum, which, estimated as the rate for 14 years, would make an aggregate for the duration of the patent of 350,000 pounds.

The advantages of the adaptation of the iron as received from the contractor, in the saving of material, and the benefit of machinery in use at the navy yard, for the construction of anchors, being all considered, it is still conceived that a mode, in essential points new, invented by the petitioners, and so far superior to all others previously in practice as entirely to exclude them, and to become the method exclusively in use, enabling the government to make so important an article as an anchor cheaper and better than ever before made, entitles the petitioners to a fair remuneration.

The contract price paid by the government for large anchors, before the construction by the present mode was adopted, appears to have been 18 cents per pound. The cost of anchors (confessedly superior in all respects) made at the navy yard, upon the plan of Tucker & Judge, including the advanced price paid for the iron, is about 15 cents per pound, as per statement of 9 anchors, herewith, marked D. The petitioners have been employed at the navy yard, as stated by the Commissioners of the Navy, and one of them is still employed there, but it does not appear that their wages were higher than those of others employed in similar stations, or that any increase of wages was given them, or either of them, in consideration of the invention.

Under all circumstances, the committee think the petitioners entitled to a compensation for the use of the patent for 14 years, in making anchors for the government, of fifteen hundred dollars, and for that purpose report a bill.

WASHINGTON, November 21, 1829.

Having strictly examined and compared Messrs. Tucker & Judge's plan or method of faggoting anchors, with other methods heretofore practiced, by such comparison and my own experience I find it far superior to any other plan heretofore adopted, both for strength and economy in manufacturing.

A sense of duty to my country induces me earnestly to recommend the general adoption of the plan.
AMOS HUNT, one of the firm of Russell, Hunt & Brothers.

I certify that I have examined carefully the model of Judge & Tucker's anchors, and am fully satisfied that their method of putting together anchors is the best I have ever known to be adopted. Judge & Tucker's method of forming the anchor of flat bars made to mould is a vast improvement.

DAVID PORTER.

WASHINGTON NAVY YARD, December 20, 1830.

Having this day visited the navy yard of the above place, and examined the mode of making ship anchors, do certify that the method made use of by Tucker & Judge, in putting together anchors, is the best I have ever seen.

My own experience convinces me that no plan heretofore practiced possesses greater advantages or strength.

JOEL BAILEY,
Formerly of Kensington, Brown's Anchor Smith Shop.

WASHINGTON NAVY YARD, March 20, 1831.

I have, while on duty at this yard as second in command, seen all the anchors made upon the improved plan of Judge & Tucker, and put several of them through the severe test required by the Board of Navy Commissioners, and am clearly of opinion that their improvement is one of great utility, and their anchors the handsomest and strongest I have ever seen.

W. B. SHUBRICK.

MAY 7, 1832.

I have just seen Messrs. Tucker & Judge's method for making anchors. The explanation is perfectly satisfactory to me, and from that, and the apparently irresistible evidence and approbatory testimonials which they exhibit from men of great naval science, character, and rank, I have no hesitation in saying that my opinion is decidedly in its favor.

JOHN P. VAN NESS.

WASHINGTON CITY, May 7, 1832.

The anchors made at the navy yard in this city have been often examined by me the year past, and appear to be distinguished by their beauty and strength.

LEVI WOODBURY.

While on duty as first lieutenant of this yard, I carefully examined and proved all the anchors made upon the improved plan of Judge & Tucker, and unhesitatingly say that, for strength, beauty, and facility, their mode of faggoting and welding is unequalled by any other one adopted.

A. G. GORDON.

NAVY YARD, Washington, June 10, 1831.

While in command of this yard, I have seen all the anchors made upon the improved plan of Judge & Tucker, and put several of them through the severe test required by the Board of Navy Commissioners, and am clearly of opinion that their improvement is one of great utility, and their anchors the handsomest and strongest I have ever seen.

ISAAC HULL.

NAVY YARD, *Washington, February 14, 1832.*

Having, while on duty at this yard, observed attentively the making of several large anchors on the improved plan of Messrs. Judge & Tucker, I fully concur in the opinion of Commodore Hull, above expressed, as to the superiority of their improvement over any other plan of which I have any knowledge.

J. H. AULICK,
Master Commandant, Navy Yard.

WASHINGTON, *March 9, 1832.*

When I first examined the plan of Judge & Tucker for making anchors, I was convinced that it would prove to be very superior to that which had been heretofore adopted. The time which has elapsed has sufficed to prove the correctness of this opinion, and I am fully satisfied that anchors equally good cannot be made in any other known way.

THOS. P. JONES.

B.

NAVY COMMISSIONERS' OFFICE, *December 12, 1833.*

SIR: The Commissioners of the Navy have the honor to return, herewith, the petition of James Tucker and John Judge, which you transmitted to them the 2d March last, and, in compliance with your instructions, beg leave to report:

That, from the best evidence which they can obtain, the Navy Commissioners are of opinion that the anchors made on the plan patented by Messrs. Tucker & Judge are superior to those made in the manner previously in use. They are also of opinion that this superiority is to be attributed, principally, to the mode of forming the anchor, and of welding the arms to the shank. The arrangement of flat bars of iron to form the different parts of the anchor, so that the strain might fall upon the edge of the bars, is not new, having been patented and used in England, and also used in this country before the present patent; but, in the opinion of the Commissioners, this principle has been judiciously extended, and the combinations improved. The Commissioners are also of opinion that the loss of iron in the manufacture of the anchor from shapes, according to the present patent, is less than by the former modes; but they are also of opinion that the diminution of loss is owing, in a considerable degree, to the form in which the iron is previously reduced by the contractor for iron, and for which an additional price is paid beyond the price which would have to be paid for iron not so reduced to form.

The saving in the labor of manufacturing the anchor is partly owing to the forms before mentioned, and partly to the diminished number of the *welds* which iron thus formed and arranged requires, compared with former methods.

It does not appear that any agreement or arrangement was ever made between the Department and Messrs. Tucker & Judge for the use of their patent right, but that it was introduced by the former, as the master anchorsmith, employed at the navy yard at this place, with the assent and approbation of the Navy Commissioners.

The Navy Commissioners are of opinion that the use of this improvement, since the issuing of the patent, and the privilege of using it in future for the navy, entitle the patentees to some compensation; but that, in determining its amount, reference should be had to the past employment of both the patentees until a recent period, and of the continued employment of one of them at a liberal compensation from the public.

I have the honor to be, with great respect, sir, your obedient servant,

JNO. RODGERS.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

C.

NAVY YARD, *Washington, January 2, 1834.*

I hereby certify that there have been (according to the entries upon my books) made in the navy yard at this place, since the adoption of the plan of Judge & Tucker for making them, and upon their plan *exclusively*, anchors weighing in all nearly 127,000 pounds—one hundred and twenty-seven thousand pounds.

CARY SELDEN, *Naval Storekeeper.*

D.

Cost of anchors manufactured at the Navy yard, Washington, D. C., per Tucker & Judge's patent.

Weight of iron issued.		Number of days' work.		Quantity of coal consumed.		Amount of contingent expenses.	Total cost.	Weight of anchor when finished.	Cost per pound, finished.
Pounds.	Cost.	Days.	Amount.	Bushels.	Cost.					Pounds.	Cents.
4,917	\$205 49	164	\$197 21	222	\$53 23	\$50 00	\$505 98	3,738	13½
4,781	145 24	180	197 93	230	55 20	50 00	448 37	3,648	12½
11,322	575 56	524½	574 63	428	102 72	107 50	1,360 41	8,422	16
5,377	273 70	190	197 36	240	57 60	50 00	578 66	4,227	13½
12,034	586 85	542	528 59	473	112 52	108 00	1,335 96	8,660	15½
5,241	266 12	212	248 28	232	55 68	58 00	628 08	4,044	15½
1,776	75 75	79	91 26	70	15 75	19 00	201 76	1,371	14½
1,268	62 80	56	55 65	50	11 25	14 00	143 70	976	14½
13,500	687 08	643	621 87	500	112 50	120 00	1,541 45	9,800	15½

Average cost per pound of the above nine anchors, fifteen cents.

COMMANDANT'S OFFICE, Navy Yard, Washington, November 14, 1833.

[23D CONGRESS.]

No. 545.

[1ST SESSION.]

PROPOSED AMENDMENTS TO THE LAWS FOR THE BETTER REGULATION AND GOVERNMENT OF THE NAVY AND THE PENSION FUNDS CONNECTED WITH THE NAVAL SERVICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 2, 1834.

WASHINGTON, May 1, 1834.

To the Speaker of the House of Representatives:

SIR: I submit for the sanction of Congress certain proposals for amending the present laws in relation to the naval service, prepared and reported by the board constituted under the act of May 19, 1832.

The papers on this subject are Nos. 1 to 5, inclusive.

These proposals are approved by me, and, if adopted in the form of laws, appear well suited "to the present and future exigencies of that important arm of national defence."

ANDREW JACKSON.

No. 1.

WASHINGTON, May 30, 1834.

SIR: The board of revision, having adopted the amendments suggested by you in the 109th and 111th articles of the proposed "act to revise and enlarge the act for the better government of the navy of the United States," and in the proposed "act for the navy widows' and orphans' fund," submitted the same to the Attorney General of the United States for such remarks and suggestions as he might deem it proper to make; and the Attorney General having expressed his concurrence in the amendments, and in the "draught as it now stands" of the proposed laws, they are herewith respectfully submitted, with a copy of his letter referred to.

I have the honor to be, with great respect, sir, your most obedient servant,

JNO. RODGERS, *President of the Board of Revision.*

To the Hon. L. WOODBURY, *Secretary of the Navy.*

No. 2.

ATTORNEY GENERAL'S OFFICE, April 30, 1834.

SIR: I have re-examined those parts of the proposed "act to revise and enlarge the act for the better government of the navy of the United States" which are particularly referred to in your letter of this day, and, with the amendments now introduced, concur in the draught as it now stands.

I have the honor to be, with great respect, your obedient servant,

B. F. BUTLER.

To Commodore JOHN RODGERS,

President of the Board of Naval Officers, constituted under the act of May 19, 1832.

No. 3.

Extract of a letter from the president of the board of revision to the Secretary of the Navy, dated—

WASHINGTON, April 7, 1834.

SIR: In the letter which accompanied the proposed regulations for the navy, the board appointed under the act of May, 1832, had the honor to state the causes which prevented their forwarding at that time the alterations, amendments, and additions to the laws, which they had prepared to submit to you, for the consideration of the President of the United States and of Congress.

Having examined the different statutes with which the proposed alterations are believed to conflict, the board adopted, and annexed for recommendation, such repealing clauses as in their opinion the different alterations will render necessary.

For the purpose of facilitating a comparison of the propositions of the board with the laws for which they are submitted as amendments or substitutes, the board enclose statement C, showing the sections or articles of existing statutes to which each article or section of the proposed laws has the most direct reference, or which treats of the same subject. These references are occasionally accompanied by very concise statements of the reasons which induced a recommendation of the particular changes proposed.

The board are aware that their earnest desire to promote the usefulness of the navy, even when aided by all the knowledge which they may have gained of the practical operation of the existing laws, in the course of their professional service, may not have enabled them to detect all their defects, or to designate their best remedies. They hope, however, that what they have done may lead to beneficial results by the action of those who are more competent, and without whose action no proposition of the board can effect.

No. 4.

PROPOSED.

An act to revise and enlarge the act for the better government of the navy of the United States.

Article 1. The commanders of all fleets, squadrons, navy yards, or vessels, belonging to the navy, are strictly enjoined and required to show in themselves a good example of virtue, honor, patriotism, and subordination; to be vigilant in inspecting the conduct of all such as may be placed under their command; to guard against and suppress all dissolute and immoral practices, and to correct all such as may be guilty of them, according to the laws for the government of the navy, upon pain of such punishment as a general court-martial may think proper to inflict, and as the nature and circumstances of the neglect may deserve.

Article 2. The commanders of vessels and navy yards, to which chaplains may be attached, shall have divine service performed on Sundays, whenever the weather and other circumstances will allow it to be done with propriety; and they shall cause as many of the officers and men to attend as can be spared from other duty.

Article 3. If any officer in the navy shall be guilty of cruelty or oppression, or of gambling, drunkenness, profane swearing, or any other scandalous or dishonorable conduct, unbecoming an officer, not otherwise provided for in this act, he shall, on conviction thereof, be cashiered, or suffer such less punishment as a general court-martial shall direct; and if any petty officer or inferior person belonging to the navy shall be guilty of profane swearing, gambling, drunkenness, or other immoral or disgraceful conduct, not specially provided for in this act, he may, at the discretion of the commander, be reduced to an inferior rating, or confined not exceeding ten days, or flogged not exceeding twelve lashes, or be brought to trial before a court-martial, in which latter case he shall, if convicted, suffer such punishment as the said court shall adjudge.

Article 4. Any officer or other person belonging to the navy, who shall, when engaged in battle, pusillanimously cry for quarter, or treacherously yield, or shall strike, or attempt to strike the flag without proper authority, shall suffer death on conviction thereof by a general court-martial.

Article 5. If any officer commanding a fleet, squadron, or vessel shall, upon the probability of an engagement, or upon signal for battle, neglect to prepare his fleet, squadron, or vessel for action, or shall not, when so directed, use his utmost exertions to join in battle, or shall fail to encourage in his own person his inferior officers and men to fight courageously, he shall, on conviction thereof, suffer death, or such other punishment as a court-martial shall adjudge.

Article 6. Every officer or other person belonging to the navy, who shall not do his utmost to take or destroy any vessel which it is his duty to encounter, or to afford relief to vessels belonging to the United States when engaged in battle, or who shall, through cowardice, negligence, or disaffection, withdraw from or keep out of battle, or desert his duty or station, or shall induce others to do so, or shall not properly observe the orders of his commanding officer, or use his utmost exertions to carry them into execution, when ordered to prepare for, join in, or when actually engaged in battle, or while in sight of an enemy, shall, on conviction thereof by a general court-martial, suffer death, or such other punishment as the said court shall adjudge.

Article 7. If any officer or other person in or belonging to the navy shall disobey the lawful orders of his superior officer, or strike him, or draw or offer to draw or raise any weapon against him, while he is on duty, or in the line of his duty, or for having performed any act of duty, he shall, on conviction thereof before a general court-martial, suffer death, cashiering, or such other punishment as the said court shall adjudge; and if any person in the navy shall treat his superior officer with contempt or disrespect, or use provoking or reproachful words, menaces, or gestures to him, he shall be punished at the discretion of a general court-martial.

Article 8. If any person in the navy shall make, or attempt to make, any mutinous assembly, or shall utter any seditious or mutinous words, or shall conceal or connive at any seditious or mutinous practices; or, knowing of the same, shall not forthwith communicate it to his superior or commanding officer; or, being witness to any mutiny or sedition, shall not do his utmost to suppress it, he shall, on conviction thereof, suffer death, or such other punishment as a general court-martial shall adjudge.

Article 9. No person in the navy shall give, hold, or entertain any intercourse or intelligence to or with any enemy or rebel, without leave from the President of the United States, the Secretary of the Navy, the commander-in-chief of the fleet, the commander of a squadron, or the senior officer in command, who may be present; or if any letter or message from any enemy or rebel be conveyed to any officer or other person in the navy, and he shall not within twelve hours make the same known, having opportunity to do so, to his superior or commanding officer, or other proper officer, whose duty it may be to take cognizance thereof, every such offender shall suffer death, or such other punishment as a general court-martial shall adjudge.

Article 10. Spies, and all persons who shall come, or be found, in the capacity of spies, or who shall bring or deliver any seducing letter or message from an enemy or rebel, or endeavor to corrupt any person in the navy to betray his trust, shall suffer death, or such other punishment as a general court-martial shall adjudge.

Article 11. If any person in the navy shall desert to an enemy or rebel, he shall, on conviction thereof by a general court-martial, suffer death.

Article 12. If any person in the navy shall, in time of war, desert, or shall entice or aid others to desert, he shall suffer death, or such other punishment as a court-martial may adjudge.

Article 13. If any person in the navy shall, in time of peace, desert, or shall persuade, aid, or entice any others to desert, or shall at any time know of any desertion, and not communicate it to his superior or commanding officer; or shall receive or entertain any deserter, knowing him to be such, and shall not, with all convenient speed, give notice thereof to the commander of the vessel, navy yard, or station to which he belongs, or to the commander-in-chief of the fleet, or commander of the squadron, he shall, on conviction thereof, suffer such punishment as a general court-martial shall adjudge.

Article 14. If any person belonging to the navy shall absent himself without leave, or remain absent after his leave shall have expired, and shall voluntarily return within three days after such absence, or termination of leave of absence, he may, at the discretion of his commander, be punished as limited in the thirteenth article of this act.

Article 15. If any person in the navy shall, through intention, negligence, or any other fault, suffer any vessel of the navy to be stranded or run upon rocks or shoals, or improperly hazarded; or if any person shall willfully or maliciously injure any vessel of the navy, or any part of her tackle, armament, or equipment, whereby the safety of the vessel shall be hazarded, or the lives of the crew exposed to danger, he shall, on conviction thereof by a general court-martial, suffer death, or such other punishment as the said court shall adjudge.

Article 16. If any officer of the navy shall order any public property, not then in the possession of, or in imminent danger of falling into the possession of an enemy, pirate, or rebel, to be set on fire, or otherwise unlawfully destroyed; or if any person in the navy shall set fire to, or otherwise unlawfully destroy any such property, he shall, on conviction thereof by a general court-martial, suffer death, or such other punishment as the said court shall adjudge.

Article 17. If any person in the navy shall fraudulently make and sign, or shall aid, abet, direct, or procure the making or signing of any false muster; or shall knowingly execute, or attempt, or countenance any fraud against the United States, he shall, on conviction thereof by a general court-martial, be cashiered, and rendered forever incapable of any further employment in the service of the United States, and shall forfeit to the navy pension fund all the pay and subsistence then due him, and suffer such other punishment as the said court shall adjudge.

Article 18. If any person in the navy shall waste or embezzle, or fraudulently buy, sell or receive any ammunition, provisions, or other public stores; or if any officer or other person shall knowingly permit, through design, negligence, or inattention, any such waste, embezzlement, sale, or receipt, every such person, upon conviction thereof by a general court-martial, shall forfeit all the pay and subsistence then due him to the navy pension fund, and shall suffer such further punishment as the said court shall direct.

Article 19. If any person in the navy shall sleep upon his watch, or negligently perform the duty assigned him, or shall leave his station before regularly relieved, he may be punished at the discretion of a court-martial, or be otherwise punished at the discretion of the commander, as limited by the thirtieth article of this act.

Article 20. The officers and other persons belonging to any ship or vessel, appointed as convoy to merchant or other vessels, shall diligently and faithfully discharge the duties of their appointment; nor shall they demand or exact any compensation for their services, nor maltreat the officers or crews of such merchant or other vessels, on pain of suffering such punishment as a court-martial shall adjudge.

Article 21. If any commander or other officer shall receive, or permit to be received, on board his vessel, any goods or merchandise for freight, sale, or traffic, except gold, silver, or jewels, for freight; or shall demand or receive any compensation for the receipt or transportation of any other article than gold, silver, or jewels, without authority from the President of the United States or Secretary of the Navy, he shall, on conviction thereof by a general court-martial, be cashiered, and be thenceforward incapacitated from holding any office or place in the navy of the United States.

Article 22. If any person in the navy shall unlawfully kill any other person when without the territorial jurisdiction of the United States, he may be punished with death, or such other punishment as a general court-martial shall adjudge.

Article 23. If any officer of the navy shall challenge any other officer in the navy, or accept a challenge from any officer of the navy to fight a duel, while either of them are in actual service, or under orders for service, or for any act of duty performed by either party, such officer shall, on conviction thereof by a general court-martial, be dismissed from the navy, or suffer such other punishment as the said court shall adjudge.

Article 24. If any person in the navy shall quarrel with any other person in the navy, or use provoking or threatening language or gesture, he may, at the discretion of the captain, be punished as limited in 30th article of this act, or be brought before a court-martial, and suffer such punishment as the said court may adjudge.

Article 25. Any theft committed by a petty officer, or person of inferior rating, may be punished at the discretion of the captain, as limited in the 30th article of this act, or as a court-martial shall direct.

Article 26. If any person in the navy shall, when on shore, plunder, abuse, or maltreat any inhabitant, or injure his or her property in any way, he shall suffer such punishment as a court-martial shall adjudge.

Article 27. Any master-at-arms, or other person of whom the duty of master-at-arms is required, or provost marshal, who shall refuse to receive such prisoners as shall be committed to his charge, or, having received them, shall suffer them to escape, or dismiss them without orders from proper authority, shall suffer in such prisoners' stead, or be punished otherwise, at the discretion of a court-martial.

Article 28. All persons belonging to the navy, who shall commit offences while on shore, or in port or harbor, not provided for in articles 22 and 26 of this act, shall be subject to the same punishment as if such offences had been committed at sea.

Article 29. Every person in the navy shall use his utmost exertions to detect, apprehend, and bring to punishment, all offenders, and shall at all times aid and assist all persons appointed for this purpose, on pain of such punishment as a court-martial shall adjudge.

Article 30. No commander of a vessel shall, of his own authority, discharge a commission or warrant officer, nor strike him, nor inflict any higher punishment upon him than reprimand, suspension from duty, arrest, or confinement not exceeding ten days, unless longer confinement should be necessary to bring him to a court-martial; nor shall he, of his own authority, cause or permit to be inflicted upon any petty officer, or person of inferior rating, any severer corporal punishment for any offence, or at any one time, than twelve lashes with a plain cat-of-nine-tails, and confinement not exceeding ten days, unless longer confinement should be necessary for the purpose of bringing the offender to trial by court-martial; nor shall he suffer any other than a plain cat-of-nine-tails to be used; nor shall any commanding officer, during the absence of the commander of the vessel, unless such commander shall be absent for a time by leave, inflict, or allow to be inflicted, any other punishment than suspension or confinement, for which he shall account to the commander of the vessel on his return, on pain of dismissal from the navy, or of such other punishment as a court-martial shall adjudge.

Article 31. Every commander of a vessel, whenever a petty officer, or person of inferior rating, may join his vessel, shall cause the purser to make an accurate entry on the muster book of his name, date of entry into the service, date of his appearance on board, time when his service expires, and his rating; and whenever officers or other persons shall be so sent in prizes, or to sick quarters, or transferred to other vessels, the commander of the vessel from which they shall be sent or transferred shall take care that they are furnished with, or accompanied by, a complete statement of their respective accounts, and with a correct copy of the entries in the muster book which relate to their rating, commencement and termination of service, duly signed by the purser and approved by himself, upon penalty of such punishment as a court-martial shall direct.

Article 32. Every commander of a vessel shall cause the purser to note upon the muster book the time when any death, desertion, or discharge may occur, and shall see that the purser secures all the effects of deceased persons, for the benefit of their legal representatives. He shall cause to be transmitted to the Secretary of the Navy, as opportunities may occur, complete muster and pay books, made up to the last day of March, June, September, and December, signed by the purser and approved by himself, or be punished at the discretion of a court-martial.

Article 33. Every commanding officer of a vessel shall cause the laws for the government of the navy to be publicly read to the ship's company as often as once a month, and to be hung up in some public part of the vessel, on pain of such punishment as a court-martial may direct.

Article 34. No secretaries, schoolmasters, or clerks shall be borne on the books of any vessel or navy yard, nor be entitled to pay, until they shall have by letter accepted their appointments; after which they shall be subject to the laws, rules, and regulations for the government of the navy; and no petty officer, or person of inferior rating, shall be entered on the books of any vessel or navy yard as a part of their complement, nor be entitled to any pay, until they shall have duly signed the shipping articles of the naval service.

Article 35. Publications relative to differences between officers, of a private or personal nature, are prohibited. Any newspaper publication, or pamphlet, or any handbill of such character, either written or printed, shall be cause for the arrest of an officer and for charges against him, and shall be punished as a court-martial may direct.

Article 36. In all cases when the crew of any ship or vessel of the United States shall be separated from such vessel, by wreck, loss, or destruction of the same, all the command, power, and authority given to the officers of such ship or vessel shall remain and be in full force, as effectually as if such wreck, loss, or destruction aforesaid had not occurred, until such ship's company be regularly discharged from, or ordered again into, the service, or until a general court-martial or court of inquiry shall be held to inquire into the wreck, loss, or destruction as aforesaid; and if, by the judgment of the said court or other satisfactory evidence, it shall appear that all or any of the officers and men of such ship's company did their utmost to preserve her, and, after such wreck, loss, or destruction, conducted themselves agreeably to the discipline of the navy, then the pay and emoluments of such officers and men shall be paid as if they had continued on board such vessel; and if it shall appear, as aforesaid, that all, or any of the officers and crew, as aforesaid, omitted or neglected such their duty, then the pay and emoluments of such offenders may be forfeited to the navy pension fund by sentence of a court-martial; and any officer or other person who shall, after the loss of such vessel, conduct contrary to the provisions of this act, shall be liable to the same trial before a court-martial, and, on conviction, shall suffer the same punishment as if such loss had not occurred.

Article 37. Whenever, by any article of this act, no specific punishment is named, and a court-martial is authorized to inflict a punishment at their discretion, they shall not, in the case of a commission or warrant officer, inflict any higher punishment than dismissal from the service; and in the case of a petty officer, or person of inferior rating, they shall not inflict a severer corporal punishment than one hundred lashes, nor imprisonment beyond one year.

Article 38. It shall be the duty of the commanding officer of any fleet, squadron, or vessel acting singly, when on foreign service, to send to the United States, in some public or other vessel, all petty officers and inferior persons, at the expiration of their terms of service, or as soon thereafter as may be, unless in his opinion the detention of such persons for a longer period should be very essential to the public interests; in which case he may detain such as shall hereafter enlist until the vessel to which they belong shall return to the United States; and in case of such detention, the persons so sent home, or so detained, shall be subject in all respects to the laws and regulations for the government of the navy, until their return to the United States, and their regular discharge from the navy; and all persons who shall be so detained beyond their terms of service, or who shall, after the termination of their ser-

vice, voluntarily re-enter to serve until the return to the United States of the vessel to which they may belong, and their regular discharge therefrom, shall, while they are so detained, or shall so serve beyond their original terms of service, receive an addition of one-fourth to their former pay.

Article 39. All officers not holding commissions or warrants, or who are not entitled to them, except such as are temporarily appointed to perform the duties of a commission or warrant officer, or secretaries, schoolmasters, and clerks, are to be deemed petty officers.

Article 40. The pay and emoluments of such officers and crews of any of the ships or vessels of the United States as may be taken by an enemy, pirate, or rebel, who shall appear by the judgment of a competent court, or otherwise, to have performed their duty in endeavoring to preserve and defend such vessel, and after the taking thereof to have conducted themselves agreeably to the discipline of the navy, shall continue and be paid to them until their death, exchange, or discharge.

Article 41. The officers, non-commissioned officers, privates, and musicians of the marine corps shall be, in all respects, subject to the laws and regulations which are, or may be, established hereafter for the government of the navy of the United States, except when they shall be expressly placed under the direction of the Secretary of War, or the command of an officer of the army, by direction of the President of the United States; in which case they shall be subject to the laws and regulations which are, or may be, established for the government of the army.

Article 42. Whenever any part of the army or of the militia of the United States shall be serving on board any vessel of the navy, they shall, while so serving, be subject to the laws and regulations for the government of the navy, and to the orders of the sea officers, in the same manner as marines.

Article 43. Whenever any part of the army or militia of the United States shall be embarked on board any vessel of the navy, for transportation only, they shall not be subject to the laws and regulations for the government of the navy, but to the laws for the government of the army; but they shall, nevertheless, be subject and conform to the internal regulations of the vessel in which they may be embarked, upon pain of confinement by the commander of such vessel while on board, and of such punishment as an army court-martial may direct after they shall have been landed.

Article 44. Any person entitled to wages or prize money may have the same paid to his assignee, provided the assignment be attested by the captain and purser; and in case of the assignment of wages, the power shall specify the precise time they commence. But the commander of every vessel is required to discourage his crew from selling any part of their wages or prize money, and never to attest any power of attorney until he is satisfied that the same is not granted in consideration of money given for the purchase of wages or prize money.

Article 45. All crimes and offences committed by persons belonging to the navy, which are not specially provided for in this act, shall be punished at the discretion of a court-martial.

SECTION II.—COURTS OF INQUIRY.

Article 46. Courts of inquiry may be ordered by the President of the United States, the Secretary of the Navy; or the commander of a fleet or squadron, when without the territorial jurisdiction of the United States, or by any commanding officer within the United States, who may be authorized by the Secretary of the Navy; which courts shall not consist of more than three members, and a judge advocate, or person to officiate as such: and the witnesses shall be summoned in the same manner, and under the same penalties, and the testimony taken in the same manner, as is prescribed in this act, in the case of courts-martial; and such courts shall have the same power to summon witnesses, to administer oaths or affirmations, and to punish contempts as courts-martial.

Article 47. It shall be the duty of such courts to report, to the authority by which they are convened, the evidence which may be taken; but they shall not express any opinion, unless specially required in the warrant for convening the court, and then only when such court is directed to inquire into the circumstances under which any ship or vessel of the navy has been wrecked or lost, or improperly hazarded; in which case it shall be the duty of said court to investigate and report upon the conduct of the officers and crew thereof; and in all proceedings before a court of inquiry, the party whose conduct shall be the subject of investigation shall be allowed an opportunity to be present, and to cross-examine the witnesses who may be adduced, and to offer such legal testimony as he may think proper to said court.

Article 48. The proceedings of courts of inquiry shall be authenticated by the signature of the president of the court, and the judge advocate, or person officiating as such, and shall be forthwith transmitted by the judge advocate to the authority by whose warrant the court was convened; and, after being approved, or disapproved, by the competent authority, shall be deposited and filed in the office of the Secretary of the Navy; and the proceedings of courts of inquiry, or a certified copy of the same, under the hand of the Secretary of the Navy and seal of the Navy Department, shall, in all cases not capital, or extending to the dismissal of a commission or warrant officer, be evidence before a court-martial, and of equal authenticity as if the witness, whose testimony was then taken, had been examined before such court-martial, provided that the court shall be satisfied that the presence of such witness could not have been had before such court-martial.

Article 49. Before proceeding to make the investigation directed, the president, and each of the members of the court of inquiry, shall take the following oath or affirmation; to be administered by the judge advocate, or person officiating as such:

"I, A. B., do swear (or affirm) that I will well and truly examine and inquire, according to the evidence, into (and if required report upon) the matters to be investigated before this court, without partiality or prejudice."

After which, the president, or senior member present, shall administer to the judge advocate, or person officiating as such, the following oath or affirmation:

"I, A. B., do swear (or affirm) truly to record the proceedings of this court, and the evidence to be given to the same; and that I will, on all legal questions, upon which my opinion may be required by the court, give the same without prejudice or partiality, and according to my judgment and conscience."

SECTION III.—COURTS-MARTIAL.

Article 50. General courts-martial may be convened as often as the President of the United States, the Secretary of the Navy, or the commander-in-chief of a fleet or squadron, without the territorial juris-

diction of the United States, may deem proper; or by any commanding officer within the United States, who may be duly authorized by warrant from the Secretary of the Navy. No general court-martial shall consist of more than thirteen, or less than nine members, for the trial of capital offences, if nine members can be ordered without injury to the public service. And, for all other offences, a general court-martial shall consist of not more than nine members, and in no case less than five members; and when the highest number required shall not be ordered, the reasons therefor shall be stated in the precept for convening the court. The senior officer of the court, who may be present at any time, shall preside, and the other members shall take rank according to their grade; or, if of the same grade, according to the date or number of their commissions, respectively.

Article 51. General courts-martial for the trial of flag officers, shall consist of flag officers and captains only; for the trial of captains, shall consist of flag officers or captains—or, in cases where it may be absolutely necessary, one-third of the members may be commanders; for the trial of commanders, one-third of the members may, when absolutely necessary, consist of commission lieutenants; for the trial of other commission or warrant officers, or others in the navy, the court may, in case of necessity, consist of lieutenants. But, in all cases, general courts-martial shall not consist of officers below the rank of captains, if they can be convened without injury to the public service.

Article 52. All complaints, on which an application for a general court-martial is founded, shall be exhibited in writing to the proper authority, signed by the party or parties preferring the same; and shall be accompanied by a list of witnesses, and with a statement of the facts which it is expected each of such witnesses may be able to prove; and the accused shall be furnished with a copy of the complaint as soon as practicable, and shall be called upon to state what he may have to offer in explanation, and to name such persons as he may wish to have summoned as witnesses.

Article 53. The officer authorized to convene a court-martial, having received the complaint, statements and lists named in the preceding article, shall take care that the charges and specifications are put in proper and legal form, and that the accused be forthwith furnished with a copy of the same; and that all witnesses belonging to the naval or military service are duly summoned, and shall furnish the names of all witnesses, not belonging to the naval or military service, to the marshal of the district in which they may respectively reside, annexing to such list the name of the accused, and the time and place of trial; and the said marshal shall be, and he is hereby, authorized and directed to summon such witnesses to be and appear at the time and place specified, and to make return to the said court of his proceedings; and, in case of the refusal or omission of any witness so summoned to appear before said court at the time specified, who shall reside within one hundred miles of the place where the court is held, and no sufficient reason or excuse being given, the said court may forthwith issue, to the said marshal or his deputy, a process in the nature of an attachment, requiring him to take such delinquent or delinquents and bring him or them before the said court.

Article 54. Before proceeding to the trial of any case, the accused shall be at liberty to challenge any member named in the precept to sit on said court, for good cause shown; the truth and sufficiency of which cause of challenge shall, in each case, as it shall occur, be decided in a summary manner by the other members of the court; and if it be adjudged true and sufficient, the member so objected to shall not sit in trial of the accused by whom he has been challenged, but may resume his seat on any subsequent trial before the same court.

Article 55. In case no challenge shall be made, or, if made, after the same shall be disposed of, the president and each member of the court shall, if a sufficient number remain to form a court, before proceeding to trial, take the following oath or affirmation, which the judge advocate is hereby authorized to administer:

"I, A. B., do swear (or affirm) that I will truly try, without prejudice or partiality, the case now depending, according to the evidence which shall be adduced, the laws for the government of the navy, and my own conscience; and that I will not by any means divulge or disclose the vote or opinion of any member of the court, except to the President of the United States, the Secretary of the Navy, or other officer authorized to approve the proceedings of this court, unless required so to do before a court of justice in due course of law."

And the judge advocate shall then take the following oath or affirmation, to be administered to him by the president or senior member present:

"I, A. B., do swear (or affirm) that I will keep a true record of the proceedings of this court, and of the evidence given before the same, and a separate record of the votes given by each of the members; and that I will not divulge or disclose the judgment of the court, until it shall have been approved by the competent authority; nor will I divulge or disclose the vote or opinion of any member of the court, except to the President of the United States, the Secretary of the Navy, or other officer authorized to approve the proceedings of this court, unless required so to do before a court of justice in due course of law; and that I will, on all questions touching the case in which my opinion may be required by this court, give the same without prejudice or partiality, according to my judgment and conscience."

Article 56. In all cases, prior to ordering a court-martial or court of inquiry, by consent of the person ordering the court and the accused, before the trial, or of the judge advocate and the accused after the court has convened, the deposition of any witness may be taken under the direction of the court, on interrogatories and cross-interrogatories; and such deposition may be taken before any judge, justice, or notary public in the United States, or the mayor or chief magistrate of any incorporated city or borough of the United States, or before any captain in the navy, or consul, or vice consul of the United States in any foreign country; and such deposition as aforesaid shall be admissible in evidence, in the same manner as if the witness was himself produced and examined before the court; and in any case where the witness does not belong to the navy, and is about to leave the United States, or may reside more than one hundred miles from the place of trial; and if the judge advocate and the accused do not agree and consent to such deposition, or in case either of them shall omit or neglect in a reasonable time to prepare and transmit his interrogatories and cross-interrogatories, the deposition of such witness may be taken *ex parte*, and shall be equally available as if both parties had consented thereto; provided that, in all cases in which the punishment prescribed for the offence with which the accused is charged may be capital, the personal attendance of the witness against the accused shall be in no case dispensed with, except by the consent of the accused; but his evidence shall be given orally.

Article 57. In all cases, not specially excepted and provided for, the testimony given before a court of inquiry or a general court-martial shall be oral, on oath or affirmation, to be administered by the

senior member of the court who may be present; and if any person shall refuse to appear as a witness when legally summoned, or shall refuse to give his evidence, having no lawful excuse therefor, or shall prevaricate; or if any person, in the presence of said court, shall behave in a contemptuous or disorderly manner, it shall and may be lawful for said court, by the written order of the senior member of the same, to commit the party so offending to the custody of the provost marshal of the court, to be by him imprisoned, confined, or detained in close custody until released by order of the said court, or until such time as may be prescribed in such order, provided the same shall in no case exceed the period of two months; and the said provost marshal shall forthwith, on the receipt of such order, take the offender and commit him to close custody, agreeably to the terms of said order; and in all cases in which any suit or indictment shall be brought for any act done in obedience to such order, the defendant may plead the general issue, and give the special matter in evidence; and upon the production of the original or a certified copy of said order, under the hand of the Secretary of the Navy and seal of the Navy Department, judgment shall be given for said defendant in any court of the United States.

Article 58. The copy of any document, record, or paper on file in the Departments of State, Treasury, War, or Navy, when certified under seal to be a true copy by the Secretary thereof, shall be as valid and admissible in evidence, in any general court-martial or court of inquiry, as if the original were produced.

Article 59. Any person not belonging to the navy, or not subject to naval law, who shall, on his examination as a witness before a court of inquiry or a court-martial, commit willful perjury, and any such person who shall corrupt, procure, suborn, or persuade any such witness to commit willful perjury, shall, and may be, prosecuted by indictment in any court of justice in the United States, having jurisdiction of the same; and shall, on conviction, suffer such penalties as are prescribed, or are or may be authorized, by laws of the United States in cases of perjury or subornation of perjury. And in every indictment for perjury or subornation of perjury under this act, it shall be sufficient to set forth the offence charged, without setting forth the authority by which the court was held, or the particular matters brought, or intended to be brought, before the said court. And any person belonging to the navy who shall be guilty of the before-mentioned offences, or any one of them, may be tried by a general court-martial, and, upon conviction, shall be cashiered, or suffer such punishment as such court may adjudge.

Article 60. When the proceedings of any general court-martial shall have commenced, they shall not be delayed or suspended on account of the absence of any of the members, provided five or more be assembled; but the court is enjoined to sit from day to day (Sundays excepted) until judgment be pronounced and signed, unless the court shall be adjourned or dissolved by the officer ordering the same, or by his superior in command; nor shall the president, or any other member of said court, after the proceedings are begun, absent himself therefrom, unless in case of sickness, or ordered to go on duty by a superior officer, or other sufficient excuse, to be judged of by the court, on pain of being cashiered, or of suffering such punishment as a court-martial shall adjudge. If so many as five members shall not assemble, any three members may adjourn the court from day to day for not exceeding ten days, when, if five members shall not attend, the court shall, by such non-attendance, be dissolved, and all its previous proceedings be rendered null and void.

Article 61. The judgment of every court-martial shall be authenticated by the signature of the president, and all the members of the same who may be present when the said judgment shall be pronounced, and also of the judge advocate; and it shall be the duty of the judge advocate to transmit, with all convenient dispatch, the record of the proceedings, the private record of the votes given by the court, and the judgment given by the court, to the Secretary of the Navy, or person ordering the court; and when such proceedings shall have been approved or disapproved by the competent authority, and the same finally acted upon, they, with all the documents relating to the case, shall be remitted to the Secretary of the Navy, to be filed upon record; the private record of the votes being first sealed and endorsed by the officer approving or disapproving the proceedings, who shall not disclose the vote of any particular member unless required so to do before a court of justice.

Article 62. All sentences of courts-martial which shall extend to the loss of life, or to the cashiering or dismissal of a commission or warrant officer, shall require the concurrence of three-fourths of the members present; and no such sentence shall be carried into execution, until confirmed by the President of the United States, or, if the trial takes place out of the United States, until it shall be confirmed by the commander-in-chief of the fleet or squadron; except such as go to the cashiering of a commission or warrant officer, which are in all cases first to be approved by the President of the United States. All other sentences may be determined by a majority of votes, and carried into execution on the approval of the officer ordering the court.

Article 63. The punishment which may be adjudged by a general court-martial upon commission or warrant officers may be as follows:

- 1st. Death, in those cases only specially named in this act.
- 2d. Cashiering, but in those cases only where death or this punishment is specially named in this act.
- 3d. Dismission from the navy.
- 4th. Loss of rank, by placing him lower on the list of his grade, or, if at or near the bottom of the list, to be suspended from rank for a certain time; and all promotions from the next grade below him, within that time, to take rank of him.
- 5th. Suspension from duty, without pay or emoluments.
- 6th. Suspension from duty, with part pay and emoluments.
- 7th. Confinement.
- 8th. Dismission from the squadron or vessel.
- 9th. Public reprimand.
- 10th. Private reprimand.
- 11th. Forfeiture of pay when due. More than one of the above-named punishments may, however, be included in the same sentence by a court-martial.

Article 64. Whenever it shall appear to any court-martial, from the testimony in the case, that the charges which have been preferred against any person, on trial, are malicious, frivolous, or vexatious, they may express such opinion in their proceedings.

Article 65. No person shall be liable to be tried or punished by a general court-martial, for any offences which shall appear to have been committed more than three years before the issuing of the order for such trial, unless the person, by reason of having absented himself, or some other manifest imper-

ment, to be shown to the satisfaction of the court, shall not have been amenable to justice within that period.

Article 66. All sentences of court-martial, which shall go to cashiering, dismissal, suspension from rank, or death, or shall acquit any commission or warrant officer in the navy, shall be published in some one or more newspapers printed at the seat of the general government; and, if required by any officer who has been tried by a court-martial, a certified copy of the proceedings in his case shall be furnished, after the same shall have been approved or disapproved by the authority ordering the court.

Article 67. No officer or other person shall be criminally or civilly amenable for any act done as a member of a court-martial or court of inquiry, or under the authority or direction of said court, on account of any irregularity in the form of the authority by which said court is convened, but may, in all cases, plead the general issue, and give this act in evidence.

Article 68. Every officer who is by this act authorized to convene courts-martial, shall have power to pardon or mitigate the sentence of any such court, which by this act he is authorized to approve and confirm.

Article 69. All naval courts-martial shall be held on board of some vessel of the United States, or in some place in which the United States have special jurisdiction.

Article 70. To every general court-martial and court of inquiry there shall be attached a provost marshal, to preserve order in the court, and to execute its orders, which said provost marshal shall be furnished, on the written requisition to the president of the court, if not before appointed, directed to the proper officer nearest to which the court may be convened.

Article 71. Every officer shall, when arrested, deliver up his sword, when required, and shall confine himself to the limits assigned him, under pain of being dismissed from the service by the sentence of a general court-martial.

Article 72. Whenever general courts-martial and courts of inquiry shall be held out of the territorial jurisdiction of the United States, the proceedings preliminary to the trial, as well as on the trial, shall correspond, as nearly as circumstances will permit, to the provisions of this act; and in such cases, the authority convening said court shall appoint a judge advocate, none having been previously appointed by the proper authority.

SECTION IV.—SUMMARY COURTS-MARTIAL, FOR PETTY OFFICERS AND PERSONS OF INFERIOR RATINGS.

Article 73. Summary courts-martial may be ordered upon petty officers, and persons of inferior rating, at the request of the commander of any vessel in the navy, by the senior officer in command who may be present, for the trial of offences which the commander may deem deserving of greater punishment than he is, by this act, authorized to inflict upon his own authority, but not sufficient to require trial by general court-martial.

Article 74. Summary courts-martial shall consist of three commission officers, and of some competent person to act as recorder. Before proceeding to trial, the members shall take the following oath or affirmation, which the recorder is hereby authorized to administer:

"I, A. B., do solemnly swear (or affirm) that I will well and truly try, without prejudice or partiality, the case now depending, according to the evidence which shall be adduced, the laws for the government of the navy, and my own conscience."

After which the recorder of the court shall take the following oath or affirmation, which the senior member of the court shall administer:

"I, A. B., do solemnly swear (or affirm) that I will keep a true record of the evidence which may be given before this court, and of the proceedings thereof."

Article 75. All testimony given before such court shall be given orally, on oath or affirmation, which the senior member of the court shall administer.

Article 76. Summary courts-martial shall not sentence any person to any severer punishment than thirty-nine lashes, and confinement for one month, and reducing to a lower rating; and the sentence of such summary courts-martial shall not be carried into execution without the approval of the senior officer in command who may be present.

Article 77. The proceedings of all summary courts-martial shall, after approval, be sent to the commander of the fleet or squadron to which the vessel in which such court is held may belong, to be by him transmitted to the Secretary of the Navy; and when held on board any vessel not acting under the orders of a superior officer, they shall be returned to the Secretary of the Navy by the commander of such vessel.

SECTION V.—PRIZES.

Article 78. The commanding officer of every ship or vessel of the United States who shall capture or seize upon any vessel, or any goods, wares, or merchandise, as prize, shall carefully preserve all the papers, books, and other writings found with the same, or which may come into his possession appertaining to the same, (signals or significations of signals excepted,) and transmit the whole, un mutilated, undefaced, or otherwise changed by him, to the judge of the district court in which such captured vessel or other prize property may arrive, on pain of suffering such punishment as a general court-martial may adjudge.

Article 79. The commanding officer of every ship or vessel of the United States, making a capture of any kind whatever, shall transmit, as early as practicable, to the Navy Department, and to the person appointed to receive and pay the prize money, complete lists of the officers and crew, and others on board their vessel at the time, entitled to a share of the capture, setting forth the rank, quality, and rating of each person at the time of the capture, and the class in which they are entitled to receive prize money, certified by himself and the purser of the vessel, on pain of being punished at the discretion of a general court-martial.

Article 80. No person in the navy shall take out of a prize, or vessel seized as prize, any money, plate, goods, or any part of her cargo or rigging, unless it be for the better preservation thereof, or necessary for the use of any of the vessels of the United States, or under instructions from the Navy Department, before the same shall be adjudged lawful prize by a competent court; but the whole, without fraud, concealment, or embezzlement, shall be brought in, and judgment passed thereon, upon pain of

every person offending herein forfeiting his share of the capture, and of suffering such further punishment as a general court-martial shall impose.

Article 81. No person in the navy shall strip of their clothes, or pillage, or in any manner treat with cruelty or unnecessary severity, any person or persons found on board a prize or captured vessel, on pain of being dismissed from the service, or such other punishment as a general court-martial shall adjudge.

Article 82. The net proceeds of all ships and vessels-of-war, privateers, pirates, and the goods, wares, or merchandise found on board of them, shall, when captured by any vessel of the navy, and adjudged good and lawful prize by the competent court, belong wholly to the captors; and the net proceeds of all other vessels, goods, wares and merchandise, which shall be captured or recaptured by vessels of the navy, shall be equally divided between the navy pension fund and those making the capture, when the same shall be adjudged good and lawful prize, or awarded as salvage, or deemed as forfeited, by the competent authority.

Article 83. A bounty shall be paid by the United States for each person on board any ship or vessel-of-war belonging to an enemy at the commencement of an engagement, which shall be sunk or otherwise destroyed in such engagement by any ship or vessel belonging to the United States, or which it may be necessary to destroy in consequence of injuries sustained in action, of seventy-five dollars, if the enemy's vessel was of inferior force, and of one hundred and fifty dollars if of equal or superior force, to be divided among the officers and crew in the same manner as prize money; and when the actual number of men on board any such vessel cannot be satisfactorily ascertained, it shall be estimated according to the complement allowed to vessels of their class in the navy of the United States; and there shall be paid as bounty to the captors of any vessel-of-war captured from an enemy, which they may be instructed to destroy, or which shall be immediately destroyed for the public interest, but not in consequence of injuries received in action, fifty dollars for every person who shall be on board at the time of such capture.

Article 84. The net proceeds of all prizes, to which the officers and crews of vessels belonging to the navy of the United States shall be lawfully entitled, shall be distributed in the following manner:

1. The flag officer of a fleet or squadron, or other officers being commanders of fleets, squadrons, or divisions, by authority from the Secretary of the Navy, or in conformity to the regulations of the navy, shall receive six per cent. of the said net proceeds of all prizes which shall be made by vessels acting under their orders, as hereinafter defined and limited.

2. The commanding officer of any vessel of the navy, being actually on board at the taking of any prize, if acting under the orders of any flag officer or other officer being the commander of a fleet, squadron, or division, as hereinafter defined and limited, shall receive twelve per centum; but if he shall not be acting under the orders of any flag or other officer as aforesaid, he shall receive eighteen per centum; but a master commandant or commander attached to and being on board of the same vessel, with and under the orders of a captain, shall, if such vessel shall capture a prize in which no other vessel shall be entitled to share, receive three per centum of the net proceeds; and whenever the vessel shall be a joint captor with some other vessel of the navy, then the share of such master commandant or commander shall be as is hereinafter provided.

Second class.—The sea lieutenants, masters, and captains, or officers of the higher rank of marines, or of troops doing duty as marines, who may be doing duty on board when the capture is made, shall receive thirteen per centum.

Third class.—The surgeon, purser, chaplain, lieutenants of marines or of troops doing duty as marines, second master, and secretary to a flag officer, or commander of a fleet, squadron, or division, shall receive five per centum.

Fourth class.—The passed midshipmen, midshipmen, assistant surgeons, masters' mates, if warrant officers, boatswains, gunners, carpenters, sailmakers, schoolmasters, and clerks, shall receive fourteen per centum.

The remainder, together with the amount herein allotted to any of the preceding classes, in which there may be no person entitled to share, shall be divided into equal shares, and distributed to the rest of the crew as follows:

Fifth class.—To boatswains' mates, gunners' mates, masters' mates, (not being warrant officers,) yeomen, carpenters' mates, ships' cooks, masters-at-arms, sergeants of marines, or of troops acting as marines, nine shares each.

Sixth class.—To captains of tops, captains of forecastle, armorers, coxswains, coopers, quartermasters, quartergunners, seven shares each.

Seventh class.—To officers' cooks, ships' corporals, captains of the hold, stewards, sailmakers' mates, corporals of marines, or of troops doing duty as marines, masters of the band, and seamen, five shares each.

Eighth class.—To ordinary seamen, musicians, and private marines, or troops doing duty as such, four shares each.

Ninth class.—To landsmen, boys, and other ratings not above enumerated, and together with all passengers, or persons rated as supernumeraries, doing duty and assisting on board, three shares each; excepting officers, who shall, if doing duty by order, share with that rank to which they may belong.

Article 85. Whenever more than one vessel of the navy of the United States shall assist at any capture, or be in sight at the time of such capture, and shall have made itself known by signal or otherwise as a vessel-of-war of the United States, the share of the prize money accruing from such capture, which may belong to the commanding officers of vessels so assisting, shall be divided among them, according to the number of men and guns on board the vessel they may respectively command.

A master commandant, or commander doing duty on board a ship of the line, under a captain, shall share as though he was in command of a sloop-of-war of the first class. If any of the said commanding officers of vessels shall at the same time be commanders of fleets or squadrons, by order of or authority from the Secretary of the Navy, or in conformity with the regulations of the navy, they shall be further entitled to their share as commanders of fleets or squadrons, from such of the vessels assisting in the capture as may belong to their fleet or squadron, as hereinafter defined and limited. All the other officers and persons, belonging to or serving in such vessels, shall share equally in the respective classes to which they may belong.

Article 86. The commanding officer of a vessel shall be deemed to be under the command of a flag

officer, or commander of a fleet or squadron, when he shall have actually been placed or taken under his command, and shall have actually received some order directly from, or be acting in execution of some order issued by such officer; and when he shall be directed to join and report to any such commander of a fleet or squadron, he shall then be deemed to be under the orders of such commander from the time that he arrives within the limits of such officer's station; and shall be considered under the command of the commander of such fleet or squadron, until such commander of a vessel shall have received some order directly from, or be acting in execution of some order directly from some other commander of a fleet or squadron, or from the Secretary of the Navy.

Article 87. A flag officer, or other officer sent to command any station, shall have a right to share, as commander-in-chief, in all prizes taken by ships or vessels employed upon and belonging to the station, from the time that he arrives within the limits of such station; but if a junior officer be sent to relieve a senior as commander-in-chief, he shall not be entitled to share as commander-in-chief in any prize taken by the squadron until the command shall be resigned to him, but shall share only as a junior commander of a squadron until he assumes the command.

Article 88. A flag officer, or other officer appointed to command a squadron upon any station, and passing through or into any other station, shall not be entitled to share, as a commander of a squadron, in any prize taken out of the limits of the station to which he belongs, or is appointed, by any vessel under the command of the commander of a squadron on any other station, or under orders direct from the Secretary of the Navy.

Article 89. When an inferior officer in command of any squadron shall be sent to reinforce a superior officer in command upon any station, the superior shall have no right to any share of prizes taken by the inferior, until such inferior shall arrive within the limits of the station, or shall actually receive some order from him, or be actually in execution of some order issued by him; and such inferior shall be entitled to his proportion of all captures made by the squadron which he is sent to reinforce, from the time that he shall arrive within the limits of the command of such superior.

Article 90. A commander-in-chief of a fleet or squadron quitting his station for any reason except upon some particular urgent service, with the intention of returning to such station as soon as such service is performed, shall have no share of prizes taken by ships or vessels left behind, after he shall have surrendered the command to another officer appointed commander-in-chief of such station, or after he shall have passed the limits of his command without being superseded.

Article 91. An inferior commander of a squadron quitting his station, except when detached, by orders from the commander-in-chief, out of the limits thereof, upon a special service, with orders to return to such station as soon as such service is performed, shall have no share in any prizes taken by the vessels remaining on the station after he shall have passed the limits thereof; and, in like manner, the commander-in-chief, or commander of a squadron remaining on the station, shall have no share of prizes taken by such inferior commander of a squadron, or by the vessels under his command, after he shall have quitted the limits of his station, except when detached as aforesaid.

Article 92. When vessels under the orders of commanders of fleets or squadrons belonging to different stations shall happen to be joint captors, the commanding officer of each vessel shall pay one-third of the share to which he is entitled to the commander of the fleet or squadron to which he belongs; but the commanding officers of vessels acting under orders direct from the Secretary of the Navy, being joint captors with vessels under the command of a commander of a fleet or squadron, shall retain their whole share.

Article 93. If an officer of the navy shall be sent to command at any port or station on the coast of the United States, he shall have no share of the prizes as commander of a fleet or squadron which may be taken by any vessels, excepting such as shall have been expressly directed to act under his orders by the Secretary of the Navy, and then only when captured within the limits of his station.

Article 94. A flag officer, being the commander-in-chief of a fleet or squadron, and having no other flag officer or commander of a squadron under his command, shall have to his own use the six per centum of the net proceeds of prizes taken by vessels under his command, as herein provided for and limited.

Article 95. When there shall be commanders of squadrons or divisions duly appointed by the Secretary of the Navy, or in conformity with the regulations of the navy, acting under a commander-in-chief of a fleet or squadron, the six per centum of the net proceeds of prizes taken by any of the vessels of the fleet or squadron, which is set apart for the commanders of fleets and squadrons, shall be divided as follows: If there be but two officers to share, including the commander-in-chief, the commander-in-chief shall have two third parts, and the junior one third part; but if the number of such officers who may be entitled to share shall be more than two, then the commander-in-chief shall have one-half, and the other half shall be equally divided among the said juniors.

Article 96. The captain of the fleet shall, while actually serving as such, be considered as a junior commander of a squadron in the distribution of all prizes made by the fleet or squadron to which he belongs; but he shall be entitled to only two-thirds of the share of such junior commander of a squadron, to be taken from the share of the flag officers or commanders of squadrons.

Article 97. In case any difficulty should arise in the distribution of prize money, or money to be distributed as such, not sufficiently provided for in this act, the same shall be referred to the President of the United States, for his directions thereupon, which shall be final, and have the same force and effect as if herein inserted.

SECTION VI.—PRIZE AGENTS.

Article 98. The commander-in-chief of a squadron, or the commanding officer of any vessel of the navy not belonging to a squadron, shall appoint, by power of attorney, one or more persons as the agent or agents for the officers and crew of such squadron or vessel, to act in their behalf in all matters relating to the proceedings for the condemnation of vessels seized as prize by such squadron or vessel, and for the receipt and distribution of the proceeds of such vessels, which may be lawfully decreed to belong to the captors.

Article 99. It shall be the duty of all persons who may be duly appointed to act as agents for prizes to give satisfactory bonds to the Secretary of the Navy, in the penal sum of twenty thousand dollars, or such larger sum as, from the amount to be received by him, the Secretary of the Navy may require, for the faithful performance of their duties; a certified copy of which bond, under the seal of the Navy

Department, shall be produced by such agent to the judge of the court by whom the prize may have been condemned, before such judge shall direct payment or delivery to such agent of the amount which may be decreed to any captors.

Article 100. It shall be the further duty of all such persons appointed as agents for prizes to give public notice within ten days after the receipt of any prize money for distribution, in at least one of the newspapers published in Washington, Norfolk, Baltimore, Philadelphia, New York, and Boston, as often as once in a week, for two months, stating the time when any prize money shall have been received for payment, when and where payable, and the name of the vessel from which such prize money was derived, and of the vessel or vessels entitled to share in the same; and he shall make all payments to the persons entitled to the same, or to their legal attorneys, on duplicate prize lists, taking receipts on each.

Article 101. If at the expiration of two years from the publication of such notice, as prescribed in the preceding article, all the persons who may be entitled to a share of any prize shall not have received the same, it shall be the duty of the agent for such prize to pay over all such unclaimed amounts to the Secretary of the Navy, for the benefit of the navy pension fund: provided that the navy pension fund shall, thenceforward for the term of five years, be liable to the legal claimants of all such shares which have been so left unpaid by the prize agent; but no interest shall be paid on such unclaimed shares, and, if not claimed within five years as aforesaid, the amount of such shares shall belong to and be the property of the navy pension fund; and every prize agent shall, at the expiration of two years from the receipt of the proceeds of any prize, forward to the Secretary of the Navy one of the prize lists, upon which payments for such prize may have been made.

Article 102. No agent for prizes shall be entitled to claim, as commission for performing all his duties as such, more than five per centum upon the gross amount of the proceeds which may be adjudged to belong to the officers and others for whom he may be authorized to act.

SECTION VII.—PENSIONS.

Article 103. *Be it enacted, &c.*, That all money accruing, or which has already accrued, to the United States from the sale of prizes, shall be and remain forever, a fund for the payment of pensions to the officers, seamen, and marines, and to the widows and children of such officers, seamen and marines, as may be entitled to receive the same by the provisions of this act; and if the said fund shall be insufficient for the purpose, the public faith is hereby pledged to make up the deficiency; but if it should be more than sufficient, the surplus shall be applied to the making of further provision for the comfort of the disabled officers, seamen, and marines, and for such as, though not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country.

Article 104. The said fund shall be under the management and direction of the Secretary of the Navy for the time being, who is hereby authorized to receive any sums to which the United States may be entitled from the sale of prizes, and employ and vest the same, and the interest arising therefrom, in any manner which he may deem most safe and advantageous: and it shall be the duty of the said Secretary to lay before Congress, annually, in the first week of their session, a minute statement of his proceedings relative to the management and disbursement of said fund.

Article 105. Every officer, seaman, or marine, disabled in the line of his duty while subject to the laws for the government of the navy, shall be entitled to receive for life, or during his disability, a pension from the United States, under such regulations as have been or may be established and approved by the President of the United States, according to the nature and degree of his disability, not exceeding the amount of his pay at the time he was disabled.

Article 106. Any officer, seaman, or marine who shall have been killed, or who hereafter may be killed, or die by reason of a wound received in battle, while subject to the laws for the government of the navy, leaving a widow, such widow shall be entitled to receive half the pay to which the deceased was entitled at the time of his death, which allowance shall continue during her widowhood; and in case of no widow, or of the intermarriage of such widow, the same allowance shall be made to any child or children of such officer, under eighteen years of age, until they shall arrive at the age of eighteen years; provided that the said half pay shall cease on the death of such child or children.

SECTION VIII.

Article 107. *Be it enacted, &c.*, That the navy ration shall consist of the following *daily* allowance of provisions for each person:

Fourteen ounces of salted pork, with half a pint of peas or beans; or, one pound of salted beef, with half a pound of flour, and a quarter of a pound of raisins or dried apples; or with half a pound of rice, two ounces of butter, and two ounces of cheese; fourteen ounces of biscuit; half an ounce of tea, or one ounce of coffee or one ounce of cocoa; two ounces of sugar, and *one gill of spirits*. And of a *weekly* allowance of half a pound of pickles or cranberries; half a pint of molasses, and half a pint of vinegar.

Article 108. Fresh meat may be substituted for salted beef or pork, and vegetables for the other articles usually issued with the salted meats, allowing one and a quarter pound of fresh meat for one pound of salted beef, or for fourteen ounces of salted pork, and regulating the quantity of vegetables so as to equal the value of those articles for which they may be substituted.

Article 109. Should it be necessary to vary the above described daily allowance, it shall be lawful to substitute—

One pound of soft bread, or one pound of flour, or half a pound of rice, for fourteen ounces of biscuit; half a pint of wine, for a gill of spirits; half a pound of rice, for half a pint of beans or peas; half a pint of beans or peas, for half a pound of rice.

When it may be deemed expedient by the President of the United States, Secretary of the Navy, commander of a fleet or squadron, or of a single ship, when not acting under the authority of another officer, on foreign service, the articles of spirits, butter, cheese, raisins, dried apples, pickles, and molasses, may be substituted for each other; provided the article substituted shall not exceed in value the article for which it may be issued, according to the scale of prices which are or may be established for the same.

Article 110. In cases of necessity, the daily allowance of provisions may be diminished or varied by the direction of the senior officer present in command; but payment shall be made to the persons whose

allowance shall be thus diminished, according to the scale of prices which are or may be established by the same; but a commander who shall thus make a diminution or variation must show to his commanding officer, or to the Department, the necessity for the same.

Article 111. No commission officer, or midshipman, or any person under eighteen years of age, shall be allowed to draw the spirit part of the daily ration; and all other persons shall be permitted to relinquish that part of their ration; and to every person who by this article is prohibited from drawing, or who may relinquish the spirit part of his ration, there shall be paid, in lieu thereof, the value of the same in money, according to the prices which are or may be established for the same.

Be it further enacted, That all the provisions of this act shall go into effect on the — day of — next; and that, from and after that day, the following acts and parts of acts, and all other acts or parts of acts which may be contrary to or inconsistent with the provisions of this act, shall be and are hereby repealed, viz:

“An act for the better government of the navy of the United States,” approved 23d April, 1800.

“An act granting navy pensions in certain cases;” approved 20th January, 1813.

“An act granting pensions to the orphans and widows of persons slain in the public or private armed vessels of the United States;” approved 4th March, 1814.

The seventh section of “An act in addition to an act, entitled ‘An act in relation to the navy pension fund;” approved 16th April, 1806.

“An act in addition to an act giving pensions to the orphans and widows of persons slain in the public or private armed vessels of the United States;” approved 16th April, 1818.

“An act extending the term of half pay pensions to the widows and children of certain officers, seamen, and marines, who died in the public service;” approved 3d March, 1819.

The first section of “An act further extending the term of half pay pensions to the widows and children of officers, seamen and marines, who died in the public service;” approved 22d January, 1824.

“An act further to extend the pensions heretofore granted to the widows of persons killed, or who died in the naval service;” approved June 28, 1832.

The third section of “An act providing for a naval peace establishment, and for other purposes;” approved 3d March, 1801.

“An act supplementary to the act, entitled ‘An act to provide for a naval peace establishment, and for other purposes;” approved 27th March, 1804.

The second, third, and fourth sections of “An act to increase the navy of the United States;” approved 2d January, 1813.

Provided, That nothing in this act shall be construed to prevent the payment of any pension already granted until the full expiration of the period thereof; nor to affect or impair the rights of any person or persons which may have accrued during the existence of the acts or parts of acts hereby repealed.

Navy widows' and orphans' fund.

Article —. *Be it enacted, &c.*, That all money accruing, or which has already accrued from the deductions made or to be made, from the pay of the commission or warrant officers of the navy of the United States, for the navy widows' and orphans' fund, together with any which may accrue to it from any source, shall be and forever made a fund for the payment of the pensions to the widows, children, and relatives of the commission and warrant officers of the navy who may be entitled to receive the same.

Article —. The said fund shall be under the management and direction of commissioners, who shall consist of the Secretary of the Navy, and the Navy Commissioners for the time being, who are hereby authorized to receive all moneys to which the said fund may be entitled, and to employ and vest the same, with the interest arising therefrom, in any manner in which they or a majority of them may deem most safe and advantageous; and it shall be their duty to lay before Congress annually, in the first week of their session, a minute statement of their proceedings relative to the management and disbursement of said fund.

Article —. The said commissioners, upon application of the widow, or, in case of no widow, then upon the application of the child or children, or, in case of no widow or child, then upon the application of the widowed mother, or unmarried sister, she being under eighteen years of age, of any commission or warrant officer, who may die after the law authorizing the deduction from the pay of the said officer, for the benefit of this fund, shall have passed, may grant annually to such widow, or, if no widow, to such child or children, being under eighteen years of age, or if no widow or child, then to such widowed mother, or unmarried sister, she being under eighteen years of age, such pension as the state of the fund will allow, and the pecuniary circumstances of the applicant may require, not exceeding such an amount as, in addition to the income of the applicant from other sources, will be equal to the furlough pay of the deceased at the time of his death.

Article —. It shall be the duty of the said commissioners to prepare estimates of the probable claims upon the fund, for a series of years, upon the basis of life annuities, so as to regulate, as far as possible, the annual pensions in such a manner as to prevent the necessity of their discontinuance or reduction.

A proposed act to change the titles of certain officers of the navy.

Be it enacted, &c., That from and after the passage of this act, all masters commandant in the navy shall be taken to be, and shall be called “commanders;” and all sailingmasters shall be taken to be, and shall be called “masters;” but such change of title shall not impair, or in any way affect, the rank or privileges of any masters commandant or sailingmasters now in the service; and, should they receive new commissions or warrants, they shall respectively take rank from the date of their present commissions or warrants.

A proposed act in addition to the act of May 15, 1820.

Be it enacted, &c., That it shall be lawful to enlist boys for the navy, with the consent of their parents or guardians, not being under thirteen, nor over eighteen years of age, to serve until they shall arrive at the age of twenty-one years; and so much of an act entitled “An act to amend the act entitled ‘An act to amend the act authorizing the employment of an additional naval force,’” approved 15th May, 1820, as is inconsistent with the provisions of this act, shall be, and is hereby repealed.

The board of revision, &c., respectfully suggest, so far as relates to the Navy Department, the expediency of amending the act entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments," by omitting the words "or services," in the first part of the section, and the words "and purchasers," occurring in a subsequent part of the section; so that the fifth section, thus amended, would read as follows:

SEC. 5. "All purchases and contracts for supplies, which are or may, according to law, be made by or under direction of the Secretary of the Navy, shall be made either by open purchase, or by previously advertising for proposals respecting the same; and an annual statement of all such contracts, and, also, the expenditure of the moneys appropriated for the contingent expenses of the navy of the United States, and for the discharge of miscellaneous claims not otherwise provided for, and paid at the Treasury, shall be laid before Congress at the beginning of each year, by the Secretary of the Navy."

Proposed amendment to "An act in addition to the several acts for the establishment and regulation of the Treasury, War, and Navy Departments.

Be it enacted, &c., That whenever, in the opinion of the Secretary of the Navy, it shall be conducive to the public interests to transfer any article of provisions or other stores from the appropriation under which they may have been purchased for the naval service, to any objects under other appropriations for the navy, it shall be lawful for him to authorize such transfers; and, upon his representation of the value of the articles thus transferred, it shall be the duty of the proper officers of the Treasury to transfer the amount upon the books of the Treasury from the appropriation to which the articles may have been transferred to the appropriation from which they may have been or may be taken.

No. 5.

Statement of the corresponding articles in the proposed modification of the laws and the sections or articles of existing laws which treat of the same or similar subjects, with occasional reasons for the variations and additions that are proposed.

Proposed act to revise and enlarge the act for the better government of the navy.

Article 1. The 1st article corresponds with the 1st article of the former act. It is made more comprehensive, and a neglect of its provisions is made punishable by court-martial. The former article had no penalty.

Article 2. The 2d of the former act differs in only requiring divine service on Sundays, and extends it to navy yards. That part of the old article which required daily prayers was never observed, and it was deemed best not to continue it, to be further neglected.

Article 3 corresponds to 3d of old act: is made more specific as to the punishments which may be inflicted, and adds gambling to the prohibited acts.

Article 4 comprises a part of 4th of former act: is confined to the offences which, if proved, are to be capitally punished, and adds the attempt to strike the flag, without proper authority, to this class of offences.

Article 5 comprises a part of 4th and 5th of the former law: it is confined to commanders of fleets, squadrons, or vessels, in presence of an enemy.

Article 6 comprises a part of 5th and 6th of former law: relates to all officers, and others generally, in presence of an enemy.

Article 7 corresponds with 14th of old act. It adds to the old provisions that of protection against violence, in consequence of having performed duties.

Article 8 corresponds generally with 13th of old act: differs from it in mitigating the punishment of death for making or attempting to make a mutinous assembly, and leaves it discretionary with a court to inflict that or a less punishment, according to the particular circumstances of each case.

Article 9 comprises the 10th and 11th of old act.

Article 10 same as present 12th.

Article 11 same as present 16th.

Article 12 is a corresponding article to 17th in old act: limits the power of inflicting the punishment of death to a period of war only; while the old law allows it at all times.

Article 13. A part of 17 of old law, but excludes death in the penalty. The discretion of court-martial can then only inflict one hundred lashes as the *maximum* punishment, while by the old law the court might sentence to death.

Article 14. No provision in the old act: establishes a distinction between absence without leave and desertion.

Article 15 for 19 of old act: provides for the punishment of acts for which vessels, or the lives of persons in vessels, are through malice exposed to danger, in addition to former offences—a clause much wanted, as, under the old law, the most serious offences of that kind could only be punished with one hundred lashes.

Article 16, for 25 of old act: varied, by providing for the destruction of property when in imminent danger of falling into the hands of an enemy; a power which has of necessity been exercised, though prohibited by the old law.

Article 17 for 18 of old act; the same, except designating to what purpose the forfeiture shall be applied.

Article 18 for 24 of old act; the same, except specifying the disposition to be made of the forfeiture.

Article 19 for 20 of old act; omitting the penalty of death.

Article 20 for 22. Omitting the punishments by court of admiralty, and confining them to court-martial; leaving to aggrieved individuals the ordinary remedies of law for damages, if they choose to pursue them in that way.

Article 21 for 23. Varied, so as to allow goods to be received for safe-keeping, as it has frequently been desirable in the disturbed state of South America and Mexico, but never to be done for the personal

advantage of any officer of the vessel. The precious metals and jewels are permitted, as in the old law, because, from their comparatively small bulk, it is frequently for the interests of the commercial community to place them under the protection of an-armed vessel.

Article 22 for 21. Varied, so as to embrace all cases of homicide, and leaving the court to measure its sentence according to the nature and circumstances of the crime.

Article 23. A new article; making all challenges, while on service or for any official act, a cause for punishment; when not on duty, offenders are left to the civil tribunals.

Article 24 for 15 of old act.

Article 25 for 26. Varies, by confining it to petty officers and inferior persons, and limiting the punishments.

Article 26 for 27, with verbal variation.

Article 27 for 31. The same.

Article 28. A new article: providing for any offences committed when on shore, which might not be embraced in two other articles.

Article 29 for 28. The same.

Article 30 for part of 30. Varies, by defining more closely the limitations upon the power of commanders to inflict punishments.

Article 31, for part of 29 and 30. Commanders to have proper entries made in muster book, and to see that men transferred have their accounts sent with them.

Article 32, part of 29. Commanders to note casualties, &c., in muster book, to secure clothes of deceased persons, and to transmit muster books to the Secretary of the Navy *quarterly*.

Article 33, part of 29. To cause the laws to be read monthly and to be hung up in some public part of the ship.

Article 34. New article, regulating secretaries and clerks.

Article 35. New article, prohibiting newspaper and other publications between officers.

Article 36, for section 3, of old act. Varied, by authorizing the forfeiture of wages to pension fund, in cases of neglect of duty duly proved.

Article 37, for part of 41. Limiting the powers of courts-martial, when they are left to measure the punishment at their discretion, under articles that name no specific punishment; varies from the old one in limiting it for officers, and limiting confinement for others.

Article 38. A new article, authorizing commanding officers to detain men beyond the term of their enlistment, under certain circumstances, and directing an increase to their compensation when so detained, and extending the provisions of the act over them till discharged.

• This article may possibly be considered objectionable in some of its provisions; or, if not objectionable in principle, as being out of place in the body of this act.

The power to detain men in the service beyond the time for which they enlisted, and against their consent, and this power to be exercised at the discretion of the commander of a squadron or vessel acting singly, may seem to be greater than is consistent with a proper regard to the rights of individuals.

It is not intended, however, that it shall operate upon any persons who may have enlisted previous to the time when the proposed act shall take effect; and with those who may enlist after that time, it will constitute a part of the terms of their agreement.

That some provision of the kind is of great importance, the past experience of our naval administration has fully demonstrated. The seamen who are collected for the navy are necessarily enlisted at different periods, as they may present themselves from day to day.

Whatever care may be used in selecting crews formed from persons having nearly the same time to serve, it can rarely happen that the extreme differences will not reach to two or three months, though the numbers at the extreme may bear a small proportion to the whole number of the crew. In such cases it is now necessary, when ships are on foreign service, to discharge those whose time of service first expires, in a foreign port, and risk the loss of their future services to the country, or to procure a conveyance for them to the United States, return with the vessel itself before their term of service expires, or detain them on board without any legal authority for so doing, and when by the terms of their agreement they are no longer amenable to the laws for the government of the navy.

Although it has always been the wish of the Department to limit the cruises of vessels to such periods as would allow their return home in time to discharge men before or at the periods named by their enlistments, no exertions have yet been able to carry this fully into effect. It is believed that it cannot be done, under the circumstances of the remote employment of some of our vessels, without incurring an increase of expense, and producing injuries to the great interests of the country, which the occasional short detention of a few individuals would hardly seem to justify; especially when the individuals shall have entered the service with a knowledge of their liability to such detention.

To obviate objections, so far as seemed compatible with the object in view, the authority has been limited to the detention of the vessel to which the men may belong; and, as a compensation for such extraordinary service and detention, it is proposed to give them, during its continuance, an increase of one-fourth of their pay.

It would seem that these provisions would have been more appropriately introduced in a separate act, as an amendment to the law which now regulates the periods for which men may be enlisted, but it was deemed better that it should have a place in the law for the government of the navy, that it might, by being read monthly to the crews, become familiar to their minds, and at the same time become readily and generally known as one among the ordinary restrictions and liabilities consequent upon enlistment into the naval service.

Article 39 for 33: enumerates some officers as being excluded from the class of petty officers, more than the old act.

Article 40 for section 4 of old act. Same.

Article 41: a new article for marines.

Article 42: a new article for troops when embarked for duty.

Article 43: a new article for troops when embarked as passengers.

Article 44 for 34.

Article 45 for 32: varies, by leaving the punishment to discretion of a court-martial, instead of "according to the usages of the sea service."

SECTION II.—COURTS OF INQUIRY.

Article 46 for 1 of old act: varies, by allowing them to be convened by any commanding officer within the United States, by permission from the Secretary of the Navy. This seemed to be an important provision for remote points, as Pensacola, &c.

Article 47 for 1st part of 1st article: varies from the other by prohibiting the expression of any *opinion*, except upon the causes for the loss of, or improperly hazarding a vessel. This was done because the expression of an opinion upon general subjects seemed *unnecessary*, as the head of the Department will be perfectly competent to form an opinion for himself upon all such cases.

The expression of an opinion, when that opinion should be unfavorable, could not be otherwise than a censure, and, as such, a punishment to a certain extent; and certainly would be calculated to raise a prejudice against the party who might subsequently be brought before a court-martial to answer for the same act.

Article 48 for 2d: prescribes the form of authentication and record of the proceedings, and the circumstances and forms under which the testimony so taken may be used as evidence before a court-martial.

Article 49 for 3d: prescribes the form of the oath, which varies a little from the former one.

SECTION III.—COURTS-MARTIAL.

In this section several changes and additions are proposed; some of them involving powers or principles which may be deemed important. Among these is the mode proposed for compelling the attendance of witnesses, when residing within certain distance of the court. The present act for the government of the navy provides no mode for obtaining this necessary means of securing justice. It now depends upon the will of individuals, who do not belong to the naval or military services, whether they will appear before a naval court-martial, or give evidence in any manner, however important their testimony may be to the public interests, or to the party upon trial. The board of revision proposes to obtain their attendance by the intervention of the same officer whose duty it is to procure the attendance of witnesses in the civil tribunals of the United States; and when the distance shall be such as to render personal attendance inconvenient, they have proposed to allow their evidence to be taken by interrogatories and cross-interrogatories, in all cases with the assent of the accused, and in some without his assent.

The right of challenge, for good and sufficient cause, is expressly granted to the party accused, by the proposed amendment. This has generally been granted in practice, but it has been sometimes doubted whether it could be claimed as a matter of right, or depended upon the court as a matter of favor.

One of the most important variations will be found in the oath to be taken by the members and judge advocate.

In the law as it now exists, the votes and opinions of the individual members cannot be made known, except required in some court of justice in due course of law. The acts of the court, as such, can alone be known to the party on trial, to the public, or to the officer, whose approval or disapproval renders those acts valid or nugatory. Among the reasons for this departure from the usual practice in our civil courts, are to be found the fact that it frequently becomes necessary to constitute courts-martial with some members who may be of inferior rank or junior to the party to be tried, and the ill consequences which might arise, if the particular votes of such junior members should be known to the party accused, under whom they might afterwards be required to serve. These and other reasons seemed of sufficient force to justify the continuance of all the present restrictions, with the exception of the officer who is to approve or disapprove the proceedings and sentence. This exception is proposed, because the offences tried by courts-martial are not unfrequently in a degree technical or professional, involving considerations and opinions upon which professional men are most competent to judge. The capacity of different individuals to form correct opinions in such cases may vary in degree, from their general intelligence or opportunities of acquiring professional experience, which are generally known to and may be duly appreciated by the approving officer. It may happen that decisions will be made in some cases by a bare majority, which to the approving officer may seem to be severe, and which he would be disposed to remit or mitigate if he possessed a knowledge of the state of the votes, but with which he might be unwilling to interfere without that knowledge. It is believed that the alteration may tend to mitigate punishment, without producing any injurious results to the service.

Under the existing law it has been decided, that if, from any cause, the number of members who may assemble on any day after the proceedings are commenced, shall be less than five, the court is by that fact dissolved. It is proposed to allow a smaller number to adjourn from day to day for a certain time, as it might in many cases be highly useful.

The particular punishments which may be inflicted upon officers has been added, because the general discretionary powers granted by the existing and proposed law seemed to require it for the officers as well as for others.

It has also been proposed to establish some time within which offenders shall be brought to trial. A similar provision exists in the army laws, and in those of most other military codes, and seems but a measure of common justice. After a long period, witnesses, or other means of repelling a charge, could only be obtained with great difficulty, if they could be obtained at all.

A more specific enumeration of the rank of officers who may be ordered upon courts-martial has been proposed than exists in the present law. This seems desirable to remove doubts, which have existed in the minds of some, as to the right to order certain officers upon that duty; and because it is deemed of importance to the interests of the navy that courts-martial should, as far as practicable, be composed of the higher ranks.

The other proposed changes or additions relate rather to the forms of procedure, and will be found in connection with the respective articles.

Article 50 for 35. Varies, by giving the Secretary of the Navy authority to permit any commanding officer within the United States to convene a court. The number to form a court is varied, allowing not less than nine instead of five for capital offences, if it can be avoided, and the maximum of nine for all minor offences, retaining five as the minimum in all cases: requires reasons to be stated in the precept when the maximum shall not be ordered.

Article 51 for 35.

Article 52 for 38. Course to be pursued in making a complaint upon which application for a court-martial may be made.

Article 53 for 38. Mode of preparing charges and specifications; of informing the accused; of summoning witnesses, and of compelling their attendance. The present law prescribes no mode for the latter purpose.

Article 54. New; allowing the accused the right of challenge for cause, and the mode of deciding upon challenges.

Article 55 for 36. Form of oath for members and judge advocate; varied, by allowing the vote and opinion of individual members to be known to the approving power.

Article 56 for 37. Directing under what circumstances, and in what manner, depositions or affidavits may be taken.

Article 57 to 37, and variations. Power of court to punish contempt for non-attendance of witnesses; misbehavior in presence of the court, and providing against any prosecution for the same.

Article 58. New; giving to copies of official records, under the seal of any of the Departments, the same effect as the originals.

Article 59 for 37. Punishment for perjury; gives authority to courts-martial to punish persons belonging to the navy.

Article 60 for 39. Modified; authorizing a less number than five to adjourn a court from day to day for ten days.

Article 61. New; mode of authenticating proceedings, and of transmitting them to the person ordering the court.

Article 62 for 41. By whom sentences may be approved or confirmed.

Article 63. New; punishments which may be inflicted upon officers.

Article 64. New; authorizes court to express opinion when charges are vexatious, &c.

Article 65. New; limitation of time within which offences may be prosecuted.

Article 66. New; requires publication of sentences on officers.

Article 67. New; protection against prosecution, if form of authority for convening the court should be irregular.

Article 68; old 42. Who may pardon or mitigate sentences.

Article 69. New; courts to be held where the United States have special jurisdiction.

Article 70. New; provost marshal may be employed.

Article 71 for 38. Officers, when arrested, to deliver their swords and confine themselves, &c.

Article 72. New; forms to be pursued when without the United States.

SUMMARY COURTS-MARTIAL.

This section is altogether new. The present law for the government of the navy renders it necessary that for all the offences committed by petty officers and inferior persons, which in the opinion of a commander of a vessel require a severer punishment than confinement or twelve lashes, he must make application for a general court-martial. This, upon foreign stations, must be made to the commander of the fleet or squadron, and, within the jurisdiction of the United States, to the Secretary of the Navy. The practical effect of these provisions has been frequently productive of inconvenience to the service, and to the officers and others.

Vessels of the navy, though belonging to the same squadron, as well as those employed on our own coasts, are frequently separated, and seldom meet in numbers sufficient to organize general courts-martial. Seamen belonging to vessels thus separated are frequently guilty of offences, which, though not deserving of the greater penalties named in the law, are still of such character as, in the opinion of the commanding officer, deserve a greater punishment than he can lawfully authorize. He has, in such cases, no other alternative but to direct an inadequate punishment, or to keep the offender in confinement until circumstances allow the convening of a general court-martial. To obviate these inconveniences the summary court-martial is proposed. The number of officers designated to form the court can generally be furnished by a single vessel. The extent of punishment which may be awarded is sufficient for all, except offences of magnitude; and those only need be brought to the consideration of general courts-martial hereafter.

The leading objects of each article are as follow:

Article 1. When they may be convened, and by whom.

Article 2. Of how many members they shall consist, and the oath of the members and recorder.

Article 3. How testimony shall be received.

Article 4. Power of the court; sentence to be approved before it can be executed.

Article 5. Disposition to be made of the proceedings, after they shall have been approved.

PRIZES.

Several alterations are proposed in this section. Those of minor consequence will be found noted under the respective articles in which the changes are proposed.

Of those which may be deemed more important, one of the propositions is to give to the captors the whole net proceeds of public vessels-of-war, and of privateers, or pirates, which may be adjudged lawful prize, without reference to the relative force of the captor and prize, while, by the law now in force, the captor receives but half the proceeds of vessels of inferior force.

Another proposed alteration is an increased bounty for vessels which may be destroyed in action, and a provision for the destruction of others, when such a course shall be deemed essential to the public interests. At present the latter class of cases is left to the special action of Congress, who have, in all recent cases, granted about an equal sum to that which is now proposed in the shape of bounty.

In the distribution of the proceeds of prizes several changes are proposed; but, with few exceptions, the object has been to carry more fully into execution the presumed intentions of the existing law.

In proposing a small increase to the proportion now allotted to the commanders of squadrons and of vessels, the board took into consideration the general responsibilities of those officers, and particularly the fact that one of these officers must, in each case, be solely responsible for the detention of

vessels which may be deemed liable to seizure; and that for any mistake which should give a claim for damages, the claim must be met and answered by them, without reference to or aid from those under their command. With reference to these facts, and to the proportions granted in other countries, it is presumed that the alteration will not be considered unreasonable.

The portions of the other officers and crews of vessels are arranged differently from the present law. The commission and warrant officers are now classed with those only with whom they are usually associated in their ordinary intercourse. The proportions assigned to the individuals of each class are such as in the opinion of the board correspond with their relative responsibilities, rank, and duties, and vary little from the present law. That portion which is allotted to the petty officers and persons of inferior ratings, is graduated upon the same principle; but as the numbers of each rating are liable to considerable fluctuation, a new principle of distribution is proposed, so as to secure, in all cases, the same relative proportions for the individuals of the several classes.

The present rule for distribution, when more than one vessel are concerned in the same capture, is retained for the commanding officers, because the rule will, as respects them, in all cases operate in the same manner, there being but one, and always one, in that class in each vessel. For all others the present rule is so modified as to give each individual, of corresponding classes, the same amount, however much the number in each class may have been varied by accidental causes. The want of some rule of this kind might, and in fact has, frequently defeated the evident intention of the present law.

Several additional articles have been introduced, to define more clearly the circumstances under which commanders of squadrons shall be entitled to a share of prizes made by other vessels, and with a view to prevent, as far as possible, all difficulties upon the subject.

Article 78 corresponds to 7th article of 6th section of old act: omits the express penalty of forfeiture of his share of the prize, and leaves the punishment to court-martial.

Article 79 also to 7, being rather more full and particular, with the same modification of the penalty.

Article 80 for 8, omitting the power given to the court of admiralty.

Article 81 for 9, with slight modifications.

Article 82, for section 5, with some modifications, and giving the whole of all public vessels, instead of half of inferior force.

Article 83 for section 7, increasing the bounty and extending its allowance to vessels destroyed for the public advantage.

Article 84 for section 6; distribution of prize money.

1st class increased from 15 to 18 per cent., of which the flag officer's share is increased in the same proportion, being *six* instead of *four* per cent.

Captains and commanders: Their proportions are regulated when serving together in the same vessel, she being the sole captor.

Second class increased from 10 or 11 $\frac{1}{2}$ to 13 per cent.

Third class varies in the officers belonging to it, and gives 5 per cent.

Fourth class takes a part of the old 3d and 4th, excluding all petty officers, and gives 14 per cent. The petty officers and inferior ratings receive the remainder, which is divided into shares, so that the first class of petty officers receive 9, the next 7, the next and seamen 5, ordinary seamen and marines 4, landsmen and boys 3 shares each.

This arrangement secures to each individual in each class a regular proportion, whatever the number in such class may be.

Article 85, for section 6, article 7, establishes the distribution when vessels are to be entitled to share as joint captors.

Articles 86 to 96 inclusively, relate to the various claims of flag officers or commanding officers of fleets, squadrons, or divisions, and define them as accurately as possible, for the purpose of preventing future disputes.

Article 97 makes the President the umpire to settle all disputed or doubtful points in the act for the distribution of prize money, meaning thereby to prevent all litigation upon the subject.

Prize agents.

This is a new section, and is meant to secure for the captors responsible agents to receive and distribute the prize money that may accrue to them. The nomination of the agent is given to the commander, because he has all the responsibilities of detention, and must answer all liabilities for improper captures.

The navy pension fund is made the agent for the captors after two years, and, upon condition of paying claimants within five years, is to be entitled to the dividends then remaining unclaimed.

The last article fixes a *maximum* for the commissions, which an agent may claim for his services.

Navy pension fund.

The principal objects proposed to be effected by the changes recommended in this section are, to render the present grants to widows of persons slain in battle available for life, or during widowhood, instead of the limited grants for a term of years, as heretofore established; and to collect into one act all the provisions necessary for this purpose, and to provide for other persons who are, or may be, entitled to pensions for personal injuries, when subject to the laws for the government of the navy, under the different acts now in force, and which relate to such persons.

The existing laws, which relate to pensions for other causes than the above named, are left as now established, under the belief that they are properly subjects for special legislation, which may be adapted to special circumstances.

First article is the same as section 9 of act of 23d April, 1800.

Second article is the same as section 16 of ditto, as amended by act of—.

Third article is the same as section 8 of act of April, 1800, modified slightly to conform to act of—.

Fourth article is the act of 20th of January, 1813, and others, making the grant to widows for life or widowhood, instead of five years, but limiting it to death in battle.

Navy ration.

The variations from the present law, which are proposed in this section, are such as, in the opinion of the board, materially contribute to the health and comfort of the seamen. The authority to use either

of several of the articles will increase the power to promote those essential objects according to circumstances; and, in many cases, such changes would be indispensable.

The reasons for continuing, under certain restrictions, a part of the present allowance of spirits will be found in a letter from the board to the Attorney General of the 29th ult.

Navy widows' and orphans' fund.

This proposition is entirely new, and is offered to be dependent upon any revision which may be made of the laws regulating and increasing the pay of the commission and warrant officers of the navy; and to any such law it is proposed to add the following article:

"Provided, nevertheless, That the Secretary of the Treasury shall be, and he is hereby, authorized and directed to deduct from the pay, hereafter to become due, of the commission and warrant officers of the navy of the United States, three per centum of the amount thereof, and to pay the same to the Secretary of the Navy, and the Navy Commissioners for the time being, who are hereby appointed a board of commissioners by the name and style of 'commissioners of the navy widows' and orphans' fund,' which, together with any other moneys to which the fund may become legally entitled, shall constitute a fund for the relief of the widows and orphans of the said commission and warrant officers of the navy of the United States; to be invested by said board, and the proceeds of it divided and disbursed, in such manner as may be hereafter prescribed by Congress."

Repeated attempts have heretofore been made by the officers to effect, to a certain extent, the benevolent objects to which the proposition relates; but the difficulties have always been too great to be overcome by their unaided efforts.

The more important of these difficulties have been found in the wide dispersion of the officers, and their constant change of position; the difficulty of collecting, investing, and managing their funds, without an expense disproportionate to the amount, and in a manner which should, at the same time, be safe and productive. The course here proposed for adoption obviates nearly all of those difficulties, and in a manner which it is hoped may be found liable to no strong objections.

The board were fully aware that a proposition of this kind could not be sanctioned without injustice, if made to operate upon a pay already established, unless it was done with the assent of each individual upon whom it might operate. They, however, did and do still believe that if connected with a new law, revising, and, as they hope may be the case, increasing the compensation of the officers, there would be no injustice in the measure, and no opposition from the officers; but that it would receive their general, if not universal approbation.

It will be perceived that although each officer contributes in proportion to his compensation, yet the widows and orphans of those only are to participate in the distribution whose income from other sources does not reach a certain amount, and then are not to receive more than to supply that deficiency. It is proposed to provide for the necessities of all, but for the luxuries of none. Within these limits it is believed that the deductions proposed for the fund will be sufficient for the cases which will be embraced by the plan, and will impart benefits which cannot be obtained by the unaided action of the officers, nor be expected as a direct donation from the government.

It is proposed for consideration, solely upon the condition that it may be made dependent upon a revision of the law in relation to the pay of the navy.

Changes of the titles of "master commandant" and "sailingmaster."

These changes are proposed as matters of simple convenience. The present denominations are long and inconvenient for use, either verbally or in writing, and do not convey any correct idea of the duties of the respective officers. The terms proposed as substitutes are shorter, more convenient, and rather more correctly significant of the duties performed by those officers to whom they refer.

Act for boys, &c.

The proposed act to authorize the enlistment of boys is considered of great importance to the interests of the navy. In the opinion of the board it would secure all the benefits which could be anticipated from the introduction of apprentices, while it avoids the difficulties and evils connected with such a system. It is expected that such an act would, without any additional expense, place it in the power of the navy to provide for itself many petty and warrant officers who would be much better qualified in every respect, for the performance of their respective duties, than those who, from necessity, are now employed in those situations, which all naval men agree in considering highly important to the full efficiency of a ship-of-war.

The changes proposed in the present act, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War and Navy Departments," are offered in consequence of your having specially called the attention of the board to its provisions, and because the classes of cases proposed to be omitted have not, and, from their nature, cannot be executed in strict conformity to the law, without such expense and inconvenience as would, in the opinion of the board, greatly overbalance any possible advantage that could result from a compliance with its requisitions.

The proposed amendment to "An act in addition to the several acts for the establishment and regulation of the Treasury, War and Navy Departments," is offered from a conviction that the power which is therein proposed to be given to the head of the Department may frequently be exercised with great public advantage, and it is believed without injury in any case. It does not, in fact, vary the amounts to be expended under the different appropriations, but merely authorizes the purchase of articles from an appropriation for which, from any cause, they are not then wanted, by another appropriation for which they may be immediately required, and paying for the same by a transfer of the value on the Treasury books. This arrangement may frequently prevent the loss of, or injury to, perishable articles, and enable the Department in all cases to use such of those which may be on hand as shall be most for the public interests.

23D CONGRESS.]

No. 546.

[1st Session.]

ON CLAIM OF COMMODORE JOHN RODGERS, AS SENIOR OR COMMANDING OFFICER OF THE NAVY, TO DOUBLE RATIONS WHILE ON THE BOARD OF NAVY COMMISSIONERS.

COMMUNICATED TO THE SENATE MAY 2, 1834.

Mr. CHAMBERS, from the Committee on Naval Affairs, to whom was referred the memorial of Commodore John Rodgers, reported:

That the question presented by the memorial is, whether the senior or commanding officer of the navy shall, or shall not, receive the allowance of double rations during the period of his service as a member of the Board of Navy Commissioners.

The act of Congress of the 25th February, 1799, most manifestly, and, as the committee believe, most wisely, contemplated a marked distinction between the pay and emoluments of the commanding officer of the navy and other post captains.

A captain commanding a squadron on separate service is pro hac vice *the* commanding officer. He is expected to extend civilities to his officers and to strangers, and to incur expenses as the representative head of the navy at the place of his command; and the law, therefore, gives to him the means of defraying these items of expenditure, peculiar to his condition, by allowing him double rations.

The officer who, in point of fact, is the senior officer in the whole service, necessarily, at all times and in all places, presents the character which, as above alleged, is temporarily occupied by the commanding officer of a squadron on separate service. It will usually be practicable and expedient that the senior officer should have a shore station. His age, experience, and character must bring him into constant intercourse with the officers and others connected with the service, and his just claims to be placed in a pecuniary situation to defray the charges of a generous hospitality, are at least as strong as those of the temporary commandant of a squadron on separate service.

There are other and higher considerations, in the opinion of the committee, which should influence the action of Congress on this subject. The noble spirit of a naval officer is usefully excited and encouraged by distinctions which, although involving very trivial advantages in a pecuniary view, or none at all, are yet marked; and to the eye of a soldier, ardent in the love of fame and elevation, and proud of honor, because it is an evidence and a badge of merit, such distinctions are incentives and rewards infinitely more inviting than money.

The policy of the law thus to distinguish the commanding officer of the navy from others bearing a similar though junior commission, was not interrupted or interfered with until the establishment of the Board of Navy Commissioners by the act of the 7th February, 1815. By that law, each Commissioner was allowed a compensation of three thousand five hundred dollars per annum, "in lieu of wages, rations, and other emoluments, as naval officers."

The committee cannot doubt that the salary to the Commissioners allowed by this act was estimated as an exact and proper compensation for the laborious and responsible duties imposed on them as *Commissioners*, and they believe the estimate a fair one. They do not believe that in affixing to the services of the Commissioners a salary supposed to be adequate to their just compensation, it occurred at the time that the principle adopted in 1799, and universally thereafter practiced and approved, would be altered and abandoned, much less do they believe it was designed so to abandon that wise principle of distinction between the senior officer and others. The practical construction of the act of 1815, however, has been to destroy the previously existing distinction. The substitution of a fixed salary, in lieu of *all rations*, was supposed to preclude the allowance of extra or double rations, although by the act of 1799 double rations were "*always*" to be allowed to the commanding officer. The memorialist has been a member of the board since he became the senior officer, with the exception of a few years, and, in direct opposition to the spirit and meaning of the law of 1799, has not received double rations, or any other pay or emolument greater than the other members of the board, which is, in effect, to say, there has been no distinction whatever between the station of the commanding officer and others.

Of the propriety of this construction, the committee are not called upon to express an opinion. Whether correctly or no, it has been adopted, and the long acquiescence of the Department and of individuals may make it proper to regard it as the true interpretation of the act.

The analogies of our own service, as well as the service of all well-regulated military or naval establishments; the necessary "distinctions between commander and commanded, essential to the order, discipline, and efficiency of command," require, in the opinion of the committee, a restoration of the principle of 1799 to its full and practical effect: and as they believe there is every propriety in doing justice to the equitable claims of the memorialist, in putting into his possession that which an accidental omission in 1815 has alone prevented his receiving long ago, they have reported a bill which makes provision for the memorialist, and a permanent provision for all future cases of a similar character.

23D CONGRESS.]

No. 547.

[1ST SESSION.]

ON THE CLAIM OF AN OFFICER OF THE MARINE CORPS TO BE RELIEVED FROM THE EFFECT OF REOPENING HIS ACCOUNTS BY THE TREASURY, AND CHARGING HIM WITH DEBITS FOUND ON THE BOOKS OF AN INSOLVENT PAYMASTER, AND FROM THE EFFECT OF A CHANGE OF A DECISION OF ONE ACCOUNTING OFFICER BY A SUCCESSOR IN OFFICE.

COMMUNICATED TO THE SENATE MAY 2, 1834.

Mr. SOUTHARD, from the Committee on Naval Affairs, to whom was referred the memorial of Henry B. Tyler, executor of Richard Smith, reported:

That they have examined the memorial of the petitioner, and find that it is fully sustained by the documentary evidence which has been submitted to the committee. They beg leave to refer to the said memorial as part of this report.

In reference to the two items of claim presented by the petitioner, the committee are of opinion that he is entitled to the relief prayed. The first of these items is the sum of \$1,375.02, which has been withheld from the estate of Col. Smith on the ground that Col. Smith appeared to be indebted in that amount to Lieut. Desha, a former paymaster of the marine corps, who died insolvent, and largely indebted to the government. The committee cannot sanction the principle that the United States have any legal or equitable right to enforce against officers of the corps the payment of private debts, or the settlement of private accounts between such officers and the paymaster, and to exercise this power by withholding from the parties money acknowledged to be due to them from the government. The accounts between the paymaster and the officers are in themselves altogether private, and they have been so considered in the Department itself. Such has been the official opinion of the Attorney General, and the same point, as the committee has been informed, has been judicially decided by a highly respectable court.

Were the committee disposed to entertain a doubt upon this question, it would in no degree impair the claim now presented. Whatever may be the character of the transactions between the paymaster and the different officers of the corps, it is clear that the books of the paymaster furnish no legal evidence of indebtedness even between the parties themselves. It cannot be perceived upon what principle the government can use these books as evidence of such indebtedness, and, without any judicial inquiry, undertake to deem them conclusive of the fact, and pay to itself a debt due to it from an insolvent paymaster, by withholding payment of an admitted claim from another officer.

But the committee are further satisfied that Col. Smith was allowed a credit, as against Desha, for this specific amount many years since; and if the government had any authority to interfere at all in these accounts, the allowance of this credit by the officers of the government must be conclusive against it. After the lapse of years, and particularly after the death of both parties, it ought not to be permitted to any accounting officer to reopen such transactions, adjusted with all the forms and solemnities with which they are usually attended, and to recharge an individual with a sum which has been passed to his credit. Unless in cases of palpable and glaring mistake or fraud, such proceedings are, in the opinion of the committee, equally at variance with justice and the long-established usage of the government.

In reference to the second item claimed by the petitioner, it appears that the Fourth Auditor of the Treasury instructed the quartermaster of the marine corps to make to Col. Smith the allowances which amount to the specific sum now withheld, and they were accordingly so made by the quartermaster. And in the letter communicating this instruction, the Fourth Auditor stated that the subject had been referred to and decided by the Secretary of the Navy. No question appears ever to have been made as to the authority of the Secretary thus to adjudicate. It was unquestionably within his appropriate sphere of duty. But the present Fourth Auditor considered the letter of his predecessor as insufficient proof that such authority had been exercised. The committee do not concur in this opinion. They consider the Fourth Auditor as the appropriate organ of communication between the Secretary and the officer to whom the letter was addressed. In making the communication, he was acting officially, and in conformity with the general and correct practice of the Department, and the letter which he wrote must be considered as furnishing the highest and most conclusive evidence of the facts which it asserts. Nothing could be more dangerous than to disregard the contemporaneous, the official, the record evidence of the action of any of the departments, and to substitute for it the precarious and imperfect recollections of individuals. The committee is therefore of opinion that the letter from the Fourth Auditor to the quartermaster contained complete evidence of its contents, communicated ample authority to him to make the allowance claimed, and that it is not now competent to any department of the government to question the validity of the act, or charge the officer with the money which he had received under such circumstances.

Upon these grounds, among others perhaps equally satisfactory, the committee are of opinion that the prayer of the petitioner ought to be granted, and they accordingly report a bill for his relief.

23D CONGRESS.]

No. 548.

[1ST SESSION.]

ON CLAIM OF AN AGENT OF THE NAVY DEPARTMENT, AT VALPARAISO, FOR INDEMNITY FOR LOSSES SUSTAINED BY A REFUSAL TO PAY HIS DRAFTS, AND FOR A PERCENTAGE ALLOWANCE UPON HIS DISBURSEMENTS.

COMMUNICATED TO THE SENATE MAY 12, 1834.

Mr. TALLMADGE, from the Committee on Naval Affairs, to whom was referred the petition of William Hogan, administrator of Michael Hogan, deceased, reported:

That, in November, 1820, when Mr. Hogan was preparing to leave this country, to settle as a merchant at Valparaiso, the then Secretary of the Navy, Mr. Thompson, addressed a letter to him, authorizing him to act in behalf of the Department in furnishing supplies for the naval service in that quarter. He discharged the functions of such agency until November, 1830, when he received a letter revoking the authority under which he had so long acted.

This letter of appointment is in the following words:

NAVY DEPARTMENT, *November 24, 1820.*

SIR: In the event of the United States ships-of-war visiting the ports of Chili, you are hereby authorized to act, in behalf of this Department, as agent for furnishing such supplies as the service may require; and for which your drafts upon this Department, in reimbursement, will be duly honored on presentation.

I am, very respectfully, sir, your most obedient servant,

SMITH THOMPSON.

To MICHAEL HOGAN, Esq., *Agent of the United States at Valparaiso.*

All the relations at any time existing between Mr. Hogan and the Navy Department depend upon the foregoing letter. He was, indeed, about the same time appointed agent for commerce and seamen; and, in 1823, was appointed consul: which appointments connected him with the Departments of State and Treasury, but did not so connect him in any, even in the slightest degree, with the Navy Department.

Mr. Hogan contends that he was, by this letter of authority, constituted the mercantile agent and factor of the Department, and was entitled, 1st, to such percentages of commission for services rendered as are established by the commercial usages of the place where they were rendered; 2d, to interest on moneys advanced for the supply of the Constellation, and other vessels, in 1821-2; and, 3d, to indemnity for losses sustained by reason of the dishonor of sundry of his drafts, *in reimbursement*, made upon the Department; which, by *express stipulation*, should have been "*duly honored on presentation.*"

On the other hand, the action of the Navy Department (when Mr. Hogan returned to this country for the purpose of making a settlement of his accounts, and of the bills which had been protested) indicates him to have been then regarded as a *navy agent* of the United States; and the protection to which his drafts were entitled is stated to have been dependent (notwithstanding the express stipulation in relation thereto) on a variety of circumstances, personal to himself, of more or less weight, as he might be more or less esteemed and trusted by the Department, and on the contingency of Congress having made appropriation to pay such bills.

In order to decide properly on the questions presented, it is necessary to determine the character and nature of the agency, and of the relations established by the letter above referred to. Were they strictly official, or merely commercial? Was he constituted, *ex officio*, navy agent of the United States, or commission merchant, agent, and man of business, of the Department, at Valparaiso?

The office of navy agent is created by law; the duties and incidents of the office, and the mode of appointment, are all prescribed by law. The appointment can only be made by the President, with the advice and consent of the Senate. The officer must give bonds and approved security for the faithful performance of his duties. He is not expected to advance his own funds, nor to tax his own resources or credits to procure funds for the disbursements of his office. The government provides the funds that may be needed by anticipation; and, in the form of money or credit, places them in his hands for disbursement. The navy agent is an officer of the government, not the mere agent of a Department. The Secretary of the Navy has no authority whatever to make such appointment, or in any way to constitute such an officer, either by commission or by less formal letter of appointment; he cannot, on his mere authority, establish the official relation of navy agent between the government and an individual. If he could so do, the whole power of the President and the Senate, over such appointments, would be nugatory. But a distinction has been taken between a temporary and a permanent navy agent, and between navy agents abroad and at home. It has been asserted that temporary agents may be appointed by the Secretary. This opinion is obviously erroneous. The question is not as to the time the officer shall continue in his office, but of the essence of the office itself. If the Secretary has not the power to appoint to the office, he cannot exercise the power for a day, any more than for a longer period: a provisional appointment must proceed from the same authority as a permanent appointment. And, moreover, a navy agent is a disbursing officer of the government; that is, an officer receiving for disbursement, public money from the public Treasury. Such officers are designated by the act, approved 3d March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments." And the third section of that act does, in express terms, prohibit any appointment to such office, except by the President and Senate. A provisional appointment could in no case be made by the Secretary; and, if made by the President, would, if not submitted to, and confirmed by the Senate, expire at the end of the next ensuing session.

Nor is it more correct to say, that agencies abroad may not be appointed by the President and Senate under the legislation of Congress. The act above referred to comprehends agents as well abroad as at home, and such has been the construction given to it; the President and Senate having appointed navy agents abroad by virtue thereof. The case of Andrew Armstrong, appointed navy agent to reside at Lima, is of this description.

Now, it is evident that not one of the qualifications, requisite to invest Mr. Hogan with the character of navy agent, is to be found either in the letter of appointment or in any subsequent relation existing between him and the Department. Has the Secretary, then, attempted to violate the law, and to make such appointment in despite of it? Had he done so, such illegal act would not have entitled Mr. Hogan to the benefits and immunities of such office; would not have rendered him liable to the penalties and disabling provisions of any statute referring to such office, nor to any restrictive clauses in relation to its compensation, unless by his own acquiescence and agreement. But no disregard of law, unintentional or otherwise, is to be imputed to the distinguished civilian who requested Mr. Hogan to act as agent for the Department. The Navy Department, in common with the other great departments of the executive, must, of necessity, engage in extensive and diversified transactions with persons holding no office under, and having no official relation with the government. The mere detail of its operation must involve many transactions in the ordinary course of business with bankers, merchants, artisans, &c. It would be an impracticable and useless complication and burden to the government, if it were to have distinct officers for every operation of a department in every quarter of the world. To avoid which, for temporary purposes, to meet accidental wants of the service, and to prevent inconvenience and loss where no regular navy agent could be appointed, citizens, not as officers but as agents and factors, have occasionally, and from necessity, been employed to transact business of a commercial nature, for which they have received the ordinary compensation of agents and factors. So, also, have officers of the navy, and other public officers. These services were wholly apart from the proper duties of their official station; and for which they have received the ordinary compensation that might have been claimed by a private individual, over and above the stated pay and emoluments of their respective offices. And the various ramifications of the affairs of the Department into matters of mere business, regulated by the ordinary rules and course of business between merchants and their correspondents in like cases, have been sanctioned, not only by the necessity and convenience of such arrangements, but by long, unquestioned, and established usage. In some instances express agreements have been made as to the compensation which should be received. In others, the compensation has been left to be adjusted upon the well-known principles applicable to mercantile transactions. From these considerations, it is clear that the letter of the 24th of November, 1820, to Michael Hogan, created merely a contingent agency "in the event of the United States ships of war visiting Chili." It provided for no advance of funds for disbursements, but requested Mr. Hogan to furnish "such supplies as the service may require;" thereby evidently intending that such supplies should be advanced from his own funds, resources and credit. It assured him only that his "drafts upon this Department, in reimbursement, will be duly honored on presentation;" and it made no stipulation whatever in regard to compensation, either in quantum or mode. The Secretary manifestly contemplated, not an appointment to an office over which he had no power, but a mercantile agency merely. The true character of this agency became questionable, partly by lapse of time, and partly, perhaps, by misapprehension of the factor himself, of the naval officers on the station, and of succeeding heads of Department, who may not have been aware of nor examined into the original and true character of the appointment.

The commercial character of the agency being established, it follows that the accounts must be settled upon the ordinary principles of accounts between merchants and their correspondents, and such compensation as has not been regulated by agreement must be measured by usage. The first item of Mr. Hogan's claim is for the allowance of a commission of two and one-half per cent. upon drawing and negotiating, and upon endorsing and negotiating bills of exchange on the Department in reimbursement of supplies furnished by him, amounting to \$16,348.02. This claim is sustained by satisfactory evidence. 1st, that such is the usual rate of commission on such transactions at Valparaiso; that such rate of commission has been allowed and paid by the Navy Department to officers rendering such services during and within the time of Mr. Hogan's agency; and 2d, that the amount so claimed corresponds with the amount which is proven, by sundry reconciling statements received from the office of the Fourth Auditor, and in possession of the committee, to have been disallowed by the accounting officers as a charge of two and a half per cent. commission on bills so drawn, negotiated and endorsed, presented at the Department, and credited in the accounts current rendered by Mr. Hogan.

The second item of claim is for interest of moneys borrowed and advanced for supplies of the Constellation and other vessels, in 1821-2, being five months' interest, at six per cent., on \$20,254, amounting to \$763.10.

It appears that no public money was ever advanced to Mr. Hogan; that the vouchers for supplies furnished in 1821 and early part of 1822, to the Constellation, Franklin, and Dolphin, amounted to \$30,524.62; and that the bills drawn in reimbursement were not negotiated until some months afterwards, making an average delay of five months, or very nearly, as stated by the claimant, who alleges that such delay occurred in consequence of his very laudable determination to raise the value of bills on government. And it appears that such bills were, in fact, sold at a premium of five per cent., thus procuring a considerable gain for the government. It is also proven by the testimony of a disinterested witness, that a large part of the money, at least, was borrowed at interest; and Mr. Hogan's affidavit, corroborated by collateral testimony, proves other large portions of this amount to have been also borrowed. It further appears that the Secretary of the Navy had directed the allowance of interest proven to have been actually paid upon money borrowed, and that, in pursuance of such direction, the Fourth Auditor had passed to the credit of Mr. Hogan the sum of \$340.76, which was subsequently disallowed and stricken out by the Second Comptroller. The committee cannot understand the distinction between interest paid on money borrowed, and interest accruing on advances from the proper funds of the agent, or funds borrowed by him on his credit. The government had no right to the uncompensated use of his money; and they are clearly of opinion that he is entitled to interest on the moneys advanced by him, whether of his own or borrowed; and, consequently, that he should receive the whole sum claimed by him on this account, amounting to \$763.10.

The last item of claim now submitted to the action of Congress is for the allowance of \$3,142.28, being the damages, cost, charges, and interest, incurred by him on certain bills of exchange drawn on the Department in reimbursement, and not "duly honored on presentation." Conclusive evidence has been laid before the committee that such damages, &c., have been paid by the drawer, who is now the claimant; and with interest, at six per cent., till the 16th January last, to which date the account is stated, amount to the sum above set forth. The circumstances attending the dishonor of these bills are so fully detailed in the memorial of Mr. Hogan, that the committee will confine itself to the statement of its con-

clusions. The Department was under a written and express contract that his drafts "will be honored on presentation." This stipulation was positive and unconditional, and the bills in question ought to have been accepted and paid by force of the express contract. They ought, also, although it is a secondary reason, to have been accepted and paid, because they were properly drawn for reimbursement. And, lastly, they ought to have been accepted and paid, because, at the time of the refusal of such bills, the Department, according to its own mode of stating, and, subsequently, in part allowing his accounts, and exclusively of disputed and still unsettled items, was indebted to Mr. Hogan more than the amount of such bills; which is proven by the reconciling statements furnished by the Department.

The committee find the aggregate amount to which Mr. Hogan was justly entitled to be \$20,253.40. From which, however, must be deducted the sum of \$3,425, allowed by the Auditor for office rent, up to the 31st March, 1827, under the misapprehension that Mr. Hogan was a navy agent. And also, the further sum of \$2,799.33, claimed by the reconciliation of Mr. Hogan's accounts at the Fourth Auditor's Office, dated 11th July, 1832, to be a balance due the government. This balance has grown out of sundry bills after protest; of payments of other bills afterwards presented, and of disallowances. These deductions reduce the net amount due to Mr. Hogan, on the claims now before Congress, to the sum of fourteen thousand and twenty-nine dollars and seven cents. To this amount your committee consider him to have been justly and fully entitled; and, accordingly, report a bill for the relief of his legal representatives.

23D CONGRESS.]

No. 549.

[1ST SESSION.]

STATEMENT OF THE ARMED VESSELS, THE NUMBER OF THEIR GUNS AND NAMES OF THEIR COMMANDERS, IN THE SERVICE OF THE UNITED STATES, AND OF THE SEVERAL STATES, DURING THE REVOLUTIONARY WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 13, 1834.

WAR DEPARTMENT, *May 10, 1834.*

SIR: In obedience to a resolution of the House of Representatives, of the 26th ultimo, I have the honor to transmit a report and statement of the commissioners of pensions, relating to the armed national ships employed during the revolutionary war, and the names of their commanders.

Very respectfully, your most obedient servant,

LEWIS CASS.

HON. ANDREW STEVENSON, *Speaker of the House of Representatives.*

WAR DEPARTMENT, *Pension Office, May 7, 1834.*

SIR: Conformably to your instructions, and in obedience to a resolution of the House of Representatives, of the 26th ultimo, requiring from this Department "a statement of the armed national ships, and the names of their commanders, during the revolutionary war," I have the honor to transmit, herewith, such a statement as I have been able to make from the books and papers in my possession. The principal part of the records and documents of the general government connected with the naval service during the revolution have long since been destroyed. I have, therefore, been obliged to resort to a variety of sources in order to obtain the information sought by the resolution. This statement, it is apprehended, is necessarily incomplete. The remarks in the last column will explain any difficulty which might arise from discovering several vessels of the same name. The description of the vessels is not so particular as is desirable; but the number of guns which each one mounted, and which in many cases is mentioned, sufficiently indicates the size of the vessels. By the words "national armed ships," I understand all the public armed vessels are included, whether they were under the immediate command of the Continental or the State authorities. The maritime forces of the individual States were principally employed in the defence of our coasts, bays, and harbors.

I have the honor to be, very respectfully, your obedient servant,

J. L. EDWARDS, *Commissioner of Pensions.*

HON. LEWIS CASS, *Secretary of War.*

A statement containing the names of the armed national ships, and the names of their commanders, during the revolutionary war.

Names of vessels.	Commanders.	No. of guns.	Remarks.
Andrew Doria	Isaiah Robinson	14	
Alfred	Elisha Hinman	28	
Anthony	Unknown	Unknown.	In the service of the State of South Carolina.
Active	do	do	In the service of the State of Massachusetts.
Alliance	— Landais	do	
Boston	Hector McNeil	24	
Beaufort	Unknown	Unknown.	In the service of the State of South Carolina.
Bon Homme Richard	J. Paul Jones	do	
Congress	Thomas Grennall	28	
Cabot	Joseph Olney	16	
Cornet	Unknown	Unknown.	In the service of the State of South Carolina.
Confederacy	S. Harding	do	
Delaware	Charles Alexander	24	
Defence	Unknown	Unknown.	In the service of the State of South Carolina.
Defence	do	do	In the service of the State of Massachusetts.
Defence	— Nicholson	do	
Defence	S. Harding	do	In the service of the State of Connecticut.
Defiance	Unknown	do	In the service of the State of Massachusetts.
Diligent	do	do	In the service of the State of Massachusetts.
Dean (changed to Hague)	— Inman	do	
Effingham	John Barry	28	
Essex	Unknown	Unknown.	In the service of the State of Massachusetts.
Fly	Elisha Warner	do	
Fair American	Unknown	do	In the service of the State of South Carolina.
Freedom	do	do	In the service of the State of Massachusetts.
Franklin	— Mugford	4	
General Moultrie	Unknown	Unknown.	In the service of the State of South Carolina.
Guilford	William Nott	do	In the service of the State of Connecticut.
Hancock	John Manly	32	
Hamden	Hoysted Hacker	Unknown.	
Hazard	Unknown	do	In the service of the State of Massachusetts.
Hawk	do	do	In the service of the State of Massachusetts.
Hyder Ali	Joshua Barney	16	
Harrison	Unknown	Unknown.	
Independence	John Young	10	In the service of the State of Massachusetts.
Independence, galley	— Matthews	Unknown.	Chesapeake Bay service.
Lexington	William Hallock	16	
Liberty	Unknown	Unknown.	In the service of the State of Massachusetts.
Lynch	— Ayres	do	
Lincoln, galley	Unknown	do	In the service of the State of Massachusetts.
Lee	do	do	
Montgomery	John Hodge	24	
Musquito	Lieut. Thomas Albertson	4	
Mars	Unknown	Unknown.	In the service of the State of Massachusetts.
Massachusetts	do	do	In the service of the State of Massachusetts.
Maehias	do	do	In the service of the State of Massachusetts.
Notre Dame	do	do	In the service of the State of South Carolina.
New Defence, galley	do	do	In the service of the State of Connecticut.
Oliver Cromwell	do	do	In the service of the State of Connecticut.
Providence	Abraham Whipple	28	
Providence	J. Paul Jones	12	Afterwards commanded by James Josiah.
Providence	Hoysted Hacker	10	
Putnam	Unknown	Unknown.	In the service of the State of Massachusetts.
Prosper	do	do	In the service of the State of South Carolina.
Proctor	do	do	In the service of the State of Massachusetts.
Protector	do	do	
Queen of France	— Olney	do	
Randolph	Nicholas Biddle	32	
Raleigh	Thomas Thompson	32	
Reprisal	Lambert Wicks	16	
Rattlesnake	— Frisby	Unknown.	In the service of the State of South Carolina.
Rising Empire	Unknown	do	In the service of the State of Massachusetts.
Republic	do	do	In the service of the State of Massachusetts.
Ranger	J. Paul Jones	18	
Sachem	James Robinson	10	
South Carolina	Com. Alexander Gillon	Unknown.	In the service of the State of South Carolina.
Trumbull	Dudley Saltonstall	28	
Tyrannicide	Unknown	Unknown.	In the service of the State of Massachusetts.
Tartar	do	do	In the service of the State of Massachusetts.
Virginia	James Nicholson	28	
Vengeance	Unknown	Unknown.	In the service of the State of Massachusetts.

Statement—Continued.

Names of vessels.	Commanders.	No. of guns.	Remarks.
Washington	Thomas Reed	32	
Washington	Unknown	Unknown.	
Warren	John B. Hopkins	32	
Warren	— Burk	Unknown.	
Wasp	Lieutenant John Baldwin.	8	
Winthrop	Unknown	Unknown.	In the service of the State of Massachusetts.
Unknown	John Joynes	do	In the service of the State of South Carolina.
Unknown	William Robison	do	In the service of the State of South Carolina.
Unknown	John McQueen	do	In the service of the State of South Carolina.
Unknown	Commodore Cook	do	Chesapeake Bay service.
Unknown	— Slack	do	Chesapeake Bay service.

WAR DEPARTMENT, *Pension Office*, May 7, 1834.J. L. EDWARDS, *Commissioner of Pensions*.

23D CONGRESS.]

No. 550.

[1st Session.]

PROPOSED RULES AND REGULATIONS FOR THE GOVERNMENT OF THE NAVAL ASYLUM
AND ASYLUM FOR THE NAVY PENSIONERS, NEAR PHILADELPHIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 15, 1834.

NAVY DEPARTMENT, *May 13, 1834.*

Sir: In addition to the report on the government of Navy hospital, made to Congress by the Department, on the 25th of May, 1812, and in pursuance of the fourth section of an act, passed on the 26th February, 1811, establishing navy hospitals, I have the honor to submit the accompanying rules and regulations, recently prepared, in regard to the Naval asylum near Philadelphia.

I have the honor to be, sir, very respectfully, your obedient servant,

LEVI WOODBURY.

HON. SPEAKER of the *House of Representatives*.*Regulations for the government of the Naval asylum, in addition to those reported to Congress on the 26th May, 1812, concerning navy hospitals.*

First. At least one commissioned officer, and two warrant officers, either sailingmasters or boatswains, gunners, carpenters, or sailmakers, shall reside at the asylum; and officers who may have been wounded in action, or who may have been, by accidental injuries sustained while in the service, rendered incapable of performing active duty, shall have a preference.

Second. The steward, porter, cooks, and other persons who may be employed, shall be selected from persons who have faithfully served in the navy, and a preference given to such as have been injured in the service, or have distinguished themselves by their good conduct.

Third. The females who may be employed as nurses, or for other purposes, in the asylum, shall be selected from meritorious widows of seamen who may have been killed, or died in the service.

Fourth. The surgeon of the asylum shall attend to the inmates of the institution, and to such patients as may be sent to it, by order of the Secretary of the Navy, as hospital patients only.

A part of the asylum to be appropriated as a hospital, for the present, and the same surgeon will officiate for the asylum and hospital connected with the navy yard.

Fifth. The commandant of the Navy yard at Philadelphia will have a general superintendence of the establishment at Philadelphia, and examine and approve all accounts, requisitions, &c., until some captain shall be appointed to the institution.

Sixth. The chaplain at the Philadelphia Navy yard shall officiate alternately, the half day of each sabbath, at the yard and the asylum.

Seventh. Applications for admission to the asylum must be forwarded to the Navy Department, with the opinion on them of the commandant of the yard nearest the residence of the applicant, and no admission will be granted until approved by the head of the Department.

Regulations for the asylum for navy pensioners.

First. Any person legally entitled to a navy pension, who may, at the same time, be so much injured, or so infirm, as to be unable to contribute materially, by his labor, to his own support, may be admitted into the asylum upon his relinquishing his pension for the benefit of the institution.

Second. Persons who shall have served faithfully in the navy not less than twenty years, and who shall be incapable of further service, from old age, or from infirmities which are not the effect of vice, intemperance, or other misconduct, may be admitted into the asylum.

Third. Persons who may have served faithfully for a shorter period than twenty years, and who shall be incapable of further service, as provided in the preceding article, and who shall have claims upon

the country, in consequence of distinguished gallantry in action, or other highly meritorious conduct in the public naval service, may also be admitted.

Fourth. Desertion from the navy, or conviction by a court-martial of any mutinous or disgraceful conduct, shall operate as a disqualification for admission.

Fifth. Every pensioner admitted into the asylum must be subject to the rules established for its government, and liable to be dismissed on committing any offence against its discipline, which, in the opinion of the superintendent, indicates an incorrigible and insubordinate spirit, or permanent habits of vice; and which, being reported to the Navy Department, is believed, by the head of it, to render the pensioner not worthy any longer of enjoying its privileges.

Sixth. The asylum and hospital buildings and their inmates shall be under the general government of the officers placed over them; and all be subject to the laws and rules for the government of the naval service at the different navy yards, and such other rules as may be, from time to time, prepared and published for the asylum and hospital.

Seventh. Suitable clothing will be furnished to the inmates of the asylum yearly, and a ration, similar to that now used in the naval service, omitting spirits, and substituting for it tea, tobacco, and pickles.

Eighth. The inmates of the asylum are to labor as much as they are able, in taking care of the establishment, its grounds, and gardens.

23D CONGRESS.]

No. 551.

[1ST SESSION.]

A PLAN FOR EQUALIZING THE PAY AND EMOLUMENTS OF THE OFFICERS OF THE ARMY AND NAVY, AND PROVIDING FOR AN INCREASE OF THE PAY OF THE LATTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 17, 1834.

Mr. WATMOUGH, from the select committee appointed on the 27th of December last to inquire into the expediency of equalizing the pay of the officers of the army and navy of the United States, and to which the bill to equalize and regulate the pay of the officers of the army and navy of the United States had been recommitted, reported:

Your committee have been actuated by a sincere desire to place the navy on that footing of comfort and respectability, in point of pay, which the importance of the service, and the high duties and responsibilities it involves, demand at the hands of Congress. A majority of them, however, were impressed with the idea that the amount to be thus annually and necessarily drawn from the Treasury, beyond what is at present required, might be compensated by such reduction in the extra allowances and emoluments of the army as could be made without injustice to that branch of the public service. With this view, and after the most mature and anxious investigation, your committee reported the bill No. 334, to equalize the pay of the officers of the army and navy of the United States.

By a reference to the official document from the Department of War, hereto annexed, it will at once be seen that this effort at economy without injustice, like the former made by the honorable Secretaries of the War and Navy Departments, has failed to effect its object, and that the bill reported, far from reducing, has actually increased the already ample pay of the army by an annual amount of upwards of *seventy thousand dollars*.

By a reference to the comparative statement annexed, marked B, made by the Navy Department, it will be found that the whole increase of navy pay proposed only amounts to the sum of \$116,053.25 annually, a sum comparatively insignificant, when the value and importance of the service to the security and independence of the country, with all its vast relations, are taken into view.

All the circumstances of the case, therefore, considered, the committee unanimously concur in the opinion that the principle of equalization, as heretofore sought to be established between the two services, is *inexpedient and impracticable*, and that the *equality desired* should be effected by a reference solely to the pay of the navy, admitted on all hands to be entirely inadequate, rather than by deranging the organization or affecting the harmony or existing efficiency of the army of the United States. They have been brought to this conclusion by the whole course of the evidence developed in the prosecution of the object proposed.

A majority of them placed implicit reliance in the soundness of the principles assumed in the bill lately reported. Yet, when analyzed, these principles are found to fail, and results, altogether different from those contemplated, are produced.

It might, likewise, have been well supposed that, from their complete knowledge of the whole subject, and means of information within their power, the honorable Secretaries of the War and Navy Departments could most readily have produced a plan of equalization likely to prove entirely satisfactory. It is fairly to be presumed that each set himself to work with a determination to do what was best for the general interests, and, at the same time, guard, as far as could be, the interest each had in charge. And what was the result in their case? A plan that pleased no one—that, while it unsettled all previous legislation, established no just principle for the future. It is true they in part relieved the pressing necessities of the naval, but did they not, at the same time, inflict injustice on the land service? This, it is believed, will not be denied.

It is to be presumed that Congress passed the several acts increasing the pay and emoluments of the army with due care and deliberation, and it must be admitted that the officers of the army were justly entitled to view the proceedings of the legislature in their favor as the settled policy of the country towards them; that policy upon which they might depend, and that to which, so long as they faithfully and honestly and patriotically performed the duties of their several stations, they might look as to the source of their own maintenance, and as to the assured means of comfort and subsistence to their families.

As to the expediency of the measure proposed, your committee cannot do better than refer the House, which they respectfully do, to the annexed communication, marked No. 6, made to the Secretary of War,

in relation to this very subject, by the present paymaster general of the army, known as one of the most experienced and distinguished officers of this or any country.

This communication embraces every topic involved in the consideration of army pay and emoluments, and is believed to be conclusive, in all respects, against the principle of annual compensation in lieu of pay and allowances, as at present established.

The justice, therefore, of any sudden change in relation to them may well be questioned. The injustice and inexpediency of such change being therefore established, the effect cannot be other than seriously detrimental. Indeed, such instability in legislation, of late much too prevalent, is certainly to be deprecated. An act of justice to-day too frequently gives place to an act of caprice on the morrow; local jealousies and local expediency too often usurp the place of general interest; and your statute book becomes encumbered with various conflicting laws, each requiring separate explanatory acts, and all tending to create and fix more firmly in the public mind the fatal passion of all others best calculated to diminish the degree of confidence in our free and happy institutions essential to their preservation, and which it is especially the duty of Congress to foster, and eventually to derange the healthful action of the government, if not entirely subvert it.

Your committee, therefore, on due deliberation, and for the reasons above stated, ask leave respectfully to submit *the accompanying bill, regulating the pay of the navy of the United States, by way of amendment, and in substitution of the one already reported.*

The bill now substituted varies not greatly in amount, although necessarily in many of its principles, from the one lately reported.

The amendment proposes an increased compensation to the senior officer of the navy. It is certainly true, as stated in the former report, that, by the law, all captains over fifteen years' standing rank with the highest grade acknowledged in the army, that of major general. So far, therefore, as this goes, there is a perfect equality among the captains over fifteen years' standing. It is not the less true, however, that by the terms of the act approved 25th February, 1799, it is expressly stated in the third section, "That, whenever any officer, as aforesaid, shall be employed in the command of a squadron, on separate service, the allowance of rations to such commanding officer shall be doubled during the continuance of such command, and no longer, *except in the case of the commanding officer of the navy, whose allowance, while in service, shall always be at the rate of sixteen rations per day.*" The increased compensation, therefore, to the senior officer, is in lieu of the double rations originally allowed him by law, and is believed to be due him on every principle as well of justice as of law. Abrogate the principles contained in the act above quoted, and the pecuniary loss is the smallest injury inflicted. You degrade the point of honor by assailing the pride of rank; you wound the veteran by lowering him in the estimation of his peers; and you commit a flagrant act of injustice by repealing that which the law originally allowed, and which the rules and regulations have since constantly confirmed.

On the general principle laid down in the previous report of the committee, no distinction is drawn between the pay of any of the captains when in command of squadrons. Your committee think it due to the acknowledged merits and long-tried services of the commanders in the navy, and to the high responsibilities their duties involve, deemed but little inferior to those of post captains, to place their compensation, *at present utterly inadequate*, on a footing bearing something like a proportion to *their merits, their services, and their responsibilities.*

The principle of graduating the pay according to the length of service, assumed in the former bill, is carried out somewhat further in the present. It is believed to be just in itself, and is intended to operate as an additional inducement to the honorable and deserving to continue in a service in which promotion is necessarily slow, and, indeed, in many cases, protracted even beyond all hope.

Your committee ask leave again to repeat their deep convictions of the importance of securing to the service the requisite talents and qualifications for its medical department. The pay of the surgeons is believed to be too low. It must be borne in mind that they are put to great expense, not only of money, but of time, and often of health, in qualifying themselves for the duties of their stations; that these duties are frequently of a nature to require the exertion of the highest faculties of the mind, and of the most exalted order of courage, because quietly exercised amidst disease and death, and unsustained by the brilliancy of military exploit, or the not less powerful incentive of military promotion. The rates proposed by the amendment, it is believed, are founded in justice and sound policy: justice towards the veteran who has passed with honor through all the toils and dangers of the service with comparatively inadequate compensation, and sound policy towards the ardent and gifted youth, to whom the certain prospect of emolument, as well as honor, is now opened.

It has not been deemed expedient to change the present system of supplies in the service. The pursers, therefore, are not included in the bill. Your committee take this opportunity to state their convictions that the government does not possess a more estimable, honorable, or deserving set of officers. Your committee have searched in vain for a single case of delinquency. Their duties are infinitely arduous and responsible, combining all that is performed by the four several and important grades of paymaster, quartermaster, commissary, and sutler in the army of the United States. To suppose them fraudulent, is to suppose the fact of collusion between them and their superior officers; an idea altogether inadmissible. Indeed, it has never been pretended that they are either faithless in the performance of their duties, or dilatory in the settlement of their accounts; and if, in some instances, it may be charged to them that they are exorbitant in some of their demands, it must not be forgotten that the risks they incur far transcend anything likely to arise in the ordinary business transactions of life, while the indispensable luxuries they afford the seaman more than compensate him for the price exacted.

On the whole, the system, as it at present exists, is believed to be a good one. Our seamen are well supplied, and the government is not only free from all risks, but it is absolutely secured from loss by bonds given, in all cases, in a penalty of *twenty-five thousand dollars.*

In conclusion, your committee beg leave generally to remark, that the subject of regulating the pay of officers in the navy cannot be adequately treated without taking into consideration their peculiar liability to expenses that are, in some sense, of a public nature, and to which they are compelled to attend by their duty to the nation.

Whether they are attached to a naval station on shore, or are temporarily in a foreign port, the occasions of expense from these causes are constantly recurring. The public ships of other nations, with whom we are in amity and who desire to cultivate it, are frequently in their neighborhood.

Members of the same profession, in foreign services as well as in our own, and individuals of our

own and foreign countries, moving in the concerns of trade and navigation through the world, are often brought in contact with them. In turn, the obligations of at least a decent hospitality fall upon most of them, and extend to every grade.

They cannot escape from the duty, whatever be the state of their personal means, without personal discredit, and without discredit to the service.

An officer of the United States navy, in the port or place where he is stationed, is considered as bound, by the very duty of his commission, to offer some civilities to those of the same profession who may be visiting in the place.

In a foreign port, he is an object of particular resort by his countrymen and others; he must do, at least in an humble way, something to show his consideration for them.

The reputation of the navy and of the country, independently of personal motives, imposes this tax upon him. It is not merely a matter of choice for him to pay it; it concerns the honor of the service. It is paid more or less by all who belong to it. Public opinion, and the established usages of the world, require it from them; and although the duty is generally performed with simplicity and all requisite economy, yet it cannot be performed at all without some expense; and in most instances, from the numbers whom naval and maritime concerns and curiosities bring before them, the expense is altogether beyond the compensation at present allowed them.

A scale of compensation, which does not take these expenses into consideration, but leaves to the officers no alternative but that of impoverishing themselves, or bringing discredit upon the country, is not one that will promote the reputation and efficiency of the navy; nor does it do justice to its past services and achievements.

Your committee, therefore, respectfully submit the present bill, founded on a principle of common justice and equal right, to the most popular branch of the public service. And as they feel confident it will so be viewed by the people at large, they humbly trust it will meet the approbation of the people's representatives.

In this hope, they connect with it a clause for the creation of a fund for the widows and orphans, and relatives of such officers as may die in the service. In reference to this, it is only necessary to say that it meets with the general approbation of the service.

AMENDMENT.

A BILL to regulate the pay of the navy of the United States.

Be it enacted, by the Senate and House of Representatives of the United States of America, in general Congress assembled, That from and after the passage of this act, the annual pay of the officers of the navy of the United States shall be as follows:

The senior captain, when commanding a squadron, five thousand five hundred dollars; when on other duty, five thousand dollars; when on leave of absence, or waiting orders, three thousand five hundred dollars.

All other captains, when commanding squadrons, five thousand five hundred dollars; when acting as Navy Commissioners, four thousand five hundred dollars; when of five years' standing, and commanding vessels for sea service, or navy yards, or acting as captain of a fleet, four thousand dollars; when on other duty, three thousand five hundred dollars; when on leave of absence, or waiting orders, two thousand five hundred dollars; when under five years, and commanding vessels for sea service or navy yards, or acting as captain of a fleet, three thousand six hundred dollars; when on other duty, three thousand dollars; when on leave of absence, or waiting orders, two thousand five hundred dollars.

Commanders, or masters commandant, when attached to vessels for sea service, two thousand five hundred dollars; when attached to navy yards, or on other duty, two thousand one hundred dollars; when on leave of absence, or waiting orders, one thousand eight hundred dollars.

Lieutenants, Under ten years, when on leave of absence, or waiting orders, one thousand dollars; when on duty on board ship, for sea service, one thousand two hundred dollars; when on other duty, one thousand one hundred dollars; over ten years, when on leave of absence, or waiting orders, one thousand two hundred dollars; when on duty on board ship, for sea service, one thousand four hundred dollars; when on other duty, one thousand three hundred dollars; when commanding, and to flag lieutenants, one thousand seven hundred dollars.

Assistant surgeon, for the first five years after the date of his commission, five hundred and fifty dollars; over five years and under ten, seven hundred and fifty dollars; of ten years and upwards, eight hundred and fifty dollars, provided he has been examined and approved by a board of naval surgeons as competent to perform the duties of a surgeon, otherwise his pay shall continue at seven hundred and fifty dollars.

Surgeon, for the first five years after the date of his commission, one thousand dollars; for the second five years, one thousand two hundred dollars; for the third five years, one thousand four hundred dollars; for the fourth five years, one thousand six hundred dollars; after he shall have been commissioned as a surgeon twenty years, and upwards, one thousand eight hundred dollars; all medical officers of the navy under orders for duty, at navy yards, receiving vessels, rendezvous, or naval hospitals, shall have an increase of one-fourth of the foregoing amount of their respective annual pay from the date of their acceptance of such orders; all medical officers of the navy ordered to any of the ships or vessels of the United States, commissioned for sea service, shall have an increase of one-third of the foregoing amount of their respective annual pay, from the date of their acceptance of such orders; all surgeons of the navy, ordered as fleet surgeons, shall have an increase of one-half of their respective annual pay, from the date of their acceptance of such orders; and when appointed to perform the duties of surgeon general, his pay shall be increased three-fourths.

Chaplains, when attached to vessels for sea service, one thousand two hundred dollars; when attached to navy yards, eight hundred dollars; when on leave of absence, or waiting orders, six hundred and fifty dollars.

Professor of mathematics, when attached to vessels for sea service, or when at sea, or in a yard, one thousand two hundred dollars.

Secretaries to commanders of squadrons, when commanding-in-chief, one thousand dollars; to commanders of squadrons, when not commanding-in-chief, nine hundred dollars.

Sailingmasters, of a ship of the line, when attached to vessels for sea service, one thousand one hundred dollars; of all other sailingmasters, attached to vessels for sea service, or at navy yards, one thousand dollars; when on leave of absence, or waiting orders, seven hundred and fifty dollars.

Second masters, when attached to vessels for sea service, seven hundred and fifty dollars; when on other duty, five hundred dollars; when on leave of absence, or waiting orders, four hundred dollars.

Passed midshipmen, when attached to vessels for sea service, six hundred dollars; when on other duty, five hundred dollars; when on leave of absence, or waiting orders, four hundred dollars.

Warranted masters' mates, when attached to vessels for sea service, or at navy yards, four hundred and fifty dollars; when on leave of absence, or waiting orders, three hundred dollars.

Midshipmen, when attached to vessels for sea service, four hundred dollars; when at shore stations, and on other duty, three hundred and fifty dollars; when on leave of absence, or waiting orders, three hundred dollars.

Clerks, of a yard, nine hundred dollars; first clerk to a commandant, nine hundred dollars; second clerk to a commandant, seven hundred and fifty dollars; to commanders of squadrons, captains of fleets, and commanders of vessels, five hundred dollars.

Boatswains, gunners, sailmakers, and carpenters, of a ship of the line, seven hundred and fifty dollars; of a frigate, six hundred dollars; of a sloop, brig, or schooner, or while acting on shore, five hundred dollars; when on leave of absence, or waiting orders, three hundred and sixty dollars; officers temporarily performing duties belonging to those of a higher grade, shall receive the compensation allowed to such higher grade, while actually so employed; no officer shall be put on furlough but at his own request, and all officers so furloughed shall receive two-thirds only of the pay to which they would have been entitled if on leave of absence; one ration per day, only, shall be allowed to all officers when attached to vessels for sea service; the compensation hereinbefore specified shall be in full for pay and subsistence, and for all allowances whatever, including cabin allowance, to commanders of vessels; and for all allowances to officers attached to yards, or employed on any other shore duty, except for travel, under orders, for which sixteen cents per mile shall be allowed, detention, or employment on special service, chamber money, or house rent on shore stations where quarters or public accommodations be not provided. And all acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

SEC. 2. *And be it further enacted*, That the Secretary of the Treasury shall be, and he is hereby, authorized and directed to deduct, from the pay hereafter to become due of the commission and warrant officers of the navy of the United States, three per centum of the amount thereof, and to pay the same to the Secretary of the Navy and the Navy Commissioners for the time being; who are hereby appointed a board of commissioners by the name and style of "commissioners of the navy widows and orphans' fund;" which, together with any other moneys to which the fund may become legally entitled, shall constitute a fund for the relief of the widows, children, and relatives of the said commission and warrant officers of the navy of the United States, to be invested by said board, and the proceeds of it divided and disbursed in such manner as may be hereafter prescribed by Congress.

SEC. 3. *And be it further enacted*, That from and after the passage of this act, it shall be the duty of every medical officer of the United States navy to provide himself with all such instruments as are necessary in his profession, and that the sum of _____ dollars be, and the same is hereby, annually appropriated, out of any money in the Treasury not otherwise appropriated, to be applied, on an estimate to be furnished under the direction of the Secretary of the Navy, to the object specified in this act.

WAR DEPARTMENT, March 25, 1834.

SIR: I have the honor to transmit you, herewith, reports from the quartermaster general and paymaster general, which contain the information asked for by your letter of the 5th instant.

Very respectfully, your most obedient servant,

LEW. CASS.

HON. JOHN G. WATMOUGH, *Chairman Select Committee, House of Representatives.*

Comparative statement of pay and emoluments received through the pay department, by officers of the army, with the compensation proposed in the bill reported by a select committee of the House of Representatives, February 28, 1834.

No. of each grade.	Rank.	Present pay and emoluments per annum.	Proposed compensation per annum.	Remarks.
1	Major general.....	\$4,867	\$5,000	
2	Aids-de-camp.....	1,106	300	
2	Brigadier generals.....	6,258	8,000	
2	Aids-de-camp.....	718	240	
1	Adjutant general.....	2,348	3,000	
2	Inspectors general.....	4,696	3,000	
1	Quartermaster general.....	3,129	4,000	
3	Quartermasters.....	5,238	6,000	If assimilated to rank of major commanding post.
1	Quartermaster, in addition to pay as captain over ten years.....	799	600	
20	Assistant Quartermasters, in addition to pay..	7,618	2,400	Six captains, fourteen lieutenants.
2	Military storekeepers, quartermaster's department.....	1,894	2,400	Over 10 years in service; present pay, &c., that of captain of infantry not on duty.
1	Commissary general of purchases.....	3,000	3,000	
2	Military storekeepers, commissary's department	1,894	2,200	Under 10 years' service; present pay, &c., that of captain of infantry.
1	Paymaster general.....	2,500	2,500	
14	Paymasters.....	21,420	28,000	If assimilated to rank of major commanding post.
1	Commissary general of subsistence.....	2,252	3,000	
1	Commissary, per act 2d March, 1829.....	1,746	2,000	If assimilated to rank of major commanding military post.
1	Assistant commissary.....	432	120	
50	Assistant commissaries of subsistence, in addition to pay.....	8,350	6,000	Lieutenants.
1	Surgeon general.....	2,500	2,500	
12	Surgeons, 4 over 15 years, 8 under 10 years..	13,512	6,400	
			9,600	
55	Assistant surgeons.....	54,615	49,500	
1	Colonel, chief engineer.....	2,072	3,000	
1	Lieutenant colonel of engineers.....	1,723	2,500	
2	Majors.....	3,060	4,000	
1	Adjutant, in addition to pay as lieutenant....	239	239	Not provided for by the bill; the present amount assumed as the intended compensation.
1	Paymaster.....	776	1,173	If assimilated to rank of major commanding post.
6	Topographical engineers.....	10,476	12,000	If assimilated to rank of major commanding post.
4	Assistant topographical engineers, captains under 10 years.....	3,788	4,800	If assimilated to rank of captains commanding companies.
6	Captains of engineers, one over 10 years.....	5,682	7,400	If assimilated to rank of captains commanding companies.
6	First lieutenants of engineers.....	4,962	6,600	
6	Second lieutenants of engineers.....	4,602	5,400	
1	Professor of natural and experimental philosophy.....	1,723	2,500	If assimilated to rank of lieutenant colonel commanding post.
1	Assistant professor of natural and experimental philosophy, in addition to pay as lieutenant	180	180	Not provided for by the bill; the present amount assumed as the intended compensation.
1	Professor of mathematics.....	1,530	2,000	If assimilated to rank of major commanding military post.
1	Assistant professor of mathematics, in addition to pay as lieutenant.....	180	180	Not provided for by the bill, &c.
1	Professor of engineering.....	1,530	2,000	If assimilated to rank of major commanding post.
1	Assistant professor of engineering, in addition to pay as lieutenant.....	180	180	Not provided for by the bill, &c.
1	Chaplain and professor of ethics.....	1,530	2,000	If assimilated to rank of major commanding post.
1	Professor of chemistry, in addition to pay as assistant surgeon.....	120	120	Not provided for by the bill, &c.
2	Teachers of French.....	1,894	2,300	One over ten years' service; present pay, &c., that of captain of infantry.
1	Teacher of drawing.....	947	1,100	Under ten years' service; present pay, &c., that of captain of infantry.
1	Master of the sword.....	706	706	Not provided for by the bill, &c.
250	Cadets.....	84,500	75,000	
28	Cadets, acting assistant professors, in addition to pay.....	960	960	Not provided for by the bill, &c.
1	Colonel of ordnance.....	2,072	3,000	
1	Lieutenant colonel of ordnance.....	1,723	2,500	
2	Majors of ordnance.....	3,060	4,000	
10	Captains of ordnance.....	9,470	12,000	

Comparative statement—Continued.

No. of each grade.	Rank.	Present pay and emoluments per annum.	Proposed compensation per annum.	Remarks.
6	Military storekeepers of ordnance	\$5,682	\$6,800	Two over ten years; present pay, &c., that of captain of infantry.
1	Colonel of dragoons.....	2,396	2,000	
1	Lieutenant colonel of dragoons.....	2,047	2,500	
1	Major of dragoons.....	1,794	2,000	
1	Adjutant of dragoons.....	1,130	1,130	Not provided for by the bill, &c.
10	Captains of dragoons, commanding companies.	14,890	12,000	
10	First lieutenants of dragoons.....	10,830	11,000	
10	Second lieutenants of dragoons.....	10,830	9,000	
4	Colonels of artillery.....	8,288	12,000	
4	Lieutenant colonels of artillery.....	6,892	10,000	
4	Majors of artillery.....	6,120	8,000	
4	Adjutants of artillery, in addition as lieutenants	956	956	Not provided for by the bill, &c.
36	Captains of artillery.....	38,412	47,000	Commanding companies; nineteen over ten years' service.
72	First lieutenants of artillery.....	59,544	79,200	
72	Second lieutenants of artillery.....	55,224	64,800	
7	Colonels of infantry.....	14,504	21,000	
7	Lieutenant colonels of infantry.....	12,061	17,500	
7	Majors of infantry.....	10,710	14,000	
7	Adjutants of infantry, in addition as lieutenants	1,673	1,673	Not provided for by the bill, &c.
70	Captains of infantry.....	74,690	89,400	Commanding companies; twenty-seven over ten years.
70	First lieutenants of infantry.....	57,890	77,000	
70	Second lieutenants of infantry.....	53,690	63,000	
106	Brevet second lieutenants.....	81,302	74,200	Attached to the several corps of the army.
	Amount estimated for brevet pay per annum..	17,140	17,140	
	Amount estimated for double rations.....	31,732		
		\$881,104	\$951,897	Increased by compensation bill, \$70,793.

The first column in the above table is a full estimate of the pay and all allowances that officers are now entitled to receive through the pay department. Whenever an officer receives more than the *positive* allowances of his lineal rank, it is on account of his *brevet* rank, or of having a command entitled to additional rations. The items under those heads, at the foot of the first column, show the whole amount of brevet allowances, and double rations of the army in the year 1832, (the accounts of which are complete,) and is the amount estimated for those items for the year 1834.

The second column contains an estimate of the full pay of all officers as proposed by the new bill, if I am correct as to the rates intended for "assimilated rank," and for cases not provided for in the bill; each doubtful case is noted in the column of remarks, and, if not as was intended by the committee, can easily be corrected.

Under the laws now in force, officers receive certain allowances, or not, according to the circumstances, viz: *Pay, &c., for servants*, only when employed; *forage*, only when the horses are kept in service; *double rations*, only when holding certain commands, and performing certain duties; *brevet pay, &c.*, only when commanding according to the rank. By the proposed bill, different amounts are to be received, according to the duty or service performed. It is difficult to say which would cause the greatest deductions from the full compensation as stated above.

PAYMASTER GENERAL'S OFFICE, March 18, 1834.

N. TOWSON, P. M. G.

Statement "of the whole amount of compensation and allowance" received through the pay department "by the chiefs of the Engineer and Ordnance departments, and by the inspectors general of the army, for the year 1833."

Colonel and Brevet Brigadier General C. Gratiot, chief engineer.....	\$2,072 00	
Same. Brevet pay and emoluments, and double rations.....	1,926 88	
		\$3,998 88
Colonel George Bomford, chief of the ordnance.....	\$2,067 92	
Same. Double rations.....	438 00	
		2,505 92
Colonel and Brevet Brigadier General J. E. Wood, inspector general.....	\$2,378 60	
Same. Double rations.....	343 20	
		2,721 80
Colonel George Croghan, inspector general.....	\$2,381 61	
Same. Double rations.....	343 20	
		2,724 81

PAYMASTER GENERAL'S OFFICE, March 18, 1834.

N. TOWSON, P. M. G.

QUARTERMASTER GENERAL'S OFFICE, *Washington City, March 22, 1834.*

SIR: In obedience to your order, I have examined the bill to regulate the pay of the officers of the army and navy; and, comparing the allowances which it authorizes with those now furnished or paid through this department, I find the following to be the result, viz:

Estimated saving.

In fuel for officers, including their servants.....	\$35,000
In rents for officers.....	7,124
In per diem for service on courts-martial.....	4,500
In per diem to officers on topographical duty.....	3,867
In per diem to officers superintending working parties.....	1,190
In per diem to officers on bureau duty.....	6,387
In forage, in kind, issued to officers, about.....	2,000
<hr/>	
Making a total of.....	\$60,068
From which should be deducted the probable increase of the transportation of officers authorized by the bill.....	29,249
<hr/>	
Making the actual probable reduction through this department.....	<u>\$30,819</u>

In estimating the increase of the allowance for transportation, I have taken the actual expenditure of the year terminating with the 30th of September, 1833, as the standard. The amount expended during that year, without including anything for the dragoons, amounted to \$59,184. The organic laws authorize 705 officers to the army, 456 of whom are allowed, when traveling on duty without troops, ten cents per mile, and 249 twelve cents per mile; the bill referred to allows sixteen cents per mile to all. Hence, it will be seen that $456 \times 10 + 249 \times 12 : \$59,184 :: 705 \times 16 : \$88,433$, making the difference stated above.

I have made no deduction for stationery or postage, because I take it for granted that officers of the army will be considered as much entitled to the stationery required in the discharge of their public duties, and to the postage paid on public letters, as members of Congress, or any other civil officers.

Paper marked A, exhibits the sums paid to the chief engineer, the chief of ordnance, and the inspectors general, through this department, in 1833, for fuel and quarters, and for transportation of baggage. A portion of the amount paid to the senior inspector general was for claims which accrued in 1832.

I have the honor to be, sir, your obedient servant,

TH. S. JESUP, *Quartermaster General.*

The Hon. LEWIS CASS, *Secretary of War, Washington.*

A.

Payments for fuel and quarters, and for transportation of baggage, or traveling allowance, in the year 1833, to the chief engineer, the chief of the ordnance, and the inspectors general.

To General Charles Gratiot, chief engineer:

Quarters and fuel, from 1st January to 31st December.....	\$537 75
Transportation of baggage, or traveling allowance.....	368 20
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	\$905 95

To Colonel George Bomford, chief of ordnance:

Quarters and fuel, from 1st January to 31st December.....	\$529 50
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To Brevet Brigadier General J. E. Wood, inspector general:

Quarters and fuel, from 1st June, 1832, to 30th November, 1833.....	\$852 50
Transportation of baggage, or traveling allowance, including his transportation when traveling in Europe in 1832, reimbursed since his return in 1833.....	1,658 00
<hr/>	
	\$2,510 50

To Colonel George Croghan, inspector general:

Quarters and fuel, from 1st January to 31st December.....	\$529 50
Transportation of baggage or traveling allowance.....	546 36
<hr/>	
	\$1,075 86

No. 6.

Extract from a report made by the paymaster general to the Secretary of War, dated—

APRIL, 3, 1826.

To judge of the expediency of changing the present mode of compensating officers of the army, it will be proper to examine the several items of allowance; to inquire the reasons why they were so made; and the probable effect that would be produced by substituting a fixed sum of money in lieu.

1. *Pay and subsistence.*

The allowances under this head may be considered similar to the salary of civil officers, and on a slight view it would seem that no inconvenience would result to the government, or officer, from substituting a fixed sum of money for the subsistence part, which is so definite and unvarying; but a little reflection will show that the reasons for including rations in the allowance are cogent.

It frequently happens that troops serve, both in peace and war, in unsettled or exhausted countries, where provisions cannot be procured, or where the prices would exceed the officer's means of purchase; it is therefore indispensable that the government provide food for the officer as well as for the private, and it is accordingly stipulated to be done. The price of the ration is fixed, in order that the compensation may be equal wherever drawn. The option to draw in kind, or to commute, is granted to the officer, that the compensation for his services may be as entirely within his control as the salaries of civil officers are within theirs. It is evident that it would be embarrassing to the service, as well as to officers, to deprive them of the privilege of drawing rations in kind, in many situations; they must, therefore, be furnished as at present, or sold to the officer by the subsistence department, which amounts to the same thing.

2. *Servants.*

This allowance is contingent, and cannot be granted unless the servants are actually employed. If it were intended solely as an emolument, as is frequently supposed, it would be of no importance to the government, and for the interest of the officer, that it should be granted without the condition of employment; but this is not the case; the good of the service, as well as the convenience of officers, requiring that the expense of employing servants should be incurred. It would not do for officers on a march, near an enemy, or in many other situations, to neglect their proper and important duties to look after their baggage, take care of their horses, or to cook their provisions. The compensation for servants is made under the heads of pay, subsistence, and clothing; the two last are included for the same reason that subsistence forms a part of the compensation for services, namely, that they may be obtained in all situations, and at a reasonable price; they may, therefore, be drawn in kind, or commuted, as officers shall elect. The effect of granting a fixed sum, in lieu of this allowance, would be to hold out an inducement to dispense with the employment of waiters, which, it has been shown, would be injurious to the service. It is true, servants are frequently a convenience to officers, independent of their public duties; but this is incidental; the true reason for allowing them is that the interest of the government is promoted by employing waiters, instead of officers, to perform menial duties.

3. *Forage.*

Forage is only granted to officers whose particular duties require them to be mounted, which involves an expense that it is reasonable should be borne by the government. The number of horses for which forage can be claimed is determined by the rank of the officer. The allowance is contingent, and can only be charged when the horses are actually kept, consequently there can be no inducement to keep a greater or less number than the duties of office require. If not furnished by the government, it would be frequently impossible for officers to obtain it. Another reason why it should be, is the difference in the price of the article at different places. An officer, traveling through the Creek nation, was compelled to pay four dollars per bushel for corn, at a time when it could have been purchased in Ohio or Kentucky for twenty-five cents. It is therefore evident that the same amount allowed for forage at different places would be unequal in its value.

4. *Additional or double rations.*

These are granted to commandants of military departments, posts, and arsenals, engineer officers superintending the construction of fortifications, and to particular heads of the staff at this place, on the ground that the duties and station of such officers unavoidably subject them to a greater intercourse with military men and persons on public business, and, consequently, to greater expense than officers who are not so situated. The reason for making this allowance under the head of rations, is to enable officers to draw a greater quantity of provisions from the subsistence department than they are authorized to do when not subject to the expense of entertaining official visitors. When the difficulty of procuring provisions does not exist, the rations are commuted at twenty cents each, which amounts to the same as allowing a specific sum. The option to commute is with the officer. The allowance is not considered an emolument, but the reimbursement of an expense imposed on the officer by his particular situation and duty. It is contingent, being governed by command and locality.

5. *Fuel.*

This article is always furnished in kind, except at this place. It is supplied by the Government, because it would frequently be difficult for officers to obtain it in any other way, and because the price varies very materially at different posts, which would produce inequality in the compensation of officers of the same rank. The allowance is not intended to be greater than is necessary for current consumption; therefore, if not drawn monthly, it reverts to the government. It is unnecessary to add, that this object would be defeated by substituting a fixed sum in lieu.

6. *Quarters.*

It would often be impossible, and always inconvenient, for officers to procure lodgings when serving either in fortifications, cantonments, or camps, and, if they could, it would be prejudicial to the service to separate them from their commands. Quarters and tents are therefore provided by the government for officers as well as privates. They are always furnished by the Quartermaster's department in kind, except at this place, where it is mutually the interest of the government and officer to commute them. Many restrictions are imposed on this allowance. (See article on the Quartermaster's department, No. 69, "army regulations.")

There is no allowance, perhaps, which would be so unequal in its value, to officers differently located, as a fixed sum in lieu of quarters, unless a charge is raised against those who occupy public buildings. For instance, it would make the entire difference of the sum allowed, between officers of the same rank stationed at Greenleaf's Point and in this city. A fixed sum in money, in lieu of the present allowance, would be much more expensive to the government, unless rent be charged for public quarters.

7. Stationery.

This is furnished by the government in kind, because it cannot, at frontier posts, and in time of war, be procured by officers in any other way. The allowance is very limited, and, so far from being an emolument, is, in most cases, not equal to the actual consumption on public business. The allowance of a fixed sum in lieu would, in all cases where a supply of the article was precarious, produce great embarrassment to officers, and to the service generally.

8. Transportation.

This is so entirely contingent as to make it impossible to fix a given sum as an equivalent. All that can be done is, to regulate the allowance according to the rank of the officer, and to fix the rate per mile, which is now the case. In many instances, the means of transportation must be furnished by government, from necessity; in others, it is its interest to do so. The option, therefore, of furnishing it in kind is reserved to the government. The allowance is very strictly guarded. (See article No. 69, "army regulations.")

The foregoing embrace all regular allowances authorized by law or regulations, and from these it will be seen that pay and subsistence, proper, include everything given in lieu of salary, and in payment for services; all other allowances are contingent, and granted to cover expenditures which the duty of officers and the interest of the government require should be made. Those allowances frequently add to the officers' convenience; but this, as I have before observed, is incidental, and not the object for which they are made. Hence the conditions that officers must keep the servants and horses, command double ration posts, receive fuel as it is used, occupy the quarters, travel the distance stated in their transportation accounts, and draw the stationery in kind, to entitle them to the allowances under the several heads. In many cases they are not even a convenience; and then, if the good of the service does not require it, the expense is not incurred.

The government has a security in the high sense of honor of military men that those contingent allowances will not be abused; and if this were not so, the fact that an officer places himself at the mercy of his enemies, and that his commission would be the price of an improper certificate, is a sufficient guaranty.

Our laws and regulations, which relate to pay and allowances, were formed with a thorough knowledge of the usages in other services; and in whatever particulars they may differ, I am persuaded a sufficient reason will be found, either in local circumstances or in advantage to the service, to justify the change.

There is no service in which the pay proper includes all allowances. In time of war it would be impossible for the operations of an army to be carried on, even in Europe, where all supplies can be more readily provided than in this country, if the government did not furnish its officers with such as are indispensable. In this country, the impossibility of procuring them exists in time of peace as well as war; it follows, therefore, that certain allowances must be made in kind, in numerous cases at all times. The practice, both in the French and British service, is to grant the allowances as permanent emoluments, and to furnish the article in kind, whenever it is necessary for the good of the service. We have preferred to make allowances, not as emoluments but to cover official expenses, to prevent the service suffering from the cupidity of some, and to remunerate the faithful and patriotic discharge of duty in others. The option with the officers to receive in kind, has the advantage also of equalizing the compensation much better in this country, than a difference in moneyed allowances at different stations would; for the prices of the several articles granted in kind fluctuate as much with time as they do with place, and what would be a fair allowance in one year would be unfair in the next.

It is scarcely thought necessary further to urge the importance of equalizing the compensation at different posts. One of the privileges of seniority is the choice of command—a necessary privilege. No senior officer, therefore, would relinquish his claim to an economical command in favor of a junior, however beneficial it might be to the service. It is true, this might and would become the duty of superior authority to decide, and to order accordingly; but if the decision was against the senior, it would produce much dissatisfaction. It is, therefore, better to avoid the cause of contention, unless some positive advantage were to result from the change.

It may be urged that the arguments, founded on the necessity of furnishing allowances in kind, apply to a state of war, and are not forcible objections to a salary in time of peace. If this were admitted to the fullest extent, it is respectfully conceived that it would not be sufficient to justify the change. All changes must be vicious in a body whose operations are so multifarious and complicated as those of the army, unless they produce a positive advantage. The alterations in the supplying departments alone, on recurring to the war allowances, would be of the most embarrassing nature, and would take place at the most inconvenient and perplexing crisis. Another, and I think an important objection, is, that the economy of officers' arrangements would be broken, and must be studied anew on every change; and, in this respect, the officer in peace and the officer in war would be as unlike as the recruit is unlike the soldier. But if my view of the subject be correct, the necessity, in our service, of supplying the articles in kind, at particular posts, exists as well in time of peace as of war. The alteration, then, can only be adopted at particular stations. I am therefore of opinion that it would *not* be expedient to change the present pay and allowances of officers for a fixed compensation; and I most respectfully recommend that, if it should at any time be thought advisable to augment or diminish the compensation, it may be done by changing the amount of the allowances, and not by abolishing them, and granting money in lieu.

If Congress should view the subject differently, and decide on a "fixed compensation," justice to the officers requires that, in determining the amount to be allowed, they should consider the great and unavoidable expense to which the erratic life of an officer subjects him, and the extravagant price of living at many stations. It should also be considered that our service holds out none of those pecuniary

rewards which are so liberally bestowed by other governments. Your officer has no life estate in his commission, which he can sell out at great profit, no nominal command for which he receives pay, as well as for the one he exercises; no emolument from the paying, clothing, &c., of his regiment or company; no booty or prize money; no share of the estimated value of all contraband articles seized by his regiment in aid of the revenue laws. He looks forward to no full or half pay to retire upon, when disease or age may have unfitted him for the duties of his profession. If he is not disbanded, and dies in service, (unless it be his fortune to die in battle, or of wounds received in battle,) he leaves a portionless and unpensioned family. Not so the officer in other services; the greater part of the rewards enumerated are granted by all the European governments, and the whole by that government whose troops yours have been twice called on to meet in battle.*

If it be true that "officers are the soul of the army," and that victory will accompany the army best paid, fed, clothed and lodged, everything else being equal, then it is as politic as it is just, to make a liberal provision for those on whom you most rely in the hour of danger.

Respectfully submitted.

N. TOWSON, *P. M. G.*

NAVY DEPARTMENT, *March 17, 1834.*

SIR: I have to inform you that your letter of the 5th instant was duly received, and the first inquiry contained in it referred to the Fourth Auditor, and the second to the Navy Board.

The papers enclosed (A and B) present an answer to the first inquiry, believed to be sufficiently accurate for the purpose for which it was requested.

An answer to the second could not be prepared accurately without opening a correspondence at Philadelphia; but so soon as the circumstances will permit, it will be furnished.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

To the Hon. JOHN G. WATMOUGH,

Chairman Select Committee on Pay of Officers, Army and Navy, H. R.

NAVY DEPARTMENT, *March 18, 1834.*

SIR: Information has this day been received, which enables me to submit an estimate in answer to the second inquiry in your letter of the 5th inst.

To furnish the whole number of surgeons and assistant surgeons now in the service with new and suitable instruments, it is supposed would require the sum of eleven thousand dollars.

The annual expense of keeping these in repair, and of purchasing new ones for new surgeons and assistant surgeons, would be about three thousand dollars.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

To the Hon. JOHN G. WATMOUGH,

Chairman Select Committee on Pay of Army and Navy, H. R.

A.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 17, 1834.*

SIR:—Herewith you will receive "an estimate showing the difference between the present pay of the officers of the United States navy, and the pay as proposed by a bill reported by a select committee of the House of Representatives, 28th of February, 1834," which is believed to approximate to entire accuracy.

The bill, and letter of the honorable chairman of the committee, by you referred to me, are herewith returned.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

* The movable property captured by the army, under the Duke of Wellington, was considered lawful booty, and the amount claimed of the government is thus estimated:

1. Arms and warlike stores.....	£285,908 16s. 2 ³ / ₄ d.
2. Provisions, forage, baggage, &c., collected on the field of battle.....	150,000 00 0
3. Public property taken in France generally.....	139,868 3 7 ³ / ₄
4. Public property of the city of Bordeaux.....	107,026 10 0
5. Vessels-of-war captured at Bordeaux.....	81,095 00 0
6. Merchant ships taken at Bordeaux.....	96,768 00 0
7. American vessels captured there also.....	22,048 00 0
8. Specie taken at different places.....	33,735 12 8

Total value of prize money claimed.....£916,450 2 6¹/₂

The officers' baggage of Sir John Moore's army, lost on its retreat to Corunna, was estimated at £40,700 3s. 9d. sterling, and paid for by the government. The same quantity, lost by officers of the United States army, would neither have been estimated nor paid for.

B.

An estimate showing the difference between the present pay of the officers of the United States navy, and the pay as proposed by a bill reported by a select committee of the House of Representatives, February 23, 1834.

Proposed pay.	Pay and subsistence.	Ration and rent.	Whole pay.
4 captains, over 15 years commanding squadrons, at \$5,000 each	\$20,000 00	One ration. \$365 00	\$20,365 00
10 captains, over 15 years on other duty, at \$4,000 each	40,000 00	House rent. 400 00	40,400 00
3 captains, over 15 years on leave or waiting orders, at \$3,000 each	9,000 00	.....	9,000 00
3 captains, over 5 years at sea, at \$3,000 each	9,000 00	One ration. 273 75	9,273 75
1 captain, over 5 years on other duty	2,500 00	.....	2,500 00
8 captains, on leave and waiting orders, at \$2,000 each	16,000 00	.....	16,000 00
8 captains, not over 5 years on leave or waiting orders, at \$1,900 each	15,200 00	.....	15,200 00
37	\$111,700 00	\$1,038 75	\$112,738 75
Present pay.		Whole pay.	Difference.
4 captains, &c., at \$3,020 each		\$12,080 00	\$8,285 00
5 captains, on shore stations, at \$3,466.75 each	\$17,333 75		
1 captain, on shore station, at \$4,066.75	4,066 75		
1 captain, on shore station, at \$3,036.75	3,036 75		
3 captains, Navy Commissioners, at \$3,500.00 each	10,500 00		
10 captains, over 15 years on other duty		34,937 25	5,462 75
3 captains, over 15 years on leave or waiting orders, at \$1,930 each		5,790 00	3,210 00
1 captain, commanding '74,	\$2,230 00		
2 captains, commanding frigates, at \$2,170 each	4,340 00		
		6,570 00	3,703 75
1 captain, &c., on shore station		3,466 75	966 75
8 captains, &c., on leave or waiting orders, at \$1,930 each		15,440 00	560 00
8 captains, &c., on leave or waiting orders, at \$1,940 each		15,440 00	240 00
37 captains		\$93,724 00	\$19,014 75
Proposed pay.	Pay and subsistence.	Ration and rent.	Whole pay.
9 masters commandant, at sea, \$2,000 each	\$18,000 00	One ration. \$821 25	\$18,821 25
15 masters commandant, on other duty, at \$1,600 each	20,800 00	House rent. 1,800 00	22,600 00
18 masters commandant, on leave or waiting orders, at \$1,200 each	21,600 00	.....	21,600 00
1 master commandant, on furlough	800 00	.....	800 00
41 masters commandant	\$61,200 00	\$2,621 25	\$63,821 25
Present pay.		Whole pay.	Difference.
9 masters commandant, commanding sloops-of-war, at	\$1,356 25	\$12,206 25	\$6,615 00
4 masters commandant, at yards, at \$2,010.75 each	8,043 00		
2 masters commandant, at yards, at \$1,710.75 each	3,421 50		
1 master commandant, at yards, at \$1,982	1,982 00		
5 masters commandant, on recruiting stations, at \$2,010.75 each	10,053 75		
1 master commandant, on receiving ship, at \$1,356.25	1,356 25		
13 masters commandant, on other duty		24,856 50	2,256 50
18 masters commandant, on leave or waiting orders, at \$1,176.25 each		21,172 50	427 50
1 master commandant, on furlough		360 00	440 00
41 masters commandant		\$58,595 25	\$5,226 00
Proposed pay.	Pay and subsistence.	Ration and rent.	Whole pay.
11 lieutenants, over 10 years at sea, at \$1,400 each	\$15,400 00	One ration. \$1,003 75	\$16,403 75
20 lieutenants, over 10 years on other duty, at \$1,200 each	24,000 00	House rent. 400 00	24,000 00
39 lieutenants, over 10 years on leave, or waiting orders, at \$1,000 each	39,000 00	.....	39,000 00
1 lieutenant on furlough	600 00	.....	600 00
78 lieutenants, not over 10 years at sea, at \$1,200 each	93,600 00	7,117 50	100,717 50
23 lieutenants, not over 10 years on other duty, at \$1,100 each	25,300 00	.....	25,300 00
71 lieutenants, not over 10 years on leave, &c., at \$900 each	63,900 00	.....	63,900 00
7 lieutenants, not over 10 years on furlough, at \$550 each	3,850 00	.....	3,850 00
250 lieutenants	\$265,650 00	\$8,521 25	\$274,171 25

	Present pay.	Whole pay.	Difference.
7 lieutenants, &c., at sea, commanding, at \$1,296.25 each.....	\$9,073 75		
4 lieutenants, &c., at sea, commanding, at \$965 each.....	3,860 00		
11 lieutenants, &c., at sea, commanding		\$12,933 75	\$3,470 00
6 lieutenants, at yards, { \$1,292.25 X 25 }	\$8,154 00		
2 lieutenants, in ordinary, at \$965 each.....	1,930 00		
3 lieutenants commanding receiving ships, at \$1,296.25 each..	3,888 75		
9 lieutenants on recruiting stations, at \$965 each..	8,685 00		
20 lieutenants, over 10 years on other duty		22,657 75	1,742 25
39 lieutenants, &c., on leave or waiting orders, at \$965 each.....		37,635 00	1,365 00
1 lieutenant, on furlough		300 00	300 00
78 lieutenants, &c., at sea, at \$965 each		75,270 00	25,447 50
2 lieutenants at yards, at \$1,492.25 each	\$2,984 50		
2 lieutenants at yards, at \$1,292.25 each	2,584 50		
19 lieutenants on recruiting stations, at \$965 each	18,335 00		
23		23,904 00	1,396 00
71 lieutenants on leave or waiting orders, at \$965 each		68,515 00	4,615 00
7 lieutenants on furlough, at \$300 each		2,100 00	1,750 00
250 lieutenants		\$243,315 50	\$30,855 75

	Proposed pay.	Pay and sub- sistence.	Ration and rent. One ration. House rent.	Whole pay.
4 surgeons, over 15 years at sea, at \$1,800 each.....		\$7,200 00	\$365 00	\$7,565 00
7 surgeons, on other duty, at \$1,600 each.....		11,200 00	800 00	12,000 00
5 surgeons, on leave, say at \$1,400 each.....		7,000 00	.....	7,000 00
NOTE.—Surgeons over 15 years on leave or waiting orders, are not provided for in the bill.				
5 surgeons, under 10 years at yards, at \$1,400 each.....		7,000 00	House rent. 200 00	11,000 00
9 surgeons, on other duty, at \$1,200 each.....		10,800 00	One ration. 200 00	11,000 00
6 lieutenants, on leave or waiting orders, at \$1,000 each..		6,000 00	.....	6,000 00
5 surgeons, under 5 years at sea, at \$1,100 each.....		5,500 00	One ration. 456 25	5,956 25
1 surgeon, on leave, say at \$900.....		900 00	.....	900 00
1 surgeon, on furlough, at \$500.....		500 00	.....	500 00
43 surgeons		\$56,100 00	\$2,277 50	\$58,377 50

NOTE.—Surgeons under five years, on leave or waiting orders, are not provided for by the bill.

	Present pay.	Whole pay.	Difference.
4 surgeons, &c., at sea, at \$2,300 each		\$9,200 00	\$1,635 00
7 surgeons at yards and stations		10,925 75	1,074 25
5 surgeons on leave or waiting orders, at \$1,085 each		5,425 00	1,575 00
5 surgeons, under ten years at sea, at \$1,327.50 each.....		5,637 50	818 75
9 surgeons, under ten years on shore stations		12,712 25	1,712 25
6 surgeons on leave or waiting orders, at \$1,000 each		6,000 00	
5 surgeons under five years at sea, at \$1,085 each.....		5,425 00	531 25
1 surgeon on leave, at \$782.50		782 50	117 50
1 surgeon on furlough, at \$300		300 00	200 00
43 surgeons		\$57,408 00	\$969 50

	Proposed pay.	Pay and sub- sistence.	Ration and rent. One ration. House rent.	Whole pay.
24 assistant surgeons, at sea, at \$1,000 each		\$24,000 00	\$2,190 00	\$26,190 00
10 assistant surgeons, on other duty, at \$900 each		9,000 00	1,200 00	10,200 00
12 assistant surgeons, on leave, &c., at \$700 each		8,400 00	.....	8,400 00
46 assistant surgeons		\$41,400 00	\$3,390 00	\$44,790 00

	Present pay.	Whole pay.	Difference.
3 assistant surgeons, over five years at sea, at \$1,027.50 each.....		\$3,082 50	
21 assistant surgeons, over two years at sea, at \$785 each.....		16,485 00	
10 assistant surgeons at yards, &c.....		\$19,567 50	\$6,622 50
12 assistant surgeons on leave, &c., at \$662.50 each.....		9,671 25	528 75
46 assistant surgeons		7,950 00	450 00
46 assistant surgeons		\$37,188 75	\$7,601 25

Proposed pay.	Pay and subsistence.	Ration and rent. One ration.	Whole pay.
7 chaplains, at \$1,000 each	\$7,000 00	\$365 00	\$7,365 00
1 chaplain, on furlough.....	500 00	.....	500 00
<u>8 chaplains</u>	<u>\$7,500 00</u>	<u>\$365 00</u>	<u>\$7,865 00</u>

Present pay.		Whole pay.	Difference.
4 chaplains, at sea, \$662.50 each	\$2,650 00	\$5,925 25	\$1,439 75
3 chaplains, at yards, at \$1,091.75 each	3,275 25		
1 chaplain, on furlough.....		240 00	260 00
<u>8 chaplains.....</u>		<u>\$6,165 25</u>	<u>\$1,699 75</u>

Proposed pay.	Pay and subsistence.	Ration and rent. One ration.	Whole pay.
20 pursers, at sea, at \$700 each	\$14,000 00	\$1,825 00	\$15,825 00
10 pursers, on shore stations, at \$700 each.....	7,000 00	1,800 00	8,800 00
12 pursers, waiting, &c., at \$700 each.....	8,400 00	.....	8,400 00
1 purser, on furlough, at \$350	350 00	.....	350 00
<u>43 pursers</u>	<u>\$29,750 00</u>	<u>\$3,625 00</u>	<u>\$33,375 00</u>

NOTE.—Pursers are not named in the bill, and their pay is here calculated by section 3d of the bill, according to that of sailingmasters.

Present pay.	Whole pay.	Difference.
20 pursers at sea, at \$662.50 each	\$13,250 00	2,575 00
10 pursers on shore stations.....	10,180 25	1,330 25
12 pursers waiting orders, at \$662.50 each.....	7,950 00	450 00
1 purser on furlough, at \$240.00.....	240 00	110 00
<u>43 pursers.....</u>	<u>\$31,620 25</u>	<u>\$1,754 75</u>

Proposed pay.	Pay and subsistence.	Ration and rent. House rent.	Whole pay.
29 sailingmasters, at \$700 each	\$20,300 00	\$600 00	\$20,900 00

NOTE.—Sailingmasters on other duty, waiting orders, and on leave, are not provided for by the bill.

<u>29 Sailingmasters</u>	<u>\$20,300 00</u>	<u>\$600 00</u>	<u>\$20,900 00</u>
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Present pay.		Whole pay.	Difference.
2 sailingmasters at sea, at \$662.50 each	\$1,325 00	\$21,908 00	\$1,008 00
20 sailingmasters on shore stations	17,213 00		
4 sailingmasters on leave, &c., at \$662.50 each.....	2,650 00		
3 sailingmasters on furlough, at \$240.00 each	720 00		
<u>29 sailingmasters</u>			

Proposed pay.	Pay and subsistence.	Ration and rent. One ration.	Whole pay.
50 passed midshipmen, under five years at sea, at \$500 each..	\$25,000 00	\$4,562 50	\$29,562 50
30 passed midshipmen, on other duty, at \$450 each	13,500 00	.....	13,500 00
49 passed midshipmen, on leave, &c., at \$400 each.....	19,600 00	.....	19,600 00
129	\$58,100 00	\$4,562 00	\$62,662 50
4 passed midshipmen, on furlough, at \$225 each	900 00	.....	900 00
<u>133 passed midshipmen</u>	<u>\$59,000 00</u>	<u>\$4,562 50</u>	<u>\$63,562 50</u>

Present pay.		Whole pay.	Difference.
120 passed midshipmen, at \$482.50 each	\$62,242 50	600 00	\$420 00
4 passed midshipmen on furlough, at \$150.00 each			
<u>123 passed midshipmen.....</u>		<u>\$62,842 50</u>	<u>\$720 00</u>

Proposed pay.	Pay and subsistence.	Ration and rent.	Whole pay.
4 secretaries to commanders of squadrons, at \$900 each....	\$3,600 00	.....	\$3,600 00
18 clerks to yards and commandants on shore stations, at \$900 each	16,200 00	.....	16,200 00
17 clerks to commanders at sea, at \$500 each	8,500 00	.....	8,500 00
<u>39 secretaries and clerks.....</u>	<u>\$28,300 00</u>	<u>.....</u>	<u>\$28,300 00</u>

Present pay.	Whole pay.	Difference.
4 secretaries to commanders of squadrons, at \$1,000 each	\$4,000 00	\$400 00
18 clerks to yards, and commandants on shore stations	12,950 00	3,250 00
17 clerks to commanders at sea, at \$391.25 each.....	6,651 25	1,848 75
<u>39 secretaries and clerks</u>	<u>\$23,601 25</u>	<u>\$4,698 75</u>

Proposed pay.	Pay and subsistence.	Ration and rent. One ration.	Whole pay.
216 midshipmen, at sea, at \$400 each.....	\$86,400 00	\$19,710 00	\$106,110 00
32 midshipmen, on other duty, at \$350 each.....	11,200 00	.....	11,200 00
66 midshipmen, on leave, &c., at \$300 each	19,800 00	.....	19,800 00
<u>314</u>	<u>\$117,400 00</u>	<u>\$19,710 00</u>	<u>\$137,110 00</u>
2 midshipmen, on furlough, at \$175 each.....	350 00	.....	350 00
<u>316 midshipmen, (one not accepted,).....</u>	<u>\$117,750 00</u>	<u>\$19,710 00</u>	<u>\$137,460 00</u>

Present pay.	Whole pay.	Difference.
314 midshipmen, at \$319.25 each	\$100,244 50	\$36,865 50
2 midshipmen on furlough, at \$114.00 each.....	228 00	122 00
<u>316 midshipmen.....</u>	<u>\$100,572 50</u>	<u>\$36,987 50</u>

Proposed pay.	Pay and subsistence.	Ration and rent. One ration.	Whole pay.
8 boatswains, at sea, at \$700 each.....	\$5,600 00	\$730 00	\$6,330 00
9 boatswains, on other duty, at \$500 each	4,500 00	.....	4,500 00
<u>17 boatswains, (one not accepted,)</u>	<u>\$10,100 00</u>	<u>\$730 00</u>	<u>\$10,830 00</u>

Present pay.	Whole pay.	Difference.
8 boatswains, at sea, at \$422.50 each.....	\$3,380 00	\$2,950 00
9 boatswains, on shore stations.....	5,628 00	1,128 00
<u>17 boatswains</u>	<u>\$9,008 00</u>	<u>\$1,822 00</u>

Proposed pay.	Pay and subsistence.	Ration and rent. One ration.	Whole pay.
8 gunners, at sea, at \$700 each.....	\$5,600 00	\$730 00	\$6,330 00
8 gunners, on other duty, at \$500 each.....	4,000 00	.....	4,000 00
1 gunner, absent on leave, at \$500.....	500 00	.....	500 00
<u>17 gunners</u>	<u>\$10,100 00</u>	<u>\$730 00</u>	<u>\$10,830 00</u>

NOTE.—Gunnery on leave are not named in the bill.

Present pay.	Whole pay.	Difference.
8 Gunners, at sea, at \$422.50 each.....	\$3,380 00	\$2,950 00
8 Gunners, on shore stations.....	5,205 50	1,205 50
1 Gunner, on leave,.....	422 50	77 50
<u>17 Gunners</u>	<u>\$9,008 00</u>	<u>\$1,822 00</u>

Proposed pay.	Pay and subsistence.	Ration and rent. One ration.	Whole pay.
8 sailmakers, at sea, at \$700 each.....	\$5,600 00	\$730 00	\$6,330 00
4 sailmakers, on other duty, at \$500 each.....	2,000 00	.....	2,000 00
2 sailmakers, on leave, at \$500 each	1,000 00	.....	1,000 00
<u>14 sailmakers.....</u>	<u>\$8,600 00</u>	<u>\$730 00</u>	<u>\$9,330 00</u>

NOTE.—Sailmakers on leave are not named in the bill.

Present pay.	Whole pay.	Difference.
2 sailmakers, at sea, at \$422.50 each.....	\$3,380 00	\$2,950 00
4 sailmakers, on shore stations.....	2,787 00	787 00
2 sailmakers, on leave, at \$422.50 each.....	845 00	155 00
<u>14 sailmakers.....</u>	<u>\$7,012 00</u>	<u>\$2,318 00</u>

Proposed pay.	Pay and subsistence.	Ration and rent.	Whole pay.
		One ration.	
6 carpenters, at sea, at \$700 each.....	\$4,200 00	\$547 50	\$4,747 50
7 carpenters, on other duty, at \$500 each.....	3,500 00	.....	3,500 00
3 carpenters, waiting orders, at \$500 each.....	1,500 00	.....	1,500 00
<u>16 carpenters.....</u>	<u>\$9,200 00</u>	<u>\$547 50</u>	<u>\$9,747 50</u>

Note.—Carpenters on leave are not named in the bill.

Present pay.	Whole pay.	Difference.
6 carpenters, at sea, at \$422.50.....	\$2,535 00	\$2,212 50
7 carpenters, on shore stations.....	4,373 75	873 75
3 carpenters, on leave, at \$422.50.....	1,267 50	232 50
<u>16 carpenters.....</u>	<u>\$8,176 25</u>	<u>\$1,571 25</u>

<i>Recapitulation.</i>			
Proposed pay.	Pay and subsistence.	Ration and rent.	Whole pay.
Thirty-seven captains.....	\$111,700 00	\$1,038 75	\$112,738 75
Forty-one masters commandant.....	61,200 00	2,621 25	63,821 25
Two hundred and fifty lieutenants.....	265,650 00	8,521 25	274,171 25
Forty-three surgeons.....	56,100 00	2,277 50	58,377 50
Forty-six assistant surgeons.....	41,400 00	3,390 00	44,790 00
Eight chaplains.....	7,500 00	365 00	7,865 00
Forty-three pursers.....	29,750 00	3,625 00	33,375 00
Twenty-nine sailingmasters.....	20,300 00	600 00	20,900 00
One hundred and thirty-three passed midshipmen.....	59,000 00	4,562 50	63,562 50
Thirty-nine secretaries and clerks.....	28,300 00	.....	28,300 00
Three hundred and sixteen midshipmen.....	117,750 00	19,710 00	137,460 00
Seventeen boatswains.....	10,100 00	730 00	10,830 00
Seventeen gunners.....	10,100 00	730 00	10,830 00
Fourteen sailmakers.....	8,600 00	730 00	9,330 00
Sixteen carpenters.....	9,200 00	547 50	9,747 50
	<u>\$836,650 00</u>	<u>\$49,488 75</u>	<u>\$886,098 75</u>

<i>Recapitulation.</i>		
Present pay.	Whole pay.	Difference.
Thirty-seven captains.....	\$93,724 00	\$19,014 75
Forty-one masters commandant.....	58,595 25	5,226 00
Two hundred and fifty lieutenants.....	243,315 50	30,855 75
Forty-three surgeons.....	57,408 00	969 50
Forty-six assistant surgeons.....	37,188 75	7,601 25
Eight chaplains.....	6,165 25	1,699 75
Forty-three pursers.....	31,620 25	1,754 75
Twenty-nine sailingmasters.....	21,908 00	1,008 00
One hundred and thirty-three passed midshipmen.....	62,842 50	720 00
Thirty-nine secretaries and clerks.....	23,601 25	4,698 75
Three hundred and sixteen midshipmen.....	100,472 50	36,987 50
Seventeen boatswains.....	9,008 00	1,822 00
Seventeen gunners.....	9,008 00	1,822 00
Fourteen sailmakers.....	7,012 00	2,318 00
Sixteen carpenters.....	8,176 25	1,571 25
	<u>\$770,045 50</u>	<u>\$116,053 25</u>

TREASURY DEPARTMENT, *Fourth Auditor's Office, March, 14, 1834.*

NAVY DEPARTMENT, *June 7, 1834.*

SIR: your letter of the 31st ultimo was duly received, and referred to the Fourth Auditor for a report on the difference in the amount of pay proposed by the two bills mentioned.

His reply having been received this day, is enclosed, (A and B,) and will, it is believed, communicate all the information desired on that point.

The documents which you requested me to forward to our vessels on foreign stations, it has given me much pleasure to send by the first conveyance.

Concerning the only other point named in your letter, requesting my views or suggestions in respect

to the present bill, I would observe, that all the facts and principles of a material character, which had occurred to me on the subject of pay, were presented in my communication to you of the 15th of January last.

If, on further reflection, any new ones are found which appear worthy of consideration, I shall be gratified in submitting them at an early day.

But, supposing the comparative amount of pay between the two bills might be wanted immediately, I hastened to forward it the moment it was received.

I have the honor to be, &c.,
The Hon. JOHN G. WATMOUGH, *Chairman, &c.*

LEVI WOODBURY.

A.

TREASURY DEPARTMENT, *Fourth Auditor's Office, June 6, 1834.*

SIR: In compliance with the request contained in your letter of the 2d instant, accompanied by the letter of the Hon. John G. Watmough, &c., I have the honor to transmit herewith "a statement showing the difference between the pay of the officers of the United States navy, as proposed by bill No. 334, reported by a select committee of the House of Representatives, 28th February, 1834, and the pay as proposed in the amendment to said bill, reported by said committee 17th May, 1834."

This statement may not be precisely accurate in all its detail; but, not doubting that it is sufficiently so to answer the purpose in view, (if not entirely so,) I have thought it inexpedient, at this late period in the session of Congress, to detain it for further examination. The papers are returned.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. LEVI WOODBURY, *Secretary of Navy.*

B.

A statement showing the difference between the pay of the officers of the United States navy, as proposed by bill No. 334, reported by a select committee of the House of Representatives, 28th February, 1834, and the pay as proposed in the amendment to said bill, reported by said committee 17th May, 1834.

	Pay per amendment to bill No. 334.			Whole pay per bill No. 334.†	Increase.
	Pay and subsistence.	One ration and house rent.	Whole pay per amendment.		
1 Senior captain on other duty, (Navy Commissioner)	\$5,000 00	.....	\$5,000 00	.....
4 Captains commanding squadrons, at \$5,500 each	22,000 00	*\$365 00	22,365 00	.....
2 Captains acting as Navy Commissioners, at \$4,500 each	9,000 00	.....	9,000 00	.....
3 Captains of 5 years' standing, and commanding vessels for sea service, at \$4,000 each	12,000 00	*273 75	12,273 25	.....
8 Captains of five years' standing, and commanding navy yards, at \$4,000 each	32,000 00	†400 00	32,400 00	.....
1 Captain of five years' standing, on other duty	3,500 00	.....	3,500 00	.....
13 Captains of five years' standing, and on leave of absence or waiting orders, at \$2,500 each	32,500 00	.....	32,500 00	.....
5 Captains under 5 years' standing, and on leave, &c., at \$2,500 each	12,500 00	.....	12,500 00	.....
<u>37 Captains.</u>	<u>\$128,500 00</u>	<u>\$1,038 75</u>	<u>\$129,538 75</u>	<u>\$112,738 75</u>	<u>\$16,800 00</u>
9 Masters commandant attached to vessels for sea service at \$2,500 each	\$22,500 00	*\$821 25	\$23,321 25	.....
13 Masters commandant attached to navy yards, or on other duty, at \$2,100 each	27,300 00	†1,800 00	29,100 00	.....
18 Masters commandant on leave of absence or waiting orders, at \$1,800 each	32,400 00	.....	32,400 00	.....
1 Master commandant on furlough, at $\frac{2}{3}$ of \$1,800	1,200 00	.....	1,200 00	.....
<u>41 Masters commandant</u>	<u>\$83,400 00</u>	<u>\$2,621 25</u>	<u>\$86,021 25</u>	<u>\$63,821 25</u>	<u>\$22,200 00</u>
71 Lieutenants under 10 years, on leave of absence or waiting orders, at \$1,000 each	\$71,000 00	.....	\$71,000 00	.....
7 Lieutenants under 10 years, on furlough, at $\frac{2}{3}$ of \$1,000—\$666.67 each	4,666 67	.....	4,666 67	.....
78 Lieutenants under 10 years, on duty on board ship for sea service, at \$1,200 each	93,600 00	*\$7,117 50	100,717 50	.....
23 Lieutenants under 10 years, on other duty, at \$1,100 each	25,300 00	.....	25,300 00	.....
39 Lieutenants over 10 years, on leave of absence or waiting orders, at \$1,200 each	46,800 00	.....	46,800 00	.....
1 Lieutenant over 10 years, on furlough, at $\frac{2}{3}$ of \$1,200—\$800	800 00	.....	800 00	.....
4 Lieutenants over 10 years, on duty on board ship for sea service, at \$1,400 each	5,600 00	*365 00	5,965 00	.....
7 Lieutenants over 10 years, commanding, at \$1,700 each	11,900 00	*638 75	12,538 75	.....
20 Lieutenants over 10 years, on other duty, at \$1,300 each	26,000 00	†400 00	26,400 00	.....
<u>250 Lieutenants</u>	<u>\$285,666 67</u>	<u>\$8,521 25</u>	<u>\$294,187 92</u>	<u>\$274,171 25</u>	<u>\$20,016 67</u>

* One ration. † House rent. ‡ For amounts in this column statement marked B, in report to H. R., No. 467.

B.—Statement—Continued.

	Pay per amendment to bill No. 334.			Whole pay per bill No. 334.	Increase.
	Pay and subsistence.	One ration and house rent.	Whole pay per amendment.		
5 Assistant surgeons for first five years, &c., at \$550 each	\$2,750 00	†\$240 00	\$2,990 00		
2 Assistant surgeons for first five years, under orders for duty, &c., at \$550 + $\frac{1}{4}$ = \$687.50 each	1,375 00		1,375 00		
20 Assistant surgeons for first five years, at sea, at \$5,500 + $\frac{1}{3}$ = \$733.33 each	14,666 67	†1,825 00	16,491 67		
5 Assistant surgeons over 5 and under 10 years, at \$1,200 each	6,000 00		6,000 00		
9 Assistant surgeons over 5 and under 10 years, at \$1,200 + $\frac{1}{4}$ = \$1,500 each	13,500 00	†960 00	14,460 00		
4 Assistant surgeons over 5 and under 10 years, at \$1,200 + $\frac{1}{2}$ = \$1,600 each	6,400 00	*365 00	6,765 00		
1 Assistant surgeon of 10 years and upwards, at \$850	850 00		850 00		
46 Assistant surgeons	\$45,541 67	\$3,390 00	\$48,931 67	\$44,790 00	\$4,141 67
4 Surgeons for first five years, on leave of absence, at \$1,000 each	\$4,000 00		\$4,000 00		
1 Surgeon for first five years, on furlough, at $\frac{2}{3}$ of \$1,000	666 67		666 67		
5 Surgeons for first five years, under orders for duty, &c., at \$1,000 + $\frac{1}{4}$ = \$1,250 each	6,250 00	†\$800 00	7,050 00		
7 Surgeons for first five years, at sea, at \$1,000 + $\frac{1}{3}$ = \$1,333.33 each	9,333 34	*638 75	9,972 09		
3 Surgeons for second five years, on leave of absence, at \$1,200 each	3,600 00		3,600 00		
4 Surgeons for second five years, under orders for duty, &c., at \$1,200 + $\frac{1}{4}$ = \$1,500 each	6,000 00	†200 00	6,200 00		
3 Surgeons for second five years, at sea, at \$1,200 + $\frac{1}{3}$ = \$1,600 each	4,800 00	*273 75	5,073 75		
3 Surgeons for third five years, under orders for duty, &c., \$1,400 each	4,200 00		4,200 00		
2 Surgeons for fourth five years, on leave of absence, at \$1,600 each	3,200 00		3,200 00		
1 Surgeon for fourth five years, under orders for duty, &c., at \$1,800 + $\frac{1}{4}$ = \$2,250 each	2,000 00		2,000 00		
3 Surgeons for 20 years and upwards, on leave, or waiting orders, at \$1,800 each	5,400 00		5,400 00		
3 Surgeons for 20 years and upwards, under orders on duty, &c., at \$1,800 + $\frac{1}{4}$ = \$2,250 each	6,750 00		6,750 00		
2 Fleet surgeons, at sea, at \$1,600 + $\frac{2}{3}$ = \$2,400 each	4,800 00	*182 50	4,982 50		
2 Fleet surgeons, at sea, at \$1,800 + $\frac{2}{3}$ = \$2,700 each	5,400 00	*182 50	5,582 50		
43 Surgeons	\$66,400 01	\$2,277 50	\$68,677 51	\$68,377 50	\$10,300 01
4 Chaplains attached to vessels for sea service, at \$1,200 each	\$4,800 00	*\$365 00	\$5,165 00		
3 Chaplains attached to navy yards, at \$800 each	2,400 00		2,400 00		
1 Chaplain, on furlough, at $\frac{2}{3}$ of \$800 = \$533.34	533 34		533 34		
8 Chaplains	\$7,733 34	\$365 00	\$8,098 34	\$7,865 00	\$233 34
4 Secretaries to commanders of squadrons, at \$1,000 each	\$4,000 00		\$4,000 00	\$3,600 00	\$400 00
1 Sailingmaster attached to a ship of the line, at \$1,100	\$1,100 00	*\$91 25	\$1,191 25		
1 Sailingmaster, attached to a vessel on sea service, at \$1,000	1,000 00	*91 25	1,091 25		
11 Sailingmasters, attached to navy yards, at \$1,000 each	11,000 00	†600 00	11,600 00		
13 Sailingmasters, on leave of absence, &c., at \$750 each	9,750 00		9,750 00		
3 Sailingmasters, on furlough, at $\frac{2}{3}$ of \$1,000 = \$666.67 each	2,000 00		2,000 00		
29 Sailingmasters	\$24,850 00	\$782 50	\$25,632 50	\$20,900 00	\$4,732 50
22 Passed midshipmen, attached to vessels for sea service, at \$600 each	\$13,200 00	*\$2,007 50	\$15,207 50		
58 Passed midshipmen, on other duty and on shore stations, at \$500 each	29,000 00		29,000 00		
40 Passed midshipmen, on leave of absence or waiting orders, at \$400 each	19,600 00		19,600 00		
4 Passed midshipmen, on furlough, at $\frac{2}{3}$ of \$500 = \$333.33 each	1,333 34		1,333 34		
133 Passed midshipmen	\$63,133 34	\$2,007 50	\$65,140 84	\$63,562 50	\$1,578 34
207 Midshipmen, when attached to vessels for sea service, at \$400 each	\$82,800 00	*\$18,888 75	\$101,688 75		
41 Midshipmen, on other duty and on shore stations, at \$350 each	14,350 00		14,350 00		
66 Midshipmen, on leave of absence or waiting orders, at \$300 each	19,800 00		19,800 00		
2 Midshipmen, on furlough, at $\frac{2}{3}$ of \$350 = \$233.34	466 67		466 67		
316	\$127,416 67	\$18,888 75	\$146,305 42	\$137,460 00	\$8,845 42

* One ration. † House rent. ‡ For amounts in this column, see statement marked B, in reports to H. R., No. 467.

B.—Statement—Continued.

	Pay per amendment to bill No. 334.			Whole pay per bill No. 334.†	Increase.
	Pay and subsistence.	One ration and house rent.	Whole pay per amendment.		
18 Clerks to yards, at \$900 each	\$16,200 00	.....	\$16,200 00	.....
17 Clerks to commanders at sea, at \$500	8,500 00	.....	8,500 00	.....
35 Clerks to yards and to commanders at sea.....	\$24,700 00	.....	\$24,700 00	\$24,700 00	
Boatswains, gunners, carpenters, and sailmakers:					
3 Of a ship of the line	\$2,250 00	*\$273 75	\$2,523 75	.....
11 Of a frigate, at \$800 each	6,600 00	*1,003 75	7,603 75	.....
43 Of a sloop, brig, or schooner, or while acting on shore, at \$500 each	21,500 00	*1,460 00	22,960 00	.....
8 On leave, or waiting orders, at \$360 each	2,880 00	.....	2,880 00	.....
65 Boatswains, gunners, carpenters, and sailmakers	\$33,230 00	\$2,737 50	\$35,967 00	\$40,737 50	\$4,770 00

* One ration. † House rent. ‡ For amounts in this column, see statement marked B, in report to H. R., No. 467.

Recapitulation.

	Pay per amendment to bill No. 334.			Whole pay per bill No. 334.	Increase.
	Pay and subsistence.	One ration and house rent.	Whole pay per amendment.		
37 Captains.....	\$128,500 00	\$1,038 75	\$129,538 75	\$112,738 75	\$16,800 00
41 Masters commandant.....	83,400 00	2,621 25	86,021 25	63,821 25	22,200 00
250 Lieutenants	285,666 67	8,521 25	294,187 92	274,171 25	20,016 67
46 Assistant surgeons.....	45,541 67	3,360 00	48,931 67	44,790 00	4,141 67
43 Surgeons	66,400 00	2,277 50	68,677 51	58,377 50	10,300 01
8 Chaplains.....	7,733 34	365 00	8,098 34	7,865 00	233 34
4 Secretaries to commanders of squadrons	4,000 00	.....	4,000 00	3,600 00	400 00
29 Sailingmasters.....	24,850 00	732 50	25,632 50	20,900 00	4,732 50
133 Passed midshipmen	63,133 34	2,007 50	65,140 84	63,562 50	1,578 34
316 Midshipmen.....	127,416 67	18,888 75	146,305 42	137,460 00	8,845 42
35 Clerks to yards and commanders at sea.....	24,700 00	.....	24,700 00	24,700 00	
65 Boatswains, gunners, carpenters, and sailmakers.....	33,230 00	2,737 50	35,967 50	40,737 50	4,770 00
Whole increase per amendment to bill No. 334	\$894,571 70	\$42,630 00	\$937,201 70	\$852,723 75	\$84,477 95

TREASURY DEPARTMENT, *Fourth Auditor's Office*, June 6, 1834.

23D CONGRESS.]

No. 552.

[1ST SESSION.

ON CLAIM OF A PURSER FOR AN ALLOWANCE FOR HOUSE RENT, WHILE STATIONED AT BALTIMORE, IN 1822.

COMMUNICATED TO THE SENATE JUNE 20, 1834.

Mr. CHAMBERS, from the Committee on Naval Affairs, to whom was referred the memorial of Andrew A. Van Bibber, administrator of the estate of Isaac Garrettson, late a purser in the navy, reported:

That Purser Garrettson was stationed at Baltimore in 1822, at a time when no regulation was made allowing for house rent at that station. An allowance of two hundred dollars for house rent was made to pursers on other stations, and the committee do not perceive why the allowance should be withheld from the Baltimore station. It is within the personal knowledge of one member of the committee that, during a portion of the period, Purser Garrettson resided usually in Virginia with his family, and visited Baltimore monthly to perform the appropriate duties of his station. From the year 1829 he was required to leave his family and reside altogether in Baltimore, and did so reside, separated from his family, and actually died in Baltimore.

There never was a murmur of complaint against the conduct of the said purser by those who were interested in the faithful performance of his duty; and his accounts were regularly kept and settled at the Department, leaving intentionally a balance against him, which he always contended should be an offset by the allowance now claimed. Since the death of the said Garrettson, an allowance has been made of two hundred dollars to the purser at the Baltimore station, and it is now continued.

The committee consider that the expenses necessarily incurred in going to, remaining at, and returning from Baltimore once a month, during the period of his residence in Virginia, and subsequently the expense of a permanent residence in Baltimore, presented a full consideration for placing said Garrettson on an equal footing with other pursers; and they therefore report a bill to secure to his estate the benefit of said allowance.

23D CONGRESS.]

No. 553.

[1ST SESSION.]

ON CLAIM OF CAPTAIN GEORGE BUDD FOR A PENSION FOR WOUNDS RECEIVED IN BATTLE, HE BEING IN COMMISSION ON SERVICE.

COMMUNICATED TO THE SENATE JUNE 20, 1834.

Mr. CHAMBERS, from the Committee on Naval Affairs, to whom was referred the memorial of Captain George Budd, reported:

That Captain Budd, while a lieutenant on board the frigate Chesapeake, was wounded, on the 1st day of June, 1813, in the disastrous engagement with the British frigate Shannon, while gallantly performing his duty.

His wound has disabled him from procuring his subsistence by manual labor, and is permanent. Shortly after he received the wound he applied at the Department, and was informed that the law did not authorize the grant of a pension to any officer who remained in the service.

At the present session, on the application of Captain T. A. C. Jones, a bill was reported from this committee granting a pension to Captain Jones, under circumstances not distinguishable in principle from the case of Captain Budd; which bill has become a law.

The committee, therefore, consider the principle to be sanctioned.

Considering the facts set forth in the memorial of Captain Budd to be fully made out in proof, and that his case is entirely within the principle of Captain Jones' case, the committee herewith report a bill similar in its provisions to the bill passed in favor of Captain Jones.

23D CONGRESS.]

No. 554.

[1ST SESSION.]

ON CLAIM OF AN ORDERLY SERGEANT OF MARINES, ACTING AS MESSENGER TO THE COMMANDANT AND STAFF OF THE MARINE CORPS, FOR EXTRA ALLOWANCE AS SUCH.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 27, 1834.

Mr. PATTON, from the Committee on Naval Affairs, to whom was referred the petition of Abel Griggs, reported:

That the petitioner is an orderly sergeant in the marine corps; that while holding this office he has been employed as a messenger to the commandant and staff of that corps, for several years past, viz., since the 14th of September, 1823. He claims to be entitled, under the act of Congress of 2d March, 1819, and the army regulations, to *extra* pay, over and above his pay and rations as sergeant, of fifteen cents per day and a gill of whiskey. He alleges, and it is true, that in the estimates for the expenses of the marine corps of the year 1833, a provision was contained for extra payment to be made him as such messenger, which was incorporated into the appropriation bill of the last year, and he now asks the passage of a law providing for the payment to him of a similar allowance from the 17th September, 1817, to the 31st December, 1832.

The committee referred the petition to the Secretary of the Navy, for the purpose of being informed under what law and upon what principles this extra compensation had been included in the estimates of appropriation of the last year. In answer, a letter has been received from the Secretary of the Navy, dated the 13th instant, to which the committee refer, and make a part of this report.

After carefully considering the act of the 2d March, 1819, and the provision of the act of the 11th July, 1798, by which the marine corps is subjected to the rules and articles of war prescribed for the military establishment of the United States, the committee are of opinion that the provision of the act of March, 1819, directing that whenever it shall be found expedient to employ the army at work "*on fortifications, in surveys, in cutting roads, and other constant labor,*" does not apply to such an employment as the petitioner was detailed for. Other constant labor means constant and laborious service out of the regular course of duty, and of the same kind with the labor specified, viz., on fortifications, &c., where the duty is more severe, and the bodily labor more incessant than in the ordinary service of a soldier. The employment of the petitioner as messenger, imposed on him only the same description of service with that belonging to his regular duty; neither more laborious nor more incessant, and obviously not of that kind contemplated in the act of 1819, above referred to. The appropriation of the last year was probably made inadvertently, and without the attention of the House and the committee being particularly attracted to its true character. The committee are of opinion that the prayer of the petitioner ought to be rejected.

NAVY DEPARTMENT, May 14, 1834.

Hon. John M. Patton, of Naval Committee, House of Representatives:

SIR: I have the honor to acknowledge the receipt of your letter of this date, enclosing the petition and papers of Sergeant Griggs, of the marine corps. To your particular inquiries, I submit the following reply: The officers, non-commissioned officers, &c., of the marine corps, by act of the 11th of July, 1798,

are subjected, when not serving on board the armed vessels of the United States, to be governed by the same rules and articles of war as are prescribed by the military establishment of the United States. On the 2d of November, 1819, an act passed, directing that whenever it shall be found expedient to employ the army at work on fortifications, in surveys, cutting roads, and other constant labor, of not less than ten days, the non-commissioned, &c., so employed, shall be allowed fifteen cents, and an extra gill of whiskey, or other spirits, per day, while so employed.

Under the provisions of the first-named act, the officers and non-commissioned officers of the marine corps, whilst serving on shore, have claimed the application of the army laws to their corps in nearly all cases of allowances, and it is presumed to be on that principle, and under the army act of 1819, that Mr. Griggs founded his petition; the grounds upon which the allowance was made to him for 1833 will be seen by reference to the letter from this Department, of October 30th, 1832, and which is filed among his papers. The principle before named seemed to me reasonable, providing Congress sanctioned it by the appropriation after a specific estimate. The papers are returned.

I am, very respectfully, &c.

LEVI WOODBURY.

[23D CONGRESS.]

No. 555.

[1ST SESSION.]

ON THE CLAIM OF CAPTAIN SILAS DUNCAN FOR ARREARS OF NAVAL PENSION, ON ACCOUNT OF THE EXTRAORDINARY CHARACTER OF HIS WOUND AND LONG SUFFERING UNDER IT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 3, 1834.

Mr. CAMPBELL P. WHITE, from the Committee on Naval Affairs, to whom was referred the memorial of Silas Duncan, late a lieutenant and now a master commandant in the navy of the United States, reported:

That in the month of September, 1814, Sir George Prevost, the Governor General of Canada and the commander-in-chief of the British forces in America, invaded the United States with a well appointed and highly disciplined army of almost fourteen thousand men, and was advancing rapidly to the attack of Plattsburgh, on Lake Champlain, which was at that time the principal military and naval depot of the United States upon the northern frontier. That, for the purpose of impeding the progress, and of changing the course of the advancing column of the enemy, Commodore McDonough detached a portion of the light vessels of his squadron to a point on the lake called Dead creek, around which the enemy was expected to pass. These vessels, after having commenced the attack on the British forces, were supposed by Commodore McDonough to be in danger of capture, when he ordered the memorialist, who was at that time an acting lieutenant of the *Saratoga*, (the flag ship of the commodore,) to proceed forthwith and take command of these vessels, with instructions so to manœuvre as to extricate them from the dangers in which they were involved, and Lieut. Duncan proceeded to the scene of action, and assumed the command of the attacking squadron, and so manœuvred and directed its operation as to extricate the vessels from the danger which impended over them, and to accomplish the object for which the attack had been ordered, by which the principal division of the British army was compelled to change its position, and pursue a different route with considerable loss.

The memorialist states that, while engaged in this perilous and important service, he was, in passing from vessel to vessel, personally exposed to an incessant fire from the enemy; and it was remarked that his person was a principal object of their aim, under an impression (as was subsequently confessed by the enemy) that it was the person of the commander-in-chief of the fleet on Lake Champlain. Lieutenant Duncan was finally struck by a *cannon ball*, which inflicted upon him one of the most desperate and terrible wounds from the effects of which life has ever been preserved. The whole of his right shoulder, including the joint and all the bones and muscles about the shoulder, were carried away, and his shoulder blade and collar bone were also fractured, besides extensive contusions. At first, the wound was supposed mortal, and no hope was entertained of his recovery. The character of this wound is set forth in the certificate of Dr. Henry Huntt, then hospital surgeon of the army of the United States, and now an able practitioner in the city of Washington, and who attended Lieutenant Duncan. It appears, from the certificate of Dr. Huntt, that the wound was lightly dressed, and that Lieut. Duncan was sent to the hospital on Crab Island, when it was proposed by the surgeon to amputate at the shoulder joint, which was prevented by the unyielding opposition of Lieutenant Duncan. He remained on Crab Island until the 11th of September, without receiving any other aid than simple dressing. During the battle of the 11th of September, he was removed, for safety, to Peru, a few miles distant, where he remained several days, and a great part of the time in a state of delirium, without seeing a surgeon, having been either forgotten, or the surgeons being too much engaged to attend him. Dr. Brown, of the navy, at length visited him, and found him in the most deplorable condition. On removing the former dressing, the wound sloughed extensively, and left the head of the shoulder bone bare and detached; it was then dissected out, and the wound again dressed, and Lieutenant Duncan was removed across the lake to Burlington, in Vermont, and placed in the general hospital, which was at that time in charge of Dr. Huntt. Dr. Huntt further states that he again examined the wound, and found fragments of the head of the shoulder blade and collar bone considerably detached, which he dissected out. The superior end of the shoulder bone projected two or three inches, which Dr. Huntt removed, and the arm was ultimately saved, but so shattered and weakened, by the loss of some of its essential parts, as to be of but little use to this unfortunate and gallant officer.

The committee have been thus particular in describing the nature and extent of the wound received by Lieut. Duncan, and which they have extracted from the certificate of the surgeon, because they have learned that, from its extraordinary character, it has been made the subject of observation and remark,

by many eminent surgeons in Europe and America, and that Barron Larrey, the surgeon general of the French armies under Napoleon, never knew an instance of recovery from a wound of similar character.

The recovery of Lieutenant Duncan must therefore reflect high credit on the professional skill of the gentleman who had charge of him.

On the 20th October, 1814, Congress voted the thanks of the nation, and medals and swords, to the officer engaged in the battle of the 11th September, 1814, for gallantry and good conduct in the capture of the British fleet on Lake Champlain. As Lieut. Duncan was *on that day and during that battle* lying in a hospital, and suffering everything that humanity is capable of enduring, from the effects of a wound received five days previously in the gallant discharge of a most perilous duty, he was not of course engaged in battle on that day, and it was adjudged that he was not included among the officers who were to share the honors and benefits of the resolution of Congress.

Lieutenant Duncan, as was his duty, in such a case, appealed to Congress, who unanimously passed a resolution extending to him the provisions of the resolution of the 20th October, 1814, "as a testimony of the sense entertained by both Houses of Congress of the distinguished gallantry and good conduct of said Lieutenant Duncan, in an action with the enemy's forces on the 6th of September, 1814." To this resolution, and to the report of the Committee on Naval Affairs, the committee now respectfully refer, and beg leave to make part of this report.

Lieutenant Duncan was sixteen months before he recovered from this wound. In the year 1817, he applied to the commissioners of the navy pension fund, for the pension to which he conceived himself entitled. The precise date of this application is not known, because of the loss, at the Navy office, of the application and the vouchers which accompanied it; but there is among the papers in the present application a letter from the secretary of the navy pension fund, dated on the 12th September, 1817, acknowledging the receipt of the application.

It may very well be supposed that, from the nature of a naval officer's life, he has not the opportunity at all times of being pertinacious in his applications for his rights, and, with the modesty which is ever the accompaniment of a gallant spirit, Lieutenant Duncan availed himself only of such occasions as fairly presented themselves in bringing his application before the commissioners of the navy pension fund. This application was not granted until the 1st of March, 1833. And it is for the arrears of pension, from the date of his application to the period at which it was granted, that Captain Duncan makes the present appeal to Congress.

The principles involved in the granting of this application are similar, in their essentials, to those involved in the case of Captain Thomas Ap Catesby Jones, which was long pending before Congress, and which underwent much scrutiny and deliberation, and for whose relief an act has been finally passed. The only difference between the two cases is, that the wound of Captain Duncan was much more dangerous and severe, his sufferings greater and of longer continuance, and his disability also more extensive.

It is with pleasure, therefore, that the committee are enabled, without setting a new or dangerous precedent, to decide in favor of the present application on the part of this gallant and suffering officer. They therefore report a bill, and they also take leave to express the hope that the House may find it convenient to act upon it at the present session.

23D CONGRESS.]

No. 556.

[1ST SESSION.]

ON THE CLAIM OF A SEAMAN FOR A NAVAL PENSION ON ACCOUNT OF A DISEASE
CONTRACTED IN THE SERVICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 3, 1834.

Mr. SMITH, from the Committee on Naval Affairs, to whom was referred the memorial of William Kearns, reported:

The memorialist prays to be allowed a pension, upon the statement of his case, which is made up of the following facts:

He served on board the United States sloop Erie from the year 1823 into the year 1826, in the capacity of an able seaman, and was regularly discharged, on the ground of having served the full term of his enlistment. (See documents annexed, marked A and B.)

He afterwards re-entered the service of the government in the same capacity as before. The precise period of his re-enlistment does not appear in his papers. But by the certificate of the surgeon at the United States Naval hospital, near Portsmouth, Virginia, which is hereto annexed, marked C, it appears that he "was received as a patient" at said hospital, from the United States ship Delaware, on the 19th of November, 1827, and discharged therefrom on the 17th of April, 1829, at his own request; and that his disease was *paralysis*. This, and the further fact that when discharged he was "unfit for service," also appears from document annexed, marked D.

The memorialist alleges that his said disease has proceeded from "a violent cold, taken while doing duty."

Document annexed, marked E, is furnished to show the continuance and extent of his disease and disability. Several persons also certify that he is "entirely unable to obtain a livelihood, and that he is a temperate, well-disposed man, and well known to them."

The memorialist's case has been presented to the Navy Department, but the Secretary of the Navy has decided that "his case is not one coming within the laws in relation to the navy pension fund. His having contracted a cold, which produced the disease under which he labors, does not entitle him to a pension."

Such being the memorialist's case, and there being no provision of law within which it can be brought so as to secure to him, in his distress, the benevolent aid of government, the question is now presented

for consideration, whether the system of pensioning by the government ought to be extended to embrace that class of invalids whose disabilities have arisen from disease contracted while in the service of the country; for your committee cannot but conclude that, if it would be politic to extend the system in this special instance, it would but be *just*, as well as politic, to adopt the same extension for general application.

The humane feelings of an enlightened and prosperous people, acting upon them in their relationship of private citizens, will not admit any discrimination to be made between unfortunate invalids, in the bestowment of charity, on account of any difference in the causes of their necessities or distress, provided crime be not a known ingredient thereof. Destitution, and inability to recover from it, and to ward against its continuance, induce at once the generous bounties of such a people.

But the stern responsibilities of men acting in the capacity of public agents, and as guardians of moneys which they are permitted to distribute only upon certain established principles of even-handed justice, or upon broad views of national policy, compel them to rise above the sympathies which ordinarily induce their charitable bestowments, and to examine with the same critical eye the claims of those who cast themselves upon the benevolence of the government, as of those who prefer their demands as matters of demonstrable right.

With these principles of duty in view, your committee are constrained to adopt the opinion that it is neither just nor politic to award pensions from the public treasury to *any* class of persons on account of injuries, or bodily infirmities arising from disease, contracted while in the ordinary employ of government.

The great uncertainty which must exist in all cases relative to the true causes of disease thus acquired, their many mysterious operations upon the human system, and the utter impracticability of determining the just extent to which their rise, progress, severity, duration, and result may or may not, ought or ought not, be imputed to the carelessness, obstinacy, blamable inclinations, habits, and conduct of the sufferers, are considerations which clearly distinguish the claims of this class of unfortunate invalids from the claims of such as have been wounded in battle, or disabled by accident, in the performance of duty. Perhaps an extraordinary exposure to disease by service in an unhealthy climate, or amid contagion, might furnish just exceptions to such a rule.

Your committee are aware that there is a precedent which not only approaches somewhat in principle to the case of the memorialist, but ought to be regarded as broad enough to cover his claim, if sufficiently sound in itself to be again adopted by Congress. The act of March 3d, 1817, provided pensions for the *widows and children* of officers and marines who *died* in the naval service, *from disease contracted in the line of duty*. If the family of one who has thus *died* from disease deserved to be pensioned by Congress, your committee can discern no good reason why the individual *himself, if disabled from disease in a similar manner*, is not equally deserving of a pension, although his disease may not have deprived him of life. Most certainly his family are deprived of the support of his industry equally as in case of his death, and are even rendered still less able to support themselves, inasmuch as he is, while living in a disabled condition, a burden and a tax upon their support.

But, for reasons before mentioned, your committee are of opinion that the principle and policy of such a precedent are both bad. It is not recognized by the original act to which the one just cited is an amendment; nor has it been subsequently confirmed at any time in direct terms by Congress, and only constructively if at all.

In view of these considerations, the committee report the following resolution, remarking, however, in justice to the memorialist, that his case clearly presents a claim to the most favorable consideration of Congress, provided a different policy than that embodied in and adopted by this report shall be deemed judicious by Congress.

Resolved, That William Kearns have leave to withdraw his petition.

23D CONGRESS.]

No. 557.

[1ST SESSION.]

ON THE PROPRIETY OF THE APPLICATION OF THE CONTINGENT FUND OF THE NAVY DEPARTMENT TO THE EXPENSES OF PRECEDING YEARS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 5, 1834.

Mr. HALL, from the Committee on Expenditure in the Navy Department, reported:

During the year ending on the 30th of September, 1833, there was reported, and allowed by the proper accounting officers, the sum of \$303,678.17, as contingent expenses of the Navy Department. Of this sum, \$245,765.71, and the further sum of \$96.64 for contingent expenses not enumerated, making an aggregate of \$245,862.35, were for contingent expenses incurred during said period. The balance was paid for the contingent expenses of preceding years remaining unsettled. The distribution of this balance, amounting to \$57,815.82, among preceding years, is as follows:

Contingent prior to 1824	\$87 70
Contingent during 1825	14 70
Contingent during 1826	520 35
Contingent during 1827	233 85
Contingent during 1828	350 23
Contingent during 1829	2,124 85
Contingent during 1830	10,886 29
Contingent during 1831	42,175 11
Contingent not enumerated	1,422 74
	\$57,815 82

Your committee are satisfied that the expenditures have been justified by, and made in conformity with law; and that they are supported by the requisite vouchers.

Every voucher has not been inspected separately, as it has not been practicable for the committee to be so minute in their investigation. The examination, however, has been such as to warrant the belief that this class of the disbursements of the Navy Department is characterized by great accuracy and fidelity on the part of the proper officers.

23D CONGRESS.]

No. 558.

[1ST SESSION.]

ON THE CLAIM OF A WARRANTED SAILMAKER IN THE NAVY FOR ADDITIONAL PAY AS SAILMAKER AT THE NAVY YARD AT PENSACOLA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 10, 1834.

Mr. ELISHA WHITELEY, from the Committee on Claims, to whom was referred the petition of William Ryan, reported:

That he states, having been many years a warranted sailmaker, in the service of the United States, and having seen much sea service, he applied to Mr. Branch, when Secretary of the Navy, for the situation of sailmaker in one of the navy yards, and was stationed at Pensacola. He says he expected to receive the same pay that was allowed to others of the same grade, and performing the same services, viz: sixty-two dollars per month; instead of which, he only received \$35.50 per month, commencing on the 31st of December, 1830, and ending on the 17th day of January, 1832. The disbursing officer, he says, informed him he was not authorized to pay him any additional amount above his regular sea service pay. He refers to testimonials of good character, on file in the Navy Department, and prays relief.

The committee sent the petition to the Secretary of the Navy for information as to the practice of making extra allowances in such cases, and to know, if such practice existed, why the petitioner might not receive the additional compensation without applying to Congress.

Mr. Woodbury's answer, and a report from the Fourth Auditor, are received, and referred to as a part of this report. It appears, from the report of the Fourth Auditor, that the petitioner was paid all to which he was entitled by law; and that there was no estimate made for any extra allowance to a sailmaker at Pensacola prior to 1833. It appears from Mr. Woodbury's answer, that extra allowances of this character are regulated by the Department, and they are granted when the services and the responsibilities render them necessary or expedient, and then they are included in the estimates, and of course receive the sanction of Congress.

The committee are not disposed to interfere with this regulation, and to grant an allowance, where the head of the Department did not, at the time the services were being rendered, think the petitioner was entitled to an additional compensation. The committee submit the following resolution:

Resolved, That the petitioner is not entitled to relief.

23D CONGRESS.]

No. 559.

[1ST SESSION.]

RECOMMENDATION OF THE SECRETARY OF THE NAVY FOR DISPENSING WITH THE USE OF ARDENT SPIRITS IN THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 10, 1834.

NAVY DEPARTMENT, *May 2*, 1834.

SIR: Your letter of the 30th ultimo, enclosing resolutions as to the use of ardent spirits in the navy, and establishing a naval depot at Charleston, South Carolina, has been received.

In respect to the resolution concerning ardent spirits, a report containing, among other things, a revision of the laws on the naval ration, has been made by the board appointed for that purpose.

That report contains views on the subject of abolishing the spirit part of the naval ration, which meet with my approbation.

The President probably will transmit it to Congress this day, and for details on this point I ask permission to refer to its contents, merely adding that, soon after taking charge of this Department, I issued an order authorizing seamen to commute the spirit part of their ration for money, and valued it so high as to furnish a strong inducement to them to make the exchange.

Finding the component parts of the navy ration, unlike those of the army, fixed by law, it was not in my power to diminish or abolish it; but I invited the attention of Congress to a revision on the subject, and have hoped that some salutary changes would, at an early day, be provided for.

Under the order before mentioned, very great improvements in temperance, health, and morals, appear to have occurred; and should the alterations be made, and the discretion conferred, recommended in the above report, I feel convinced their effects on the naval establishment will prove beneficial.

The character and habits of seamen are so peculiar, that a gradual, rather than a sudden change is supposed to be the most acceptable, and that, under the authority proposed in the report, a total abolition of the use of spirits can, ere long, be introduced, if not with the entire consent and approbation of all concerned, yet without any danger of creating dissatisfaction or injury to the public service.

I shall submit a separate reply to the other resolution.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. CAMPBELL P. WHITE, *Chairman of Naval Committee, House of Representatives.*

[23D CONGRESS.]

No 560.

[1ST SESSION.]

ON THE CLAIMS OF A DISBURSING OFFICER OF THE NAVY FOR LOSSES SUSTAINED ON THE SALE OF TREASURY NOTES, TO MEET THE EXIGENCIES OF THE SERVICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 14, 1834.

Mr. E. WHITTLESEY, from the Committee on Claims, to whom was referred a bill from the Senate for the relief of Wolcott Chauncey, reported:

That the committee, considering that the evidence did not sustain the claim, according to the rules and principles that have governed Congress heretofore in deciding on this class of cases, applied to the Fourth Auditor for further information in relation to the disbursement of the money by the petitioner, and the loss sustained by him on the sale of Treasury notes, and his answers are referred to.

In his letter of the 6th of June, he says: "The funds remitted were all in those notes; they were, at that time, at a considerable discount; and unless he was able to use the notes themselves in making payment to the men recruited, in relation to which there is no evidence, he must have incurred loss in converting them into money."

Copies of the receipts he gave for the Treasury notes are before the committee, and they establish the fact that he received the funds in Treasury notes. A copy of his account is also before the committee, in which he claimed a credit of \$766.21, for loss on Treasury notes.

In an affidavit, bearing date the 12th instant (June), he states he expended the sum of five thousand one hundred and seven dollars and ten cents in the recruiting service for the navy, and in disbursements to the crew of the schooner Torch, except so much of said amount of the said Treasury notes as he was compelled to allow as discount to the brokers, for exchanging said Treasury notes into current money, so as to meet the exigencies of the public service. His accounts were kept, in part, by Mr. Hoyt, captain's clerk, and by Mr. Hoffman, purser of the Torch, both of whom are dead. He also states, in his affidavit, that, according to the best of his knowledge and belief, his loss on said Treasury notes was greater than the amount now claimed.

In corroboration of the loss, and that the Department supposed at the time, and since, that Captain Chauncey was entitled to relief, is the fact that his pay has been regularly made to him, notwithstanding this balance stood against him on the books of the Department.

The committee are satisfied of the loss, and recommend the passage of the bill for the relief of Wolcott Chauncey.

[23D CONGRESS.]

No. 561.

[1ST SESSION.]

INFORMATION FROM THE PRESIDENT OF THE ACCIDENTAL DISCHARGE OF A SHOTTED GUN, IN FIRING A SALUTE BY THE FRIGATE UNITED STATES, AT TOULON, IN HONOR OF THE BIRTHDAY OF THE KING OF FRANCE, BY WHICH TWO MEN WERE KILLED AND FOUR WOUNDED, ON BOARD OF A FRENCH SHIP-OF-WAR, AND RECOMMENDING THAT PROVISION BE MADE FOR THE SUFFERERS AND THEIR FAMILIES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 19, 1834.

To the House of Representatives of the United States:

I transmit to Congress an extract of a dispatch from Mr. Livingston, the minister of the United States at Paris, dated the 7th ultimo, and the copy of a communication made to him by Captain Ballard, commander of the frigate United States, by which it appears that, on firing a national salute from that ship, at Toulon, in honor of the birth-day of the King of the French, two men were killed and four others wounded on board of the French ship-of-war Suffern. Suitable explanations were immediately made to the French admiral; and the officers and crew of the American frigate, with that generosity which distinguishes their profession, promptly contributed, by a liberal subscription, towards providing for the families of the unfortunate sufferers. I am sure, however, that I should not do justice to the feelings of the American people, on this occasion, if I did not invite Congress to assume, on their part, this melancholy duty. I propose, therefore, that the same provision be made, by law, for these French seamen and families as would be made for American seamen killed or wounded in battle. This proceeding will show the deep sensibility with which this disastrous accident is viewed by the United States, and their readiness to alleviate those consequences which cannot be remedied.

ANDREW JACKSON.

WASHINGTON, June 18, 1834.

Extract of a dispatch from Mr. E. Livingston, envoy extraordinary and minister plenipotentiary in France, to Mr. McLane, Secretary of State of the United States, dated—

PARIS, May 7, 1834.

A most unfortunate occurrence happened at Toulon, as you will see by the copies of letters I have this day received from Captain Ballard, and which I enclose. M. de Rigny apprised me of it on the 2d instant, but the telegraphic dispatch which he had received then contained no particulars. I purpose showing Captain Ballard's letter to the King.

Letter of Captain Ballard to Admiral the Baron Freycinet,

U. S. FRIGATE UNITED STATES, Toulon, May 1, 1834.

SIR: It was with profound sorrow that I learned, on my arrival from Marseilles, a few moments since, the melancholy accident which attended the firing of the salute by the "United States," this morning, in honor of the day.

It is impossible to express what I feel on the occasion: to realize it, my dear sir, you must place yourself for a moment in my situation, and, in so doing, I pray you to accept the strong assurance I confidently give of the deep regret which penetrates the heart of every officer and seaman of the two American ships at Toulon, on this subject.

The gunner, whose negligence gave origin to this sad disaster, enjoys the reputation of being a good officer and an amiable man, but he has been for a short time only in his present situation. I have placed him under arrest, and shall bring him before a court-martial the moment I meet the commander-in-chief of the squadron of the United States in this sea.

In evidence of the kind feeling and sympathy in this event of those under my command, five thousand francs have been put in my hands by them, with the request that I should place the same immediately at your disposal, for the benefit of the families of those who have suffered from the accident.

Allow me, dear sir, to beg of you the favor to discharge this kindness, and believe me to be, with sentiments of the most friendly consideration and perfect respect,

Yours, &c., &c.

To Admiral the Baron FREYCINET, *Prefect of Marine at Toulon, &c., &c.*

23D CONGRESS.]

No. 562.

[1ST SESSION.]

ON CLAIM OF A NAVY AGENT, AT LIMA, FOR AN ALLOWANCE OF FIVE PER CENT. COMMISSION ON HIS DISBURSEMENTS, AND FOR COSTS AND EXPENSES CAUSED BY A REFUSAL OF THE NAVY DEPARTMENT TO PAY HIS DRAFTS; AND ALSO FOR CLERK HIRE, ETC.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 21, 1834.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the bill from the Senate for the relief of Andrew Armstrong, reported:

That they concur with the Committee on Naval Affairs of the Senate, in regard to the facts stated in a report made to that honorable body on the 11th April last, to which reference is made; and in the opinion therein expressed, that the allowance to navy agents, by the act of 3d of March, 1809, "does not apply to any navy agents except such as are stationed within the United States."

With respect to the commissions and other items of credit claimed by the memorialist, the committee beg leave to state that they concur in opinion with the committee of the Senate, that Mr. Armstrong ought to be allowed a commission of five per cent. on the amount of money disbursed at Lima, and in stores distributed, being the same compensation which was allowed to the agent previously employed for performance of the like services at that place; but in making this allowance of commission, the charge of expenses for clerk hire, stationery and office rent ought to be disallowed, and not credited to Mr. Armstrong. That he ought to be credited for damages paid by him on his bills in the Navy Department, protested for non-payment, \$863.33, and for tobacco purchased of H. McCulloch, \$4,279.68, both which amounts were allowed by the judge of the eastern district of Pennsylvania, upon bill filed before him to stay proceedings upon a distress warrant issued by the Treasury against the memorialist:

As Mr. Armstrong was detained at Lima at great expense, for a period of more than fifteen months after the receipt of notice of his removal, in consequence of the protest of his bills on the Navy Department, the committee are of opinion that he ought to be allowed for his time thus spent at the rate charged by him, (without allowance for expenses,) and for his passage to the United States.

The committee report the bill from the Senate, with an amendment providing for the readjustment and settlement of the account of Mr. Armstrong, upon the principles herein stated.

23D CONGRESS.]

No. 563.

[1ST SESSION.]

ON THE EXPEDIENCY OF ESTABLISHING A NAVY YARD AND DEPOT AT CHARLESTON, SOUTH CAROLINA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 24, 1834.

Mr. GRAYSON, from the Committee on Naval Affairs, to whom was referred a number of documents respecting the establishment of a navy yard and naval depot in the port of Charleston, reported:

That the papers so referred consist of statements from a large number of respectable persons in the city and vicinity of Charleston, relating to the capacity of the harbor, and its security, the depth of water on the bar, the health of the city, the abundance and cheapness of the best timber for ship building, the

price of labor, the number of mechanics, and the various advantages which would result to the country from establishing in that city a navy yard for the building of smaller vessels-of-war.

The harbor of Charleston, in the opinion of the best judges, particularly of Captain Kearney and other officers, who have been for some months stationed at that place, is of ample extent, perfect security, and always easy of access. The depth of water on the bar is sufficient for sloops-of-war, and, in the judgment of the senior officer above referred to, the port is accessible to frigates, with the aid of those means which are used in other countries in similar cases, and which were used in our own during the last war. The application of these means is now rendered more easy by the assistance of steam. It is hardly necessary to recur to the fact that, during the revolution, two fifty-gun ships passed the bar at Charleston harbor with safety.

A number of the most respectable and intelligent physicians, eminent for professional talent and science, bear ample testimony to the health of their city, and their statement of its comparative health is sustained by the experience of Captain Kearney and other naval officers, and by the bills of mortality from other cities in the Union.

The supply of timber of the first quality is inexhaustible. The live oak, which is sought after in all parts of the Union as incomparably the best timber for ship frames, is produced abundantly, and of the very best quality, in the vicinity of Charleston. The transportation of so heavy an article is expensive and dangerous, and it would evidently conduce to the good of the service to have a depot for it near the place where it is grown, from whence it may be carried when required. Such a depot near the place of its growth, would have a strong tendency to encourage the growth and preservation of the live oak—an object of the very highest importance, and one which has engaged already the attention of the government. White oak, of the best quality, is in great abundance throughout the low country of Carolina. The pine of the southern States is of well-known excellence. It attains a size sufficiently large for the masts of frigates, and in quantity it is inexhaustible. These and other kinds of timber, such as cedar and cypress, are, it is believed, in greater quantity and at lower prices in Charleston than in any other port of the Union.

Mechanics in sufficient numbers, and of competent skill, in every department of labor connected with the building and repairing of ships, and master builders not inferior to any in the United States, are already found in the city of Charleston, and the price of labor is certainly not greater than elsewhere.

The commerce of the United States with the West Indies is, and will be, of very great importance. It is exposed to peculiar perils, and the vessels required for its protection are of the class which it is proposed to have built in Charleston. It is important to have a place to refit and repair at a convenient distance from that station. Charleston is nearer and more easy of access than any other place that can be compared with it in its other advantages. Vessels from that port may easily reach any station in the West Indies, when the prevailing winds and currents of that region render it almost impossible, in any reasonable time, for a vessel from any port of the gulf.

These, and other advantages of the port of Charleston, have been so apparent to several naval officers as to induce Commodore Elliott, when in that place, to institute investigations on the subject. The results of his inquiries are such as to convince him of the propriety of establishing a navy yard there. The same impression, from the same sources, seems to have been made on the head of the Navy Department. For these reasons, your committee conclude that the establishment of a navy yard at Charleston, for the construction of smaller vessels-of-war, would be expedient and desirable, as it would conduce to the public good.

There are other considerations, which, although they may not alone be sufficient to authorize the construction of vessels-of-war at Charleston, are yet of very great importance and weight, as strengthening the inducements which have been already enumerated. It is clearly the sound policy, and, indeed, the bounden duty, of every government to equalize the distribution of its benefits as far as it is consistent with the public good. It is peculiarly the policy and duty of a government like ours, which has grown out of mutual concession and compromise among the members which maintain it. The advantages resulting from a navy yard, to the vicinity where it exists, are not small. There is not one establishment of the kind from the Chesapeake to Florida: and the claims of this extensive coast, abounding in the finest ship timber in the world, and furnishing all the requisite skill and labor, have hitherto been disregarded. No portion of our country should feel that they are neglected by the national government; that its favors and benefits are partially distributed; that one part of the Union is enriched by the constant expenditure of public money, and another impoverished by the expenditure elsewhere of the taxes collected in it. Let it not be said that a section of the Union knows the government by its burdens only. These considerations must have great and decisive influence on the mind of every member of the general legislature.

The committee, therefore, recommend that the petition of the people of Charleston for a navy yard in that place be granted.

NAVY DEPARTMENT, *May 2, 1834.*

SIR: I have the honor to acknowledge the receipt of the resolution as to the establishment of a naval depot at Charleston, South Carolina, and of your letter of April 30, requesting "any information in possession of the Department on the subject."

The attention of this Department and of Congress has often been turned to this question, and the information obtained in respect to it will be found chiefly in the documents referred to, either on the files of Congress, or annexed.

The first important communications on this subject will be found among the printed papers of the Senate, May 8, 1824. (No. 76.)

They consist of letters from this Department and from the Navy Board, bearing on this point, and connected with a "bill authorizing an examination and survey of the port of Charleston and the coast of Florida."

These were followed, on the 28th January, 1826, by other communications on this subject, sent from this Department to the Senate, January 19, 1826, and printed January 23, 1826. (No. 27.)

Those contain the report of the officer appointed to make the survey, and many important facts from persons of experience, relating to the expediency of establishing a navy yard at Charleston.

On the 28th December, 1827, another report was made by this Department to the Senate, which was printed December 31, (No. 12,) containing further valuable information on this, among other subjects.

Again, on the 26th December, 1828, a full report on the establishment of a navy yard, between Cape Hatteras and Florida, was forwarded to the Senate by this Department, printed January 6, 1829. (No. 28.)

Several letters and documents on the same subject were received last spring from the Hon. J. R. Poinsett, Commodore J. D. Elliott, and others, which are submitted with my reply. (No. 1 to No. 12.)

Since that time a memorial has been sent to this Department in relation to this, among other subjects, from certain citizens of Charleston, accompanied by sundry letters and documents, all of which, so far as deemed material, are annexed. (No. 13, and A. to C.)

A reply was made on March 7, 1834, a copy of which is enclosed. (No. 14.)

The attention of Congress was briefly invited to considerations connected with this question, in the last annual report from this Department, and some general views presented, which need not be here repeated. A copy of a letter from myself to Commodore Elliott, March 30, 1833, inviting his attention to this subject, and which probably led to most of the above communications, is subjoined. (No. 15.)

These references and documents are believed to contain all the material "information in this Department in relation to the subject" of "the expediency of establishing a naval depot at Charleston, South Carolina."

A schedule of all the papers is subjoined, such as are already on the files of Congress and printed.

I have the honor to be, very respectfully, your obedient servant,

LEVI WOODBURY.

The Hon. CAMPBELL P. WHITE, *Chairman Naval Committee, H. R.*

Schedule of papers relative to proposed depot at Charleston, S. C., sent with letter to the Hon. C. P. White, of the 2d May, 1834.

- No. 1. Letter from Commodore J. D. Elliott to the Secretary of the Navy, no date.
- No. 2. Same to same, 29th April, 1833.
- No. 3. No. 1 to 7, copies of circulars from Commodore Elliott to sundry persons, dated April 11, 1833.

ANSWERS TO THE ABOVE CIRCULARS.

Health of Charleston.

- No. 4. Letter from Doctors J. Johnson and Samuel H. Dickson.

As to mechanics.

- No. 5. Letter from J. R. Poinsett, Daniel E. Huger, and H. Middleton, dated April 22, 1833.
- No. 6. Letter from James Marsh and James Poyas, dated 13th May, 1833.

Materials (stone, &c.,) in the vicinity of Charleston.

- No. 7. Letter from E. Horry, dated May 7, 1833.

Timber in the vicinity of Charleston.

- No. 8. Letter from J. Townsend to J. R. Poinsett, dated May 6, 1833.
- No. 9. Letter from Thomas Bennett to the Secretary of the Navy, dated July 12, 1833.
- No. 10. Roads and canals, dated 1833.
- No. 11. Plan of Charleston harbor.
- No. 12. Reply of the Navy Department to Mr. Poinsett.
- No. 13. A. to C. Memorial from Charleston, with letters from Mr. Poinsett and Mr. Strobecer.
- No. 14. Reply by the Department, dated March 7, 1834.
- No. 15. Letter originally sent on the subject by the Navy Department, dated March 30, 1833.

No. 1.

SIR: I have the honor herewith to remark that, immediately after the receipt of your communication of the 30th March, I lost no time in giving its contents such consideration and direction as seemed most proper in accomplishing all its requisites.

That speculation might not be had, but a proper degree of truth elicited, I addressed communications to such practical and professional men, (copies, with their answers, are herewith enclosed, numbered from 1 to 7,) at and in the vicinity of Charleston, as I believed best calculated to draw forth such information, in relation to the requisites for the location of a naval establishment of a secondary class at the city of Charleston, as the subject required, possessing both health and security from an attack by the enemy.

The approaches to and over the bar of Charleston are accessible to all sloop-of-war and smaller vessels; and may be considered so for all vessels drawing 16 feet of water, and even a greater number, by having recourse to camels or lighters, as used by both the Russians and Dutch, and ourselves, during the last war, on Lake Erie, in floating vessels-of-war from shoal into deep water; and by other means, in that of the revolution, in June, 1776, by the British, in passing over the bar four frigate-built sloop-of-war, and two 50-gun ships, (the Bristol and Experiment,) under the command of Sir Peter Parker, for an united attack on the works then erected on Sullivan's Island, and which still remain a proud trophy of their failure, and of subsequent events; and this may be done with greater ease and facility by the present agency of steam.

The highest tides are 19½ and the ordinary 16½ feet; the anchorage is good at all points within the

bar, and with positions well suited to the location of a depot of construction for sloops-of-war and smaller vessels, and for the collection and inspection of such timber as is not to be obtained at the northern depots, procured in this vicinity and wanted there.

Two strong and important points, in reference to this subject, I would call your attention toward, viz: the difference in price of the important articles of live oak, white oak, and yellow pine timber, delivered here, of various sizes, and at the northern depots, as now obtained; and the facility with which the West India squadron might be succored from this station, both in peace and in war.

Prejudices have heretofore existed against the propriety of this measure, probably growing out of a want of a proper knowledge and representation of the subject; but when you will look closely to each point as presented to your observation, and shown to emanate from gentlemen of the highest integrity, I trust the subject will meet with due consideration and attention.

Aware of its importance both to the United States, the navy, and to the State of South Carolina, to facilitate the views of the government, my own services are at command, in perfecting the location of an establishment (heretofore existing, but now discontinued,) when Congress shall have so far deliberated as to direct the subject to be carried into effect.

The chart exhibiting the approaches over the bar off Charleston, the harbor, and the two rivers on each side of the city, running parallel thereto, is herewith enclosed.

Respectfully, sir, your obedient servant,

J. D. ELLIOTT.

HON. LEVI WOODBURY, *Secretary of the Navy, Washington, D. C.*

No. 2.

WASHINGTON CITY, *April 29, 1833.*

DEAR SIR: Understanding from the President that you will probably be at Charleston at or about the time this letter will reach, I take occasion to say a few words on the subject of the proposed naval establishment. I have not yet obtained all the information I wanted prior to making a detailed report; this will doubtless reach me in a few days, and enable me to do so; it is proper, however, that I should at this time call your attention, whilst on the spot, to the point appearing most eligible for the location. The high land at Hampstead, just where the extreme end of the line of defence terminates, will most certainly be found to possess all the requisites, yet it will be proper to hold out the idea of locating at Folly Island. Mr. Poinsett has a knowledge of all my views, and being on the spot you can safely confer with him.

By the tenth of the ensuing month I shall depart with my family for Boston, and a few days after will calculate on being there hard at work.

In haste,

J. D. ELLIOTT.

HON. LEVI WOODBURY, *Secretary of the Navy, Charleston, S. C.*

No. 3.—(No. 1.)

UNITED STATES NAVAL STATION, *Charleston, S. C., April 11, 1833.*

GENTLEMEN: At my suggestion, the honorable the Secretary of the Navy has taken into consideration the subject of the location of a naval establishment at the port of Charleston, S. C., and has called on me for such remarks as may throw light upon the subject.

The residence I have had amongst you does not sufficiently enable me to judge correctly on all the points which would seem to be embraced in the instructions of the government; and I would ask leave to throw myself on your kindness in obtaining information on the following points, viz:

Does the country contiguous to Charleston, and within striking distance, afford a supply of live oak, white oak, yellow pine, and masting timber, in sufficient quality and quantity to meet the probable wants of a naval establishment for the construction, masting, and repairs of sloops-of-war and smaller vessels? The prices at which the same could be delivered; the knees and beams sided, and cut to mould; the planks sawed, and masting in the rough?

I should necessarily be compelled to be absent from Charleston during the summer in search of health. Be pleased to direct your communication to me, under cover to the honorable the Secretary of the Navy, at Washington, D. C.

Respectfully, sirs, your obedient servant,

J. D. ELLIOTT, *commanding Charleston Station.*

MESSRS. THOMAS BENNETT, EDWARD CAREW. *Present.*

No. 3.—(No. 2.)

UNITED STATES NAVAL STATION, *Charleston, S. C., April 11, 1833.*

GENTLEMEN: At my suggestion the honorable the Secretary of the Navy has taken into consideration the subject of the location of a naval establishment at the port of Charleston, South Carolina, and has called on me for such remarks as may throw light on the subject.

The residence I have had among you does not sufficiently enable me to judge correctly on all the points which would seem to be embraced in the instructions of the government, and I would ask leave to throw myself on your kindness in obtaining information on the following points, viz:

The probable number of mechanics which could be obtained at, and in the vicinity of, Charleston, to

work in a dock yard, when established, such as ship carpenters, ship joiners, shipsmiths, boat builders, blockmakers, and common laborers, for daily work, and amount of wages for each.

I shall necessarily be compelled to be absent from Charleston during the summer in search of health. Be pleased to direct your communication to me, under cover to the honorable the Secretary of the Navy, at Washington, District of Columbia.

Respectfully, sirs, your obedient servant,

J. D. ELLIOTT, *commanding Charleston Station.*

Messrs. JAMES MARSH and JAMES POYAS. *Present.*

No. 3.—(No. 3.)

UNITED STATES NAVAL STATION, *Charleston, S. C., April 11, 1833.*

GENTLEMEN: At my suggestion the honorable the Secretary of the Navy has taken into consideration the subject of the location of a naval establishment at the port of Charleston, and has called on me for such remarks as may throw light on the subject.

The residence I have had amongst you does not sufficiently enable me to judge correctly on all the points which would seem to be embraced in the instructions of the government, and I would ask leave to throw myself on your kindness in obtaining information on the following points, viz:

The possibility of finding a quarry of stone in this vicinity, suited to the facing of wharves and foundations of buildings, and the quality and price of brick.

I shall necessarily be compelled to be absent from Charleston during the summer in search of health. Be pleased to direct your communication to me, under cover to the honorable the Secretary of the Navy, at Washington, District of Columbia.

Respectfully, sirs, your obedient servant,

J. D. ELLIOTT, *commanding Charleston Station.*

Messrs. ELIAS HORRY and MITCHELL KING. *Present.*

No. 3.—(No. 4.)

UNITED STATES NAVAL STATION, *Charleston, S. C., April 11, 1833.*

GENTLEMEN: At my suggestion the honorable the Secretary of the Navy has taken into consideration the subject of the location of a naval establishment at the port of Charleston, and has called on me for such remarks as may throw light on the subject.

The residence I have had amongst you does not sufficiently enable me to judge correctly on all the points which would seem to be embraced in the instructions of the government, and I would ask leave to throw myself on your kindness in obtaining information on the following points, viz:

The mortality of Charleston during the years from 1817 to 1833; its comparison with other cities on the seacoast; with the means by which a population may be rendered healthy, operating on the margin of one of the rivers passing the city of Charleston, and contiguous to it.

I shall necessarily be compelled to be absent from Charleston during the summer in search of health. Be pleased to direct your communication to me, under cover to the honorable the Secretary of the Navy, at Washington, District of Columbia.

Respectfully, sirs, your obedient servant,

J. D. ELLIOTT, *commanding Charleston Station.*

Doctors JOHNSON and DICKSON. *Present.*

No. 3.—(No. 5.)

UNITED STATES NAVAL STATION, *Charleston, S. C., April 11, 1833.*

GENTLEMEN: At my suggestion the honorable the Secretary of the Navy has taken into consideration the subject of the location of a naval establishment at the port of Charleston, and has called on me for such remarks as may throw light on the subject.

The residence I have had amongst you does not sufficiently enable me to judge correctly on all the points which would seem to be embraced in the instructions of the government, and I would ask leave to throw myself on your kindness in obtaining information on the following point, viz:

What are your general views of the propriety of locating a navy yard at Charleston, South Carolina?

I shall necessarily be compelled to be absent from Charleston during the summer in search of health. Be pleased to direct your communication to me, under cover to the honorable the Secretary of the Navy, at Washington, District of Columbia.

Respectfully, sirs, your obedient servant,

J. D. ELLIOTT, *commanding Charleston Station.*

Hon. JOEL R. POINSETT, Gen. DANIEL E. HUGER, and Hon. HENRY MIDDLETON. *Present.*

No. 3.—(No. 6.)

UNITED STATES NAVAL STATION, *Charleston, S. C., April 11, 1833.*

SIR: At my suggestion, the honorable the Secretary of the Navy has taken into consideration the subject of the location of a naval establishment at the port of Charleston, and has called on me for such remarks as may throw light on the subject.

Not having the pleasure of your acquaintance, I hope you will pardon me in the liberty I take in asking you for information on the following points, viz:

Does the country contiguous to Charleston, and within striking distance, afford a supply of live oak, white oak, yellow pine and masting timber, in sufficient quality and quantity to meet the probable wants of a naval establishment for the construction, masting, and repairs of sloops-of-war and smaller vessels? The prices at which the same could be obtained; the knees and beams sided, and cut to mould; the planks sawed, and masting in the rough?

I shall necessarily be compelled to be absent from Charleston during the summer in search of health. Be pleased to direct your communication to me, under cover to the honorable the Secretary of the Navy, at Washington, D. C.

Respectfully, sir, your obedient servant,

J. D. ELLIOTT, *commanding Charleston Station.*

WM. SEABROOK, Sr., Esq., *Edisto.*

No. 3.—(No. 7.)

UNITED STATES NAVAL STATION, *Charleston, S. C., April 11, 1833.*

SIR: At my suggestion, the honorable the Secretary of the Navy has taken into consideration the subject of the location of a naval establishment at the port of Charleston, and has called on me for such remarks as may throw light on the subject.

Not having the pleasure of your acquaintance, I hope you will pardon me in the liberty I take in asking you for information on the following points, viz:

Does the country contiguous to Charleston, and within striking distance, afford a supply of live oak, white oak, yellow pine and masting timber, in sufficient quality and quantity, to meet the probable wants of a naval establishment for the construction, masting, and repairs of sloops-of-war and smaller vessels? The prices at which the same could be delivered; the knees and beams sided, and cut to mould; the plank sawed, and masting in the rough?

I shall necessarily be compelled to be absent from Charleston during the summer in search of health. Be pleased to direct your communication to me, under cover to the honorable the Secretary of the Navy, at Washington, D. C.

Respectfully, sir, your obedient servant,

J. D. ELLIOTT, *commanding Charleston Station.*

JOHN M. RIGHTON, Esq., *Bull's Island.*

No. 4.

CHARLESTON, *April 25, 1833.*

DEAR SIR: I take great pleasure in acknowledging the receipt of your favor of the 11th inst, and in furnishing, at your request, all the information in my power. From a careful consideration of all the documents within my reach; a perusal of the annual bills of mortality issued from the several large cities of the Union; of the papers published in our various medical journals; of the weekly reports give out in many of our towns, and the remarks casually made from time to time in our newspapers, I have arrived at the deliberate conclusion that there is scarcely a city in this new world in which the proportionate mortality is less, in any considerable number of years, than in Charleston. I am persuaded further, both as the result of my own observation during residences of greater or less duration in many of our commercial towns, and as an inference fairly deducible from statements made to me by medical friends engaged in practice all over our country, that there are fewer persons sick at any given period, in proportion to the population, here than almost anywhere else.

I will take this occasion to remark, in direct contradiction to an impression almost universally prevailing, that there is probably no spot on earth in which so few cases of *fever* originate in reference to the number of inhabitants. In Charleston proper, indeed, it may be safely affirmed that *fever*, in its ordinary forms, is scarcely met with; almost every instance of the occurrence of any such being definitely attributable to exposure in surrounding low country, well known to be under the dominion of malaria. We suffer from time to time, it is true, epidemic invasions of yellow fever; but this terrible disease assails, in our climate, strangers only, natives and residents of long standing being safe from its attack. The infected district in which it spreads is very narrow in its limits, our healthy suburbs being exempt from the influence of the cause which produces it. Its prevalence here does not, as in our northern cities, where all are subject to its invasion, give rise to any general confusion or suspension of business, which is carried on as usual by our native citizens and old residents, including climatized strangers from Europe and the north.

I must not omit to remind you of the peculiar salubrity of our winter, and the special favorableness of that season for all labor which is carried on under the open sky. Our operatives are here comparatively exempt from the pleurisies, rheumatisms, catarrhal affections, and other maladies, which so regularly prevail in northern regions in midwinter and early spring, and incapacitate so large a portion of the working class from following any exposed avocations. It is but a short time since I entered into an inquiry as to the probable duration or "expectation" of life in this southern country, the results of which were published in the *Southern Review*; I then satisfied myself that we are not in this respect notably behind the average of the rest of the world.

In answer to your first and second questions, I enclose you a tabular statement, collected from authentic documents by my friend Dr. Bellenger, for many years clerk of our board of health. You desire that I should indicate "the means by which a population may be rendered healthy, operating on the margin of the rivers passing the city of Charleston, and contiguous to it." These means are readily sug-

gested by the remarks offered above. It will not be difficult to select a position upon one of our rivers, either just within or just above the boundary line of our city, which, in the course of seasons, and in a series of years, shall be found as salubrious as any other occupied in the United States as a naval station. If natives or acclimated residents be exclusively employed in autumn to perform the necessary labor, this would be found to be absolutely true, without reference to any special regulations whatever. If, however, strangers are introduced as workmen, certain precautions would be necessary with regard to them. These need only to be observed for a brief period, while they were unaccustomed to our climate, and for a small portion of the year, less than one-fourth. The dangerous months are August and September, with, perhaps, the first fortnight in October; such persons would be carefully restricted from all excesses, and prevented from exposing themselves to the night air or dews or rain. If yellow fever shows itself in the town, they must not be permitted to visit it low during the day, and for a few of their first summers must not be permitted to change their sleeping apartments.

With these few precautions, I think any number of men would be found to retain their health and capacity for useful labor as well here as elsewhere.

I will make these pretensions to uncommon impartiality or sagacity in the formation of the opinions thus announced to you, sir; I can only assure you that they are offered with the most conscientious sincerity.

I remain, sir, with great esteem and respect,

SAMUEL HENRY DICKSON.

Commodore J. D. ELLIOTT, *U. S. Navy.*

Annual ratio of mortality, computed from authentic documents.

Charleston, calculation for eleven years.....	1 in 32 $\frac{6}{11}$
Baltimore, calculation for ten years.....	1 in 37 $\frac{9}{10}$
Philadelphia, calculation for nine years.....	1 in 29 $\frac{3}{8}$
New York, calculation for six years.....	1 in 32 $\frac{1}{2}$

Charleston is thus seen to present an annual ratio of mortality rather less than that of New York and Philadelphia, and but little greater than that of Baltimore.

CHARLESTON, *April 24, 1833.*

DEAR SIR: Yours of the 11th, addressed to Dr. S. H. Dickson and myself, was received a few days thereafter. It evinces your devotion to the best interests of our navy, in providing for the health and welfare of those engaged in the service of that important branch of the national defence. With much pleasure I will afford such information as I possess, with the result of my observations since the year 1797.

The yellow fever first appeared in Charleston in the summer of 1794, and continued to be frequently prevalent, from August until a frost, about 23 years ago. Energetic measures were then adopted to pave the principal streets, widen the narrow streets and alleys, and purify and ventilate all the others. The surface of the streets was previously a mass of fermenting vegetable and animal matter; being now either paved or macadamized, this mass of putrefaction has become a surface of stone, incorruptible, and incapable of retaining such corrupting matters. The regular inhabitants, acclimated and native, were always exempt from the danger of yellow fever, excepting their young children, but the effect on strangers and foreigners was certainly very distressing, and justly excited the fears of those subject to its attacks. The annexed table will show that now we very rarely are visited by this malady, and, even when so visited, that it is comparatively limited in its extent and duration. The unacclimated children of the inhabitants have only moderate attacks of bilious remitting fever. Our board of health, composed of our most intelligent and responsible citizens, invariably publish every case of yellow fever that occurs, and every death from that or any other disease, designating the disease in every case. This gives great alarm in every other country north of Charleston, where all inhabitants are alike subject to yellow fever when prevalent among them. But with us it is well known to be extremely limited in its prevalence; although epidemic, it is equally well known to be neither contagious nor infectious. Even this prevalence of the epidemic is almost entirely confined to the boundaries of the city. The well ventilated suburbs on the borders of the two rivers, likewise Castle Pinckney, Fort Johnson, and Sullivan's Island, are exempt from this disease. The officers of the army speak of this station as the Tempe of the United States; and Colonel Bankhead informs us that the returns made for many years to the War Department, from every station in the United States, having been carefully compared and calculated, prove that the port of Charleston is the most healthy of all.

I speak of the well ventilated situations in the suburbs of Charleston as peculiarly free from disease. This does not extend more than a mile or two from the city northwardly. Beyond that, the trees, bushes, and weeds, retaining much moisture, and decaying, the atmosphere becomes charged with malaria in the summer and fall, and violent bilious remitting and intermitting fevers become prevalent. About twenty miles further north, the pine barrens commence, and health is again enjoyed in as great a degree as in any part of the United States. So that in a ride of one hour on the railroad, or in a sail of half an hour, a stranger most susceptible of disease may be in a place of perfect security as to health. The old ship yard on which the John Adams was built is about four miles from town, and sickly, except with precautions which can scarcely be enforced among workmen. I apprehend more difficulty on shore in an extensive ship yard, in enforcing discipline for the preservation of health, than on board of a ship, where every deviation may be promptly discovered and corrected. Having already published some directions for the preservation of health in our neighbouring country places, I can with ease, and will with pleasure, co-operate in digesting, with Dr. Dickson and others, a system of regulations which would contribute very essentially to the preservation of health in a navy yard.

Some years ago, while in the practice of physic, being impressed with the relative health of Charleston among children, I compared the obituary with those of our chief seaports, and found the proportion of deaths under five years to be less, by one-seventh, than all the others, except Boston. The result may

be of some importance to those officers and workmen, who, having families, may be apprehensive of danger from the climate.

I remain, with much esteem and respect, your obedient servant,

JOS. JOHNSON.

Com. J. D. ELLIOTT.

CHARLESTON, *May 2, 1833.*

DEAR SIR: I herewith send you a weekly obituary from the first of January last, to show the diseases prevalent at this season of variable weather, the most trying to all constitutions. The ratio of deaths, for a population of 35,000, will bear a comparison with that of any other city, especially as many from the north, with incurable diseases, spend their winter here to return no more. I likewise enclose an extract from the general obituary, showing the number of years, since 1817, in which yellow fever appeared, and the deaths from yellow fever, contrasted with the whole number of deaths from this and all other causes.

Yours, &c.,

JOS. JOHNSON.

Com. J. D. ELLIOTT, *United States Navy.*

Deaths in Charleston from January 1 to April 28, 1833.

From January 1 to January 12:		From February 10 to February 17:	
Abscess, lungs.....	1	Consumption.....	4
Birth, premature.....	1	Croup.....	1
Cold, effects of.....	2	Dropsy.....	2
Dropsy.....	1	Lock-jaw.....	1
Convulsions.....	1	Mania.....	2
Fever.....	1	Not known.....	1
Intemperance.....	1		
Old age.....	1	Total.....	11
Palsy.....	1		
Spasm.....	1	From February 17 to February 26:	
Gunshot wound.....	1	Teething.....	1
Total.....	12	Catarrh.....	1
		Consumption.....	1
From January 13 to January 20:		Dysentery.....	1
Debility.....	1	Fits.....	2
Dropsy.....	1	Inflammation, brain.....	1
Inflammation, bowels.....	1	Liver complaint.....	3
Inflammation, lungs.....	1	Not known.....	1
Injury, head.....	1	Old age.....	1
Injury, spine.....	1	Palsy.....	1
Lock-jaw.....	1	Wound, knee.....	2
Pleurisy.....	1	Total.....	15
Old age.....	1		
Total.....	9	From February 26 to March 3:	
		Consumption.....	1
From January 20 to February 1:		Childbed.....	1
Accident.....	1	Dysentery.....	1
Consumption.....	4	Inflammation, bowels.....	2
Dropsy.....	2	Old age.....	1
Fever, catarrh.....	1	Sore throat.....	1
Fit.....	1	Unknown.....	1
Hernia, strangulated.....	1	Total.....	8
Inflammation, lungs.....	1		
Liver complaint.....	1	From March 3 to March 10:	
Old age.....	1	Burn.....	1
Pleurisy.....	1	Childbed.....	1
Total.....	14	Consumption.....	2
		Catarrh.....	1
From February 1 to February 10:		Dropsy, chest.....	1
Consumption.....	1	Gastritis.....	1
Dropsy.....	2	Lock-jaw.....	1
Not known.....	1	Palsy.....	1
Palsy.....	2	Tetanus.....	1
Total.....	6	Total.....	10

From March 10 to March 17:		Old age.....	1
Consumption.....	3	Unknown.....	2
Croup.....	1	Worms.....	1
Debility.....	1	Total.....	12
Dysentery.....	1		==
Lock-jaw.....	1	From April 7 to April 14:	
Total.....	7	Convulsions.....	1
From March 17 to March 24:		Consumption.....	2
Catarrh.....	1	Disease of the heart.....	1
Childbed.....	1	Dropsy.....	1
Consumption.....	1	Drowned.....	1
Dropsy.....	2	Epilepsy.....	1
Dropsy of the head.....	1	Fever, typhus.....	1
Hooping cough.....	1	Old age.....	3
Inflammation, bowels.....	1	Teething.....	1
Mania.....	1	Total.....	12
Paralysis.....	1		==
Putrid sore throat.....	1	From April 14 to April 21:	
Total.....	11	Convulsions.....	1
From March 24 to March 31:		Fits.....	1
Apoplexy.....	1	Intemperance.....	1
Consumption.....	1	Spasms.....	1
Dropsy, chest.....	1	Teething.....	2
Fever, puerperal.....	1	Total.....	6
Old age.....	1		==
Teething.....	1	From April 21 to April 28:	
Thrush.....	1	Cold.....	1
Total.....	7	Consumption.....	2
From March 31 to April 7:		Childbed.....	1
Bowel complaint.....	1	Dropsy.....	1
Catarrh.....	1	Not known.....	1
Consumption.....	4	Old age.....	1
Debility.....	1	Paralysis.....	1
Dropsy.....	1	Total.....	8

Summary.

January.....	35
February.....	40
March.....	35
April.....	38
Total number of deaths in four months.....	148
Average per week, $8\frac{1}{7}$.	

Extract from Charleston obituary.

Years.	No. of interments.	Of which from yellow fever were—
1818	995.....	None.
1819	1,092.....	One hundred and seventy-six.
1820	827.....	Eleven imported.
1821	921.....	None.
1822	925.....	None.
1823	814.....	None.
1824	1,059.....	Two hundred and thirty-six.
1825	841.....	Three from West Indies.
1826	764.....	None.
1827	812.....	Sixty-three.
1828	793.....	Twenty-six reported strangers' fever.
1829	455.....	None.
1830	763.....	Thirty-one reported strangers' fever.
1831	733.....	None.
1832	560.....	None.
	12,354	
	546	
	11,808	
Total from yellow fever.....	546.	

No. 5.

CHARLESTON, *April 22, 1833.*

SIR: We have received your letter of the 11th instant, informing us that the honorable Secretary of the Navy had, at your suggestion, taken into consideration the subject of the location of a naval station at the port of Charleston, and requesting that we would give our general views on the propriety of forming such an establishment at this place.

It gives us great pleasure to learn that the attention of the national government has at length been turned to this subject. It is surely due to South Carolina that some portion of the amount of revenue raised in the State should be expended within its borders, especially when such an expenditure will contribute to promote the welfare of the whole Union.

It will be found, upon inquiry, from persons capable of affording correct information on the subject, that this part of the country abounds in the kinds of timber adapted to the purposes of ship building, (to wit: live oak, white oak, cypress, cedar, and yellow pine,) and that the government, by establishing a navy yard at Charleston, and having the materials worked up on the spot, will save a large sum of money now annually expended in the transportation of live oak timber from this vicinity to the national ship yards at the northern ports, as well as prevent the waste and destruction of this description of trees, occasioned by cutting them down to obtain such pieces as are suited to the construction of large vessels only, and leaving the rest of the trees to rot on the ground.

You will be informed by the respectable men to whom you have addressed your inquiries on this subject, that labor in this city is abundant and cheap, and that there is no deficiency of skillful mechanics among us. Ample testimony will be furnished you of the general health of this harbor, and no doubt can exist that a situation for a naval establishment may be selected in this vicinity, affording a healthful residence for such strangers to a southern climate as it may be expedient to employ.

Your own observation, sir, must have convinced you that, in the intercourse between the United States and the West India Islands the position of this port is much more advantageous for protecting our commerce in those seas than that of Pensacola. You are aware that vessels are sometimes delayed by winds and contrary currents, so as to take a longer time on their passage from Pensacola even to Cuba, than from Charleston to that island; and, owing to the trade winds which prevail for many months in the year in those latitudes, the passage from this port to the Windward Islands is much shorter than from Pensacola.

The establishment of a naval station as far to windward as this port, would furnish the means of protecting our commerce in the West India seas, and of more effectually preventing the traffic in slaves, which is still carried on to a great extent. It appears from the latest and most authentic accounts, that many thousand slaves are still annually brought from Africa to the West Indies, and are landed and sold on the windward side of the French and Spanish islands. It is impossible to exercise due vigilance in preventing this trade from a station so far to leeward as that of Pensacola. It is on record, that vessels have sailed from that port with orders to take a station and cruise off some of the Windward Islands, and being compelled to put back without reaching their destination, either from want of provisions, or from the term during which they were ordered to continue in this service having expired before they could beat up to their station. With a view to the effectual suppression of the slave trade, and the protection of our commerce in the West India seas, it is expedient to employ a number of small vessels-of-war rather than an equivalent force of large ships. However politic it may be to exhibit our national strength, by sending from time to time our line-of-battle ships and frigates into the harbors of Cuba and other West India Islands, still the protection of our trade can best be effected by smaller vessels, which, from their numbers, will cover a greater space, and be present at the same time on a greater number of stations in the West India seas. There can be no doubt that such a force would be more effective if it were divided, and a portion of it stationed in Charleston, than if the whole squadron were concentrated on one point to leeward. The peculiar nature of the southern coast, from Hatteras to the Capes of Florida, requires for its defence, and for the annoyance of the enemy's commerce, a description of vessels-of-war which can run into shoal water, and in that manner protect and preserve their prizes, while their entrance into these harbors may be covered by floating steam batteries, which have been recommended by the commission composed of yourself, General Bernard and Colonel Totten, as best adapted to the defence of this line of coast. We cannot but believe that vessels of both these descriptions may be constructed on more advantageous terms to government in Charleston than elsewhere; and we have no doubt that this port affords the best station on this coast for these vessels, in time of peace, for the protection of our commerce, and the suppression of the slave trade in the West Indies; and, in war, for harassing the commerce of an enemy and defending this line of coast.

There is another important consideration which induces us to think that the government ought to establish a naval station in Charleston. It is the best means in its power to adopt, to shield the south from the evil consequences of measures said to be contemplated in Great Britain in relation to the slaves in the British colonies—measures which, if carried into effect, must terminate in converting the West India Islands into an archipelago of free blacks. A proper regard for the interests of the southern and western States, and, indeed, of the whole Union, requires that the government should exercise the utmost vigilance in preventing the evils of servile war from desolating the Island of Cuba. The vast importance of that island to the commerce of the United States, its proximity to the mouth of the Mississippi, and its peculiar situation in relation to all that rich and valuable portion of our country watered by the rivers which flow into the Gulf of Mexico, render it imperative upon the government to watch over its safety with jealous care, and to use every precaution to preserve it from the fate which awaits the other West India Islands. The interests of the slaveholding states in the south demand, too, no less imperatively, that they should be protected from the dangers which threaten them from the same quarter.

The loss of an amount of property not far short of six hundred millions of dollars, even if its destruction should be effected without violence, would irretrievably ruin the whole south; and we will not dwell upon the manner in which it must be brought about. We believe that our fellow-citizens throughout the Union deprecate a catastrophe so fatal to the interests of the whole country, and will concur with us in the propriety of taking all necessary measures to avert it. It must be evident, from the reasons that have been alleged, that no naval force, stationed to the leeward of Charleston, can be employed to advantage in suppressing the slave trade, protecting our commerce among the Windward Islands, or preserving

the southern States from a whirlwind of destruction likely soon to desolate the West Indies. It is obvious that those islands must be watched and this coast be guarded from a windward station.

From all the foregoing considerations, we are fully of opinion that a due regard for the welfare of the whole nation, as well as a proper attention to the interests of the southern States, renders it expedient, and, in some measure, makes it incumbent upon the government, to establish a navy yard and naval station in the port of Charleston.

We have the honor to be, sir, very respectfully, your obedient servants,

J. R. POINSETT.
D. E. HUGER.
HENRY MIDDLETON.

Com. J. D. ELLIOTT, *U. S. Navy, Washington.*

No. 6.

CHARLESTON, *May 13, 1833.*

SIR: In answer to your document of April 11, 1833, directed to us, under cover, containing interrogatories on the probable number of mechanics which could be obtained at and in the vicinity of Charleston, to work in a dock yard, when established, it might, sir, be considered an act of presumption in us to say how many, or who would or would not work in a dock yard, were one established; but, sir, in answer to your interrogatories, we will respectfully give you an aggregate statement of our mechanics, as in order put:

First. There are eight master shipwrights or firms that carry on business in Charleston, owning from seven to nineteen negro ship carpenters, and twenty white apprentices in various progress of their time. These eight master carpenters own, in the aggregate, one hundred slave carpenters, whose usual wages are one dollar and a half per day.

There are twenty-seven resident white journeymen ship carpenters, whose wages here are generally stationary, at two dollars per day. (Many of our young mechanics have left Charleston to seek employment elsewhere, and many of our best clerks in mercantile houses are among those that have been brought up to some mechanical trade.)

There are about seventy-five transient negroes that work out by the day in ship carpenters' yards, when business will admit of their being employed: their usual wages are one dollar per day. In addition to the last-mentioned colored journeymen, there are many slave mechanics, such as house carpenters, joiners, &c., that may be hired by the month from their owners, at from sixteen to eighteen dollars per month, according to their abilities.

Second. Blacksmiths' shops, in all twenty-eight, work fifty-five fires and employ one hundred and eleven hands: wages for white men seven to ten dollars per week, and wages for black men from twelve to fourteen dollars per month, (among which may be included shipsmith shops, working eighteen fires, and employing thirty-four hands.)

Third. Boat builders, three shops, employing seven journeymen and a few apprentices. Journeymen's wages one dollar and a half per day.

Fourth. Ship joiners. Four master ship joiners, wages two dollars per day; nine white journeymen, wages one dollar and a half per day, and eighteen colored journeymen at one dollar per day.

Fifth. Blockmakers, four shops, very few journeymen. Wages for white journeymen one and a half, and black one dollar per day.

Sixth. Common laborers, for daily work, any number. Wages for transient labor one dollar per day, or 12½ cents per hour; and they can be hired from their owners at from ten to sixteen dollars per month, and found in provisions.

Hoping, sir, you may obtain the object of your necessary absence, (health,) we are,

Very respectfully, your obedient servants,

JAMES MARSH.
JAMES POYAS.

JESSE D. ELLIOTT, Esq., *United States Navy.*

No. 7.

CHARLESTON, *S. C., May 7, 1833.*

DEAR SIR: When I last had the pleasure of seeing you we had much conversation on the subject of granite, stone, bricks, &c., all preparatory to the establishment of a naval station at this place, than which none can be more suitable for all our sloop-of-war and other vessels, and even for frigates, employed by our government in the West Indian seas and Gulf of Mexico, or south of Norfolk.

With regard to granite, as much of this stone can be procured near Columbia, in this State, as would be sufficient to build a city, and on good terms. There are also at that place experienced workmen, stone masons, who would be glad to be employed on reasonable terms, and who can furnish and cut the granite agreeably to pattern. I will recommend you to apply direct to Mr. Nathaniel Ramsey, at Columbia, who will give you every information on the subject, both as to contracts and the transportation of the stone to Charleston. He is informed of my intention to write to you. This gentleman is a son of our historian, Dr. David Ramsey.

As to bricks, none will answer for outside work but the best grey brick, the price of which varies in the market. For this article your agent can make reasonable contracts with the burners and their factors, who are also the factors for the lime burners, and for those who procure gravel. An inferior brick may answer for grouting.

There are here excellent mechanics in every department. None can exceed them for roofs. I will mention one, Mr. John M. Schnierle. But workmen here are, as at other places; you must contract with them; they will make their bargains, and you must make yours; but you must employ our workmen.

I hope all will be accomplished to the mutual benefit of our government, our beloved city, and State of South Carolina.

I have been informed that you had done me the honor of writing to me on these subjects, but I have not received your letter.

I am, very respectfully, your obedient servant,

ELIAS HORRY.

Com. ELLIOTT, *U. S. Navy, Washington.*

No. 8.

BLEAK HALL, *St. John's, Colleton, May 6, 1833.*

DEAR SIR: Numerous engagements, arising chiefly out of the duties incident to this very busy season of the year among planters, have prevented me from replying earlier to your letter of the 18th ultimo. In answering your inquiries, it is but candid that I should premise that, having turned my attention but little to such subject, and having enjoyed but few opportunities of personal inspection and observation, I have scarcely any practical knowledge of the kinds of timber "suitable for ship building."

Your inquiries extend to the "supply of live oak, white oak, and yellow pine which can be obtained in this neighborhood and the southern islands," and have a view to the establishment of a navy yard in Charleston.

I have an acquaintance, more or less intimate, with all the most important sea islands between Charleston and the Savannah river. On all of them, as well as on the adjacent main land, *within the reach and influence of the salt water*, the live oak appears to have been originally one of the staple growths of their forests; and although the axe of the agriculturist has made fearful ravages, it is still found in great abundance in almost every wood, and in some situations constitutes the chief growth. Its "suitableness to ship building," I would infer from the fact that it is constantly used in Charleston and other places for that purpose; and the *abundance* and *cheapness* of the supply, I would infer from another fact, that the squarers of timber are in the habit of coming on here annually, from the north, for the purpose of executing contracts, either for the supply of the government navy yards, or the private ship yards in other parts of the United States. Of the quantity which this immediate neighborhood might contribute, I have not practical knowledge sufficient to answer with much accuracy. Judging, however, of the capabilities of this parish, by the quantity which was procured a few years ago, by certain government contractors, within two or three miles of my present residence, and which, it was said, was nearly sufficient for the frames of two *sloops-of-war*, I would say that eight or ten vessels of that class might be got out within the limits of this parish alone, to say nothing of the other sea islands and the adjacent main land. These contractors were not allowed to range the woods without restraint, and consequently they found some difficulty in procuring *all* of the larger pieces, such as the "stems," the "aprons," and the "stern posts," although they procured some of them. The difficulty of finding trees of suitable bend and size for these large pieces, must be encountered everywhere. Fortunately, there is but one of each required, as I have been informed, for each vessel, and if not to be found here, it could be procured somewhere in the neighborhood, not remote. The *remaining* timbers for *sloops-of-war*, with but very few if any exceptions, and *all* timbers for vessels of smaller size, such as fire ships, cutters, bomb vessels, &c., can be procured in great abundance, both for the building of such entire, and the *repairing* of larger vessels of any size. That the government could be supplied with live oak timber at a much cheaper rate at a navy yard in Charleston than at their other stations on the Atlantic, must be admitted, when the following fact is considered, (which I lately derived from an intelligent individual extensively engaged in that business,) that it costs twenty-five cents per cubic foot for *freight alone*, (to say nothing of insurance and other expenses,) to carry live oak timber from this State to any port north of Cape Hatteras. It forms an unwieldy, heavy, and dangerous cargo, and is illy suited to the accidents of a stormy *ocean* voyage. Hence, I suppose, the reason of the freight being so high. The navigation between the live oak region of South Carolina and Georgia, and the city of Charleston, can, on the contrary, be made with ease and safety, *altogether inland*; and flat-bottomed vessels (constructed for the purpose) being shut in from storms, and enabled to choose their weather, might accomplish their voyage from any part of that region without being exposed to a mile of rough water, or incurring the smallest risk. Live oak timber might be carried from the place of its growth to the city of Charleston, in many instances, in common flats, and in all cases at an expense but a trifle enhanced above the price of the wood and the labor of squaring it. The supply of live oak timber for the *building* of the smaller vessels-of-war, and the *repairing* of the larger classes, would be without limit, were proper encouragement held out by the government for its preservation and extension. But, under existing circumstances, the proprietors of the soil have no inducement to preserve the trees which they have, or of encouraging and extending their growth. The spectacle is, therefore, everywhere exhibited, of these mighty giants of our forests falling daily before the axe; and the finest timber in the world, which has been the growth of centuries, and which centuries to come can scarcely replace, is seen gradually disappearing under the consuming fire of the husbandman. In consequence of the remote and inconvenient location of most of our navy yards, in relation to our live oak timber, it becomes indispensable that the timber contractor should stand between the government and the planters; and whilst with one hand he receives from the government from \$1.25 to \$1.50 per cubic foot for all timber which he delivers at the navy yard, he pays over to the planters with the other only from twelve to twenty cents per cubic foot, as a compensation for what is obtained from them, and that, too, is decided by their own measurement, as to the quantity; a pittance too trifling to form any inducement to *preserve* the timber, and only worth accepting when it becomes necessary to *remove* the timber from the soil for agricultural purposes. This unfair and unequal distribution may, perhaps, be necessary to enable the contractor to cover the expenses and risks of a tempestuous voyage on the open ocean, with a bulky and dangerous cargo. If so, it forms a strong argument against that system which places our navy yards at so inconvenient a distance from the native home of those materials which form the most important item in ship building. I regard the present system, therefore, which is pursued by government, as not only impolitic in a national point of view, but as unjust to this section of the Union. If persevered in, our live oak timber (which, I believe, is admitted to be the best

in the world) must rapidly diminish and finally disappear. Some inducement, worthy of the object, must be held out to the proprietors of the soil to *preserve* what remains of it and *encourage* its cultivation. This can be best and most cheaply effected, I think, by the establishment of some navy yard in the vicinity, which, whilst it will be highly advantageous to the government, on pecuniary considerations, will be just, liberal and patronizing to this section of the Union; and (what is of vastly more importance in the present distempered condition of the public mind in this quarter as to "the *value* of the Union") it will have a happy tendency in removing our sectional jealousies and healing our angry political dissensions. By exhibiting our federal government before the people in the parental attitude of dispensing, with an impartial hand, its benefits as well as its burdens, and by placing it before the minds of our citizens, in the daily exercise of duties which are not only advantageous in themselves, but indicate a friendly regard to their just claims and a proper respect for their feelings and reasonable wishes, that adder's tooth, which has been so long rankling in their hearts, will be plucked out, by which they are persuaded that the government has no sympathies in common with this section of the Union, and that we are the objects of its care only as furnishing victims for its exactions. These dangerous impressions cannot, I fear, be removed by pointing to the remote and indirect (though real) benefits which that government confers upon them, in common with all the citizens of the Union. The mass of our people cannot understand nor appreciate these distant advantages; they require something near at hand; something visible and tangible; evidences of respect to their feelings, which are plain, and they can see; and proofs of parental regard to their interests, which they can touch and handle. They desire that government should place them on an equality with the rest of their fellow-citizens, and that, in regulating its disbursements, the natural advantages of their country and situation should not be overlooked. A reasonable claim this, and one which appeals strongly to the justice and patriotism of our common country. It is a source, then, of peculiar gratification to me, to reflect that the establishment of a navy yard in Charleston is about to be undertaken under such favorable auspices; under an administration which has shown itself worthy of our confidence, and under a President in whose inflexible integrity and sense of justice every reliance can be placed, and whose parental and friendly feelings towards us, I, at least, for one, have never doubted. It is by acting with even-handed justice towards all sections of the Union, and by presenting the government to the habitual contemplation of every citizen, as far as practicable, in acts of parental beneficence, that our sectional jealousies are to be healed, and the "Union preserved." This, it appears to me, ought to be the leading consideration with our federal government in regulating its policy among the States; and although there is sufficient inducement for the establishment of a navy yard in Charleston, arising out of the abundance and cheapness of live oak (and *other* timber, as I shall presently show) suitable for the building of sloops-of-war and the smaller vessels of our navy, and for the *repairing* of those of any size, yet this appears to me to be but a secondary consideration, in comparison with those to which I have just adverted, of its tendency to restore the lost affection of our citizens towards their government, and strengthening the bonds of our Union. Personally, I have no other motives than these in wishing success to the measure; I possess no timber of any kind which I could in any manner dispose of, directly or indirectly; nor is there any prospect that I shall ever possess any. But considerations which spring from my fears for the stability of the Union are sufficiently strong, I am willing to admit, to excite my warmest wishes and approbation of the undertaking. They will also prove, I hope, my apology for indulging in reflections apparently so wide of a direct and concise answer to your inquiries.

With respect to the *white oak* timber to be found on these islands, I would remark that the quantity is not so great, nor could a supply be afforded in proportion to that of the live oak, although very fine trees are to be found in almost every wood, and in some it is very abundant. For the purposes to which we apply it, such as in making wheels, carts, wagons agricultural implements, &c., it is of the best quality, both for strength and durability. Of its suitability for ship building, (in which I suppose it would be used chiefly for outer planking,) I am not competent to judge. The older and larger trees acquire, after being saved for some time, and exposed to the sun and atmosphere, an almost flinty hardness. This, without it be submitted to some process with which I am not acquainted, would be an objection to it, I suppose, as it might indicate a deficiency in the quality of "toughness," so called.

But it is not from the sea islands that the government must expect to derive its supply of *white oak* timber. Although these islands can furnish a reasonable share of that kind of timber, and of excellent quality for all purposes, except, perhaps, where it is necessary to *bend it suddenly*, yet the supply would, in a few years, be exhausted, were it not for the great abundance of it to be found on all the strong lands and alluvial river banks in the interior of this State. In such situations, and particularly in the latter, I have seen the white oak flourish in great abundance and perfection; standing up a shaft, tall, straight, large in girth, and towering for forty, fifty, or sixty feet, without a knot or branch. Without having had any opportunity of observing how the wood from such trees works up in carpentry, I would nevertheless hazard an opinion that they possess all the good qualities of the best timber of the kind, in any part of the world. I consider all timber of this kind as embraced in your inquiry, which can with convenience, safety, and at a reasonable expense of money and time, be delivered at the navy yard, whether it be brought from a distance of five or one hundred and fifty miles. Bearing in mind that the white oak timber is to be procured chiefly on the banks of the rivers, or within a few miles of some water-course, the means of transporting it cheaply at once suggests itself; in suitable boats, if the timber be previously sawed, or in rafts if it be not sawed. It is true that white oak, in a green state, will not float; but coupled in a raft with one or two stocks of *pine* timber intervening, (which would be all wanted at the ship yard,) there would be no greater difficulty, I imagine, in bringing down any quantity of it, than is now experienced in any of those rafts which we daily see floating on to the saw-mills in Charleston.

Of yellow pine timber, of which you next inquire, we have not a great abundance on the sea islands, and that which we have cannot be spared. Of this timber, however, there could be no deficiency at any time in any navy yard established in Charleston. South Carolina is covered with the pine; our inland navigation is, at certain seasons, almost blocked up by rafts of that timber on its way to Charleston, and our saw-mills in that city alone might furnish it of the best quality and in sufficient quantity to supply half the navy yards in the United States. Of its cheapness, a judgment may be formed from the fact that it is exported from Charleston in great quantities, not only to the West Indies, but to the north.

In communicating to you the above information, in reply to your inquiries, I would have you to bear in mind that it contains only my own opinions on those subjects, which may be erroneous in many

respects, but which I have not had any opportunity to correct by interchanging opinions with my neighbors. Although certainly desirous of seeing the object accomplished which forms the motive to your inquiries, I should, nevertheless, be most unwilling to promote it, in any manner, by putting forth erroneous opinions which might lead others astray. It would be altogether more agreeable to me, as a citizen of South Carolina, that the government should appoint competent individuals (who are at the same time candid and impartial) to examine into the resources of this State, with a view to the establishment of a navy yard in Charleston. A report from such men would be free not only from the bias, but the *suspicion* of self interest; and I should then not doubt the result. It gives me pleasure to see, by the newspapers, that the Secretary of the Navy is likely to visit Charleston in the course of this spring. I hope you will induce him to make a visit to these islands, and let him have an opportunity, as far as his time will permit, to examine into these matters for himself. I flatter myself that you will not allow yourself for a moment to entertain a doubt of the gratification it will afford me to extend to yourself and him, and any others who may be disposed to accompany you, all the facilities in my power in making that inspection; and I hope you will do me the favor to make our poor house the home of your party whilst in this neighborhood. Should such a visit appear to you likely to be agreeable to him, I must ask of you the kindness to assure Mr. Woodbury of the pleasure which his company would afford me, and to make such representation of my views as you may deem necessary, to remove any scruples which he may entertain on that point.

I am, dear sir, with great respect, your obedient servant,

J. TOWNSEND.

J. R. POINSETT, Esq.

No. 9.

CHARLESTON, July 12, 1833.

DEAR SIR: I comply with the request of Commodore Elliott in transmitting the enclosed to your Department. He will, no doubt, (if explanation be necessary,) assign reasons for this disposition of it.

Very respectfully, sir, your obedient servant,

THO. BENNETT.

To Hon. L. WOODBURY, *Secretary of the Navy.*

CHARLESTON, July 11, 1833.

DEAR SIR: The suspension of this reply to your favor of the 11th of April has been the result of circumstances of an imperative character. The time which has elapsed has, however, been made profitable in supplying the deficiencies of my own knowledge in reference to the several points of inquiry submitted, and consoles me in the reflection that you will not regard me negligent of the great interests you seek to promote, if to that delay you are debtor for information of more value than a mere expression of opinion.

Your several inquiries, "does the country contiguous to Charleston, and within striking distance, afford a supply of live oak, white oak, yellow pine, and masting timber, of sufficient quantity and quality to meet the wants of an establishment for the constructing, masting, and repairs of sloops-of-war and smaller vessels," I will endeavor to answer in the order you have assigned them.

I understand by "striking distance," that distance at which the transportation of the material can be effected without an extraordinary expenditure, and at which the current market prices invite individual competition.

The live oak tree, as you know, delights in a salt atmosphere, and flourishes throughout the whole extent of our coast, within twelve or fourteen miles of the ocean, acquiring the greatest dimensions and best qualities on our sea islands. The trees are less numerous to the north than to the south of Charleston; and have in the latter section, consequent on the adaptation of the soil in which they abound to the culture of cotton, suffered more from the hand of the cultivator than of the artist; yet considering the vast extent of country genial to their growth, and the many thousands of acres not yet subjected to cultivation, a doubt cannot exist that a supply for many years can be furnished to such an establishment. My personal inspection of several places within twelve or fifteen miles of the city confirms this opinion, and, if permitted to indulge the reasonable suggestion that they are equally numerous throughout the southern section of the State, I should be disposed to venture the assertion that the supply would be most abundant.

Another evidence of the correctness of this representation may be traced in the numerous contracts executed in this state by the agents of northern ship builders, whose interests would be likely to direct them to those places only (uninfluenced by other considerations) which yield the cheapest and most abundant supplies.

And here, incidentally, permit me to say that the oak of this State is preferred to the Florida oak, by those who have tested with the greatest care their respective qualities; this opinion is expressed with perfect confidence by one of our most experienced ship builders, who asserts that the grain of the wood is more intricate and compact, less apt to open in fissures under the influence of heat, of a more crooked growth usually, and better adapted to the frames of ships: its durability is so generally acknowledged that I need scarcely advert to it. If it be, indeed, a fact that this climate and soil are thus genial to the production of the *very best trees*, may we not expect that the future favors of the government would immediately produce that care and attention, on the part of landholders to their young trees, which would ensure an exhaustless supply of this valuable wood?

The resources of our State for ship building are better known in every particular than in its capacity to furnish supplies of white oak. From authority entitled to great respect, I have been induced to believe that large tracts of low ground, abounding with that wood, remain neglected, from the limited demand and inadequate prices offered for it. The difficulty of getting it to market grows out of the obstructions interposed in transporting it over wet and soft lands to a landing, and (as it is specifically heavier than water) sending it in lighters to the city. The price usually paid for it here will not compensate the time and labor expended in procuring it.

The section of country which furnishes yellow pine for plank, stocks, masts, &c., commences about thirty-six miles from the coast, and extends generally to one hundred. The Edisto river and its tributary streams alone have supplied this market, both for domestic consumption and-commerce, for more than

forty years; at present, complaint is made of the distance they have to transport the timber from the stump to the landing, as the most onerous and expensive, though but little exceeding the average of three miles, through the whole extent of the river. It is difficult to estimate precisely what increase of price will compensate the gradually increasing distance of land carriage, as a series of more than thirty years furnishes no data, the timber delivered in this market in 1803 being actually higher in price than in 1833. It is little more than conjecture to say that two cents per cubic foot per mile will be an adequate compensation; this will increase the present prices to twelve cents per cubic foot until they shall have reached the distance of four miles, and fourteen cents to five miles, &c.; yet, in referring to the time past, we must infer that an increase of price will depend mainly on other contingencies.

A supply for forty years more may with reason be asserted from this river alone, yet our attention is now directed to another, the *Salt Catcher*. When this stream shall have been made navigable by the removal of the long accumulated raft wood that now obstructs its course, a new and hitherto untouched section of country will be open to us, abounding with the finest growth and quality of trees.

The shafts of the pine trees of this section of country usually rise to the height of fifty feet, and are frequently found eighty feet, and sometimes, though rarely, one hundred feet. It is very common to find them sufficiently bowed for ship's beams, and, by careful selection, large enough for the masts of frigates. The durability of the pine, cut down during the winter, and well seasoned before it is used, has been known to extend to thirty-five or forty years *in ships built at this port*, and is affected by dry rot only when used directly from the forest. The salt water seasoning of pine is an effectual preventive of this untimely decay.

I annex the prices of the several kinds of wood adverted to in this letter, with a view to furnish you a criterion for judging whether, in comparison with other southern markets, (considering this an exporting city,) the supply is not so great as to furnish a conclusive argument to show a capacity to compete with either, and hence infer its adequacy to meet the call of the establishment contemplated.

Live oak in the standing tree	10 cents per cubic foot.
Live oak, rough hewed, at market	40 to 50 cents per cubic foot.
White oak in timber.....	12 to 15 cents per cubic foot.
Pineplank stocks (very prime).....	\$10, to \$12
Masts 50 to 60	10 to 15 } each.
Masts 60 to 80	20 to 40 }

Should you require further information, or any explanation of the foregoing, I shall be happy in being the means of supplying it.

With the highest respect and esteem, dear sir, very truly yours,

THO. BENNETT.

Com. J. D. ELLIOTT, *Washington*.

No. 10.

Statement of the comparative advantages of Charleston over the cities south of New York, which are constructing railroads and canals to facilitate their communication with the country west of the Alleghany mountains.

CANONSBURGH, January 7, 1833.

GENTLEMEN: Our mutual friend, Mr. James Nicholson, has suggested to me the utility of bringing to the view of the people of the western States the advantages of the port of Charleston over those of the United States generally, and especially over all the ports south of the Chesapeake. At this moment efforts are making in all the Atlantic States to facilitate the communication from the west to their own ports and cities, and the people of the west are cordially uniting to aid those efforts. We deem it, therefore, due to ourselves to point out the superior advantages of this port and city over all those which are now contending for the trade of the west. We believe that it in some respects surpasses New York, the southern coast being more accessible in the winter season, and this bay being always free from ice. It certainly possesses advantages over Philadelphia, Baltimore, and Washington cities, where millions of dollars are being expended to open a communication with the Ohio river and the great valley of the Mississippi. Its proximity to the ocean, facility of access at all seasons of the year, and its spacious and secure harbor, give it a decided superiority over either of the ports above mentioned. We believe the existing accommodations, afforded by the extensive and well conducted wharves and numerous storehouses, to be sufficient for a more extended commerce than Charleston now enjoys; and that these could be increased very extensively if the trade should ever be so augmented as to require greater and more ample accommodations. Ships can now be discharged with ease and dispatch, and merchants are enabled at once to transport their goods, to the places of deposit. We believe that Charleston possesses advantages over any southern port of the United States. Vessels can make three voyages to and from Charleston and Europe in the same period of time consumed in making two voyages to and from the Gulf of Mexico and Europe. In the latter, vessels pass on their passage out near Charleston, a part of the distance requiring ten or fifteen days; and the passage home is longer, and more intricate and dangerous. It is believed that Charleston is more healthy for the crews of northern or foreign vessels than any southern harbor where they have to remain in fresh water rivers; besides the loss of men while in such ports, vessels are frequently exposed to great inconvenience on leaving them, being compelled to put into other ports for assistance, or to continue their voyage with sickly or diminished crews. We believe that Charleston is better situated, and enjoys greater advantages, than any of the above-named ports for trade with the West India Islands, and especially with that of Cuba, whereby this market is supplied abundantly and cheaply with all the products of the West Indies, which it receives in return for the lumber, rice, and other products of Carolina.

In order to corroborate these statements, if they are correct, or to point out the errors which may have been inadvertently committed, I beg leave to propose to you the following queries, earnestly requesting you will add such further information on the subject as your long experience and intimate knowledge of the trade of this port will enable you to give.

First. Do you consider the harbor of Charleston secure, sufficiently spacious for a very extensive

commerce, and easy of access at all seasons of the year, and also well supplied with diligent, active, and experienced pilots? and what are its advantages compared with other ports south of this latitude?

Second. Are the existing wharves and stores sufficient for the commerce of Charleston in its most prosperous state? and might they not be considerably increased if it were necessary to do so?

Third. What is your opinion with regard to the health of this port, as compared with that of other ports in the United States, and especially of those south of the Chesapeake?

Fourth. Do you believe the communication between Charleston and any port in Europe to be safer and more expeditious than between those ports and the Gulf of Mexico?

Fifth. Is not Charleston very advantageously situated for the trade with the West Indies? Is there not at this time an active commerce carrying on between this city and Cuba; and is not this market at all times well supplied with West India produce?

Sixth. What do you suppose to be the capital vested in wharves and stores and other fixtures? What the floating capital, which may be employed in trade? And what are the means which the banks in this city possess of giving facilities to mercantile transactions?

Seventh. Is there not an abundance of the best materials for building and repairing vessels, and good, faithful, and skillful mechanics and ship builders?

Eighth. What are the comparative expenses of this port with those situated south of it?

I am, gentlemen, very respectfully, your obedient servant,

J. R. POINSETT.

MESSRS. CHARLES EDMONDSON, JOHN STONEY, JAMES ADGER, JOHN ROBINSON, and T. TUPPER.

CHARLESTON, January 21, 1833.

DEAR SIR: The undersigned, to whom your communication of the 7th instant was addressed, have been prevented by their various occupations from taking the subject into consideration until Friday last. In replying to your inquiries in the order in which they are put, they beg leave to refer you to the accompanying document,* signed by a number of respectable shipmasters, other than those belonging to the port of Charleston; and if you think it can be strengthened by more names, they can be obtained. To the second interrogatory we reply, that the existing wharves and stores are sufficiently extensive and commodious for successfully, and with the greatest facility, conducting and carrying on business to double the extent of that now enjoyed by Charleston; and if it should be found necessary, from an increase of trade, these accommodations can be extended to meet it. With regard to the health of this city, if the bills of mortality be the proper criterion to estimate it, it will not lose by a comparison with any city on the continent, in proportion to its population. From these returns,† it appears that only one in every 48 $\frac{1}{2}$ dies annually; and it must be observed that the amount of deaths is swelled by the great number of pulmonary cases not having their origin among us, but of persons who come here from the north to avoid the severity of a northern winter. Another evidence of the healthiness of the city, particularly among our seafaring brethren, is to be found in the returns of the Marine hospital,‡ and the harbor master's return of arrivals in the course of one year, which are herewith submitted.§ By the latter, it appears that during the last year upwards of 10,000 seamen (exclusive of those employed in State coasters,) visited our port, of which number 227 were received into the Marine hospital, and only 10 died; and it is worthy of remark, that many of these cases are from accidents and diseases contracted elsewhere and brought to this port, and have, therefore, nothing to do with the general health of the city. By reference to the returns made by the physicians of the Marine hospital, it will be seen that in five years 1,354 patients have been admitted, and only 88 have died. These returns, in our opinion, exhibit a state of health unknown anywhere on this continent south of New York; and it may be expected still further to improve, particularly among seamen, as the houses for their accommodation are daily improving, which produces among them increased habits of temperance and regularity. We consider, also, that the natural advantages of our situation, being surrounded by salt water, and in summer enjoying daily a sea breeze, contribute very much to our health, and give us thereby a decided advantage over fresh water harbors to the south of us. Our proximity to the Atlantic ocean, being within one hour and a half's sail from the city to its wide-spread bosom, presents a facility of ingress and egress not enjoyed by any other port to the south, from New York to New Orleans, both inclusive; from which circumstance, among other advantages, vessels make their passage from Charleston to and from Europe much more expeditiously than from any other ports south of us. The port of Charleston possesses peculiar advantages for carrying on successfully the trade of the West Indies, and especially to the Island of Cuba, whence, it is believed, the southern and southwestern States draw their chief supplies of coffee, which is exchanged principally for rice and lumber. And when our communications with the west shall be rendered more easy and expeditious, by the railroads now in successful progress to the west, from whence a large accession of the products of that country will be added to our exports to the West India Islands, the trade to those islands may be increased to an illimitable extent, and their produce, sugar and coffee, received in return on the most favorable terms; and from there generally being a large supply of these articles at all times in this market, purchases can be made on very advantageous terms to the buyer. It would be difficult to estimate, with accuracy, the capital invested in wharves, stores, and fixtures, or what is the amount of floating capital now employed in trade in this city. Suffice to say, that there is as much capital now afloat as would be sufficient to carry on advantageously three times as much trade as we possess. And our *six banks* can furnish, if necessary, any amount that an increased trade may require.

Charleston is also advantageously situated for building and repairing vessels; we possess the best materials, and are well provided with faithful and experienced mechanics in every department; and taking into account the extraordinary durability of our timber, and our slave labor, vessels can be built here as cheaply as in any State in the Union. The disbursements of a ship, and her expenses generally, in the port of Charleston, are much more economical than in any port to the south of us.

We have briefly recapitulated some few of the advantages enjoyed by the port of Charleston over any other between New York and New Orleans, the latter inclusive; which leads us to regard it as the most favorable, as well as the natural, outlet of the produce of the west. We believe that, if these

* See appendix A.

† See appendix B.

‡ See appendix C.

§ See appendix D.

advantages were more generally known and fully appreciated in that interesting section of our country, measures would be immediately adopted to co-operate with us in forming a chain of internal communication, that would indissolubly unite us in commercial intercourse—an event which every friend to his country must earnestly desire. We regret that we are prevented, by our avocations, from pursuing this subject more fully.

We are, dear sir, yours, respectfully,

CHAS. EDMONSTON.
JOHN STONEY.
JAMES ADGER.
JOHN ROBINSON.
T. TUPPER.

J. R. POINSETT, Esq.

The above interrogatories having been submitted to Mr. James Marsh, a respectable ship builder of this city, he has favored us with the following information:

The harbor of Charleston may be considered as secure as any other of the ports of the United States on the coast of the Atlantic or the Gulf of Mexico. Fewer accidents occur from vessels breaking adrift from their anchors or fastenings on shore than are known in other harbors, and it is difficult to find greater security in any port from winter gales. The harbor is very spacious—more than sufficient for three times the number of shipping ever in it. Indeed, only a small part of the harbor is ever occupied; and the most extensive and best portion of it, that from the centre of the city to Lamprie's Point, a distance of three miles, with a depth of water of from five to seven fathoms, is seldom used, in consequence of the business having been transferred to the lower part of the town.

The pilots of this harbor are men of respectability and good moral habits, and accidents very rarely occur to vessels under their charge. Vessels drawing from 16 to 18 feet can pass the bar at common tides.

With regard to its advantages over other ports south of it, the report made by Captain Kearney, of the United States navy, states: "Commensurate with the depth of the channel over the bar, the importance of its location in regard to its proximity to the West Indies, and the greater facilities it affords cruisers in that quarter as a rendezvous in the winter season, being considered, it presents many advantages claiming attention.

"Charleston lies nearer the range of our West Indian trade than any other port south of the Chesapeake, capable of affording equal protection in war, and repairs and supplies. In case of distress, the gulf stream facilitates your progress, and carries you within a few hours' sail of the port.

"Sailing again from Charleston, you can avail yourself of the variable winds which prevail as far south as the Bahamas. By keeping to the eastward as far as is necessary to gain the longitude of the passages to the West Indies, a short passage can be made; and it is practically known that a vessel can reach her cruising ground about the east end of Cuba, or islands further to windward, in less time from this port than from any part of the Floridas or ports in the Bay of Mexico, which lie west, directly to the leeward. Sailing up the south side of Cuba is found very tedious and almost impracticable, and a vessel must make a very circuitous route to gain the Windward Islands from these places, whereas from Charleston the course is direct."

With respect to the existing wharves and storehouses, and the practicability to extend them if necessary, it may be remarked that they are now sufficient for a great deal more trade than Charleston enjoys, and that scarcely more than one-fourth of the fronts upon Ashley and Cooper rivers are occupied.

With regard to the health of the city, the same experienced officer, who resided here some time, says: "Vessels coming into Charleston during the summer season, free from epidemic, will, with ordinary care, and keeping the seamen from dissipation, (a precaution necessary in every port, and not more so in Charleston than in any other port of the United States,) enjoy as good health as in any city in the Union. And in the winter, Charleston is more healthy than any northern city. The yellow fever is of rare occurrence. From 1815 to 1825, a period of ten years, there were only three years in which that disease prevailed; and in a population of nearly 40,000 souls, and an annual influx of about 10,000 strangers, the deaths by yellow fever in these three years amounted to only 696, of all classes and ages."

The advantages of Charleston over the ports south of it, for the commerce of Europe, are many and manifest. The facilities of getting to sea, already mentioned, the proximity to the gulf stream, and being so much further east and north of those ports, by which it is placed nearer Europe, and the difficult and dangerous navigation of the Bahama banks and the Gulf of Mexico and Florida are avoided, give to this port a decided preference over all others south of it.

Charleston is not only advantageously situated for the trade of the West Indies, as before stated, but is abundantly supplied with the produce of these islands, and its markets are well stocked with provisions, vegetables, fruits, and refreshments of every kind, that can be required by the crews and passengers in ships arriving at its port after long passages.

There is an abundance of the best materials for building and repairing ships and smaller vessels. Our builders are skillful, and our mechanics good. Estimates have been offered to build at as low a rate per ton as in the city of New York. The expenses of ships in this harbor are considered to be more economical than in any port south of it. All which is respectfully submitted.

JAMES MARSH.

APPENDIX.

A.

To captains commanding ships trading to the port of Charleston, S. C., and other ports in the United States:

Do you consider the harbor of Charleston secure and sufficiently capacious for a very extensive commerce, and easy of access at all seasons of the year, and also well supplied with diligent, active, and experienced pilots? And is it not the most commodious and economical port in the United States, to the southward of New York, in point of facilities in loading and storing cargoes, and the expenses attendant thereon?

CHARLESTON, S. C., January 10, 1833.

We, the undersigned, do reply to the above inquiries fully and unqualifiedly in the affirmative.

S. Rich, jr., ship *St. Cloud*, of Castine, Maine; Edward Candler, ship *Tacitus*, of Boston; Joshua Bailey, ship *Superior*, Portsmouth, N. H.; Richard E. Orne, ship *Saxon*, Salem, Mass.; Daniel Libbey, ship *Caroline Augusta*, Boston; Charles F. Long, ship *Meridian*, Newburyport; Francis Hunter, commander of the British ship *Andromache*; John Wm. Beeton, commander of the British ship *Raikes*; Henry Dott, commander of the British brig *Norna*; Adam McMinn, commander of the British brig *Ivanhoe*; Hampton Stuart, of ship *New London*, of New York; Victor Constant, master of bark *Roman*, of Boston; Caleb Heath, master of ship *Walter Scott*, Bath; William B. Drew, ship *Rambler* of Duxbury; Reuben Hopkins, brig *Cynosure*, Boston; Job E. Brewster, ship *Joshua Bates*, of Duxbury; Ebenezer A. Shaw, of brig *Congress*, of Boston; Matthew Luce, of bark *Norfolk*, of Boston; Nathaniel Thomas, ship *Grafton*, Boston; James Gray, bark *Leda*, Boston.

B.

The bills of mortality of the city of Charleston, for the last five years, exhibit 3,611 deaths in a population of 35,000; which, on an average, is 722 per annum, being *one* in every $48\frac{47}{100}$, or a little over two per cent. For the year 1832, the deaths were only 560, which is *one* in every $62\frac{40}{100}$.

C.

The Marine hospital record book furnishes the following statement of the number of admissions and deaths, for each successive year, from October, 1827, to October, 1832.

	Admissions.	Deaths.
From October, 1827, to 1828	319	26
From October, 1828, to 1829	248	11
From October, 1829, to 1830	295	22
From October, 1830, to 1831	265	19
From October, 1831, to 1832	227	10
Total	<u>1,354</u>	<u>88</u>

ALEX. L. BARON, P. M. H.

CHARLESTON, January 17, 1833.

D.

Total of arrivals in the port of Charleston during the years 1830, 1831, and 1832, not including vessels coasting within the limits of the State of South Carolina.

Arrivals in 1830.

Ships and barks.. 188	Average of crew to each, 14 officers and men	2,633
Brigs	Average of crew to each, 9 officers and men	1,926
Schooners	Average of crew to each, 6 officers and men	3,726
Sloops	Average of crew to each, 6 officers and men	876
Steamboats	Average of crew to each, 10 officers and men	670
Total		<u>9,831</u>

Arrivals in 1831.

Ships and barks.. 179	Average of crew to each, 14 officers and men	2,506
Brigs	Average of crew to each, 9 officers and men	2,034
Schooners	Average of crew to each, 6 officers and men	3,630
Sloops	Average of crew to each, 6 officers and men	940
Steamboats	Average of crew to each, 10 officers and men	1,950
Total		<u>11,060</u>

Arrivals in 1832.

Ships and barks.. 266	Average of crew to each, 14 officers and men	3,724
Brigs	Average of crew to each, 9 officers and men	2,754
Schooners	Average of crew to each, 6 officers and men	3,456
Sloops	Average of crew to each, 6 officers and men	522
Steamboats	Average of crew to each, 10 officers and men	1,060
Total		<u>11,516</u>

NOTE.—The foregoing is a correct account of all the vessels that arrived in the port of Charleston for the last three years, 1830, 1831, and 1832, *excepting only* such as are employed in the coasting trade *within* the limits of the State of South Carolina, and which are never noticed in the harbor master's reports. It *includes* also the regular packets, as well as other regular traders from the neighboring and other States, and the arrival of which vessels is consequently *frequently repeated* in the course of each of the above years.

No. 11.

Plan of Charleston harbor.

No. 12.

NAVY DEPARTMENT, *May 28, 1833.*

Sir: I have to acknowledge the receipt of your various letters, and the accompanying documents addressed to the President and to this Department by yourself and Commodore Elliott, on the subject of a naval station at Charleston, South Carolina.

Permit me to assure you that it has given me great pleasure to examine the subject fully, in addition to the personal inspection recently had of the harbor. Should the President, or this Department, after mature reflection, conclude to adopt any of the suggestions made, as to an increased use of Charleston as a naval station, or as to the establishment of a navy yard near that city, the result will in due time be laid before Congress.

I have the honor to be, very respectfully, your obedient servant,

LEVI WOODBURY.

JOEL R. POINSETT, Esq., *Charleston, South Carolina.*

No. 13, A.

To General Andrew Jackson, President of the United States:

The memorial of the mechanics, handicraftsmen, and other citizens of Charleston, respectfully represents: that they have for many years experienced, with the deepest concern and regret, the absence of those attentions which characterize the immediate favor of the general government. Cherishing an ardent attachment to their country, proud of the noble fabric which animates and sustains it, your memorialists have ever yielded a cordial and spontaneous assent and support to every measure calculated to perpetuate her political institutions, to advance her interests, or to promote her glory; they can, therefore, discover no satisfactory cause to influence an alienation of that patronage to which, in common with the citizens of other States, they respectfully conceive themselves entitled; nor do they intend, or are disposed, to insinuate that the entire neglect of which they complain arises from partiality in the heads of departments. It is alone their purpose to state that it exists; to show that a remedy has been sedulously, but unsuccessfully, sought, and most respectfully to solicit your consideration of a subject so vitally important to them, and, as they are of opinion, to the benefit of the nation.

Your memorialists will not refer to similar applications made previous to your administration; those subsequent are sufficient to establish the willingness with which they have acquiesced in every reasonable ground for withholding from them every part of the public contracts, and the total insufficiency of these grounds, when tested by experience. To one of the applications of your memorialists, distinctly soliciting employment in the construction and equipment of small vessels, the building of which was authorized by an act of Congress, they were answered, that the materials of inadequate size at the different navy yards, and such as were unsuited to the construction of larger vessels, could be thus economically used for sloops-of-war. This answer produced the effect intended; your memorialists not only acquiesced, but admired the wisdom and prudence of those to whom the expenditure of this appropriation had been confided. The unsubstantial character of this reason was, however, soon made apparent. A committee of the honorable House of Representatives of the United States, in the investigation of a subject connected with this branch of national polity, were answered by the Commissioners, that the materials procured for the larger class of vessels could not be judiciously used for these; their value, and the labor requisite to reduce them to suitable dimensions, forbade it. To another application it has been replied, "We cannot doubt but that the hull of a vessel can be as cheaply constructed in Charleston, and as well executed, as elsewhere, but that the rigging, sails, et cetera, create exorbitant bills." This objection is so easily removed, that your memorialists are only surprised that it should have been interposed. Those articles may be supplied from the cheapest sources in the United States, until they could be procured on like terms in this place. Your memorialists will presume to suggest that this evil, for which they have ventured to propose a remedy, has its origin in the quarter of which they complain. It cannot be expected that the merchants and others engaged in the sale of those articles, and the mechanics by whom they are wrought and fitted, can, while the patronage of the general government is wholly withheld, in their pursuits, thus rendered limited and precarious, afford supplies and services on the moderate terms which a more extensive business, inviting competition, would afford. Such reasons your memorialists conceive are inconclusive and illusory.

Your memorialists would further respectfully remark, that proposals for contracts for any other than army supplies, and with very few exceptions from the Navy Department, are never published in any of the gazettes of this place; and usually when, from northern papers, or accidentally from other sources, your memorialists have heard or understood the wants of the general government, the time has become

so limited that the necessary communications to the several departments cannot be made, and your memorialists are thus not permitted to compete for employment or the supply of materials. From this cause, in part, it has arisen that the State of South Carolina, although capable of furnishing the very best materials for public uses, is wholly excluded from any participation in the profits resulting from such contracts with the general government. While on this subject, your memorialists cannot refrain from calling the attention of the general government to the peculiar situation of South Carolina as regards the sister States in her immediate vicinity. Although on the first glance it may appear that she is the only State interested, yet upon consideration it will appear manifest that the States of North Carolina, Tennessee, Kentucky, Georgia, and parts of Alabama and Virginia, are all deeply interested, as large quantities of their produce, by the facilities afforded to internal commerce, are continually pouring into the chief city of South Carolina, and, by the increased and increasing facilities now effecting in their internal communications, larger quantities may be naturally expected to arrive at their commercial depot, ready for the use of the general government.

Your memorialists would further represent, that the policy heretofore pursued oftentimes produces distressing effects to the whole community of which they are members. The immense amount necessarily withdrawn from circulation in this State, and expended in others, produces not only a uniform depression in its exchanges, but in real estate, while it paralyzes every pursuit and tends to impoverish every citizen. The drafts of the Treasury are not unusually announced by a pressure upon the money market, and often by a consequent derangement of the concerns of those who are dependent for commercial accommodations in the transaction of business. From such embarrassment and evils your memorialists conceive they might and ought to be protected by the general government; nor are they willing to believe that, advised of the pernicious effects of these measures, the possible contingency of realizing a trifling profit will be deemed a sufficient reason for their continuance.

Your memorialists, a few years ago, demonstrated to the general government that it would be more economical, and also attended with the loss of a less number of lives, for the government to cause the squadron doing duty on the West India station to rendezvous in the harbor of Charleston. That time has fully solved this problem, by proving its perfect accuracy, let past experience tell; and whilst other stations have been visited and ravaged by disease, Charleston has retained its usual healthiness, surpassing any other port in the Union. Your memorialists would further respectfully represent that foreign vessels-of-war are oftener seen in our harbor than our own national vessels; the effect of this upon a commercial community, continually receiving accessions from the amalgamation of foreigners, can be better conceived than described. Your memorialists cannot conjecture the cause of this neglect on the part of the general government.

In support of the claims and pretensions of your memorialists, they would respectfully illustrate, by a reference to facts, the hardships and privations growing out of an exclusion from a participation in the public contracts. During the ten years preceding, millions of dollars have been collected at this port, independent of the immense amount for which this State is tributary to the commerce of our sister cities of the northern States. During the same period the whole amount disbursed by the navy agent at this station has been a few thousand dollars; a very considerable portion of which has been applied to the completion of contracts entered into out of this State, and nearly the whole of the ordinary expenses of the navy on the southern coast. The sum paid to our fellow-citizens, whether for building, repairs, supplies of materials, or outfits, is within the limit of fifty thousand dollars. So large a balance, therefore, as remains subject to the disposal of government, and which, under the existing policy, is withdrawn from the circulating currency of this State, and oftentimes in specie, necessarily causes that exhaustion to which your memorialists refer.

The relative rights and duties of these States furnish a subject on which your memorialists will not presume to offer you their views; convinced that your own commentary would mark in stronger character and with more luminous exposition those which pertain to each. This conviction is irresistible. A life sedulously devoted to the best interests of the nation in the exercise of various offices which have elicited extraordinary intelligence, and which, from the unreserved character of our government, is made familiar to every citizen, commands our highest confidence, respect, and admiration. Under these opinions they very respectfully submit their case, most earnestly soliciting your consideration and favor.

John Strobecer.
J. R. Poinsett.
Thomas Bennett.
George N. Reynolds.
James Adger.
Thomas S. Grimke.
John Stoney.
C. Jodard.
W. B. Welkie.
David Alexander.
George Gibbon.
Hugh Patterson.
John J. Alexander.
John C. Miller.
John Davies Browne.
William Kirkwood.
Paul Pritchard, sr.
Paul Pritchard, jr.
Prince H. Hatch.

W. T. McKewn.
George R. Manson.
Thomas Lee.
J. W. Cheeseborough.
Samuel Wragg.
William Johnson.
Elias Horry.
John Haslett.
Alexander Sinclair.
John Hunter.
James Nicholson.
Charles Edmondston.
Simon Magwood.
William Smith, jr.
James Marsh, jr.
Eaton & Dotterer.
Julius D. Petsch.
Charles C. Strobecer.
James Smith.

Joseph Guy.
James Marsh.
James Kennedy.
David P. Landershine.
W. Bradford.
Peter H. Ulmo.
John F. Knox.
Edward M. K. Mood.
W. W. Godfrey.
Charles W. Hunt.
Samuel Connor.
Thomas R. Saltar.
John S. Pearl.
Henry W. Smith.
Joel Ketchum.
J. H. Honour.
P. G. Bessent.
William G. Pritchard.
Jacob Stroub.

B.

CHARLESTON, December 20, 1833.

MY DEAR SIR: At the request of several respectable citizens of Charleston, I have this day signed a memorial addressed to you, soliciting the establishment of a naval depot in this harbor. As I have before

given my views very fully on this subject to the Secretary of the Navy, I need only assure you that such a measure, while it would be only an act of justice to this section of the southern country, would contribute essentially to allay the hostile feelings entertained by the mechanics of this city towards the federal government, and promote the good understanding which ought to prevail between the general and State authorities.

I am, dear sir, very respectfully, your obedient servant,
Gen. ANDREW JACKSON, *President of the United States.*

J. R. POINSETT.

C.

CHARLESTON, *February 28, 1834.*

HONORED SIR: In accordance with the views of a large number of my fellow-citizens, I take the liberty of presenting to your excellency the accompanying petition, and of adding some other observations which have suggested themselves to my mind, and may, perhaps, tend to present the subject in a more favorable point of view.

The harbor of Charleston is navigable for vessels of the class prayed for in the petition, at all seasons of the year, and no obstruction of any kind whatsoever is offered by the climatè to their ingress or egress; besides, it is sufficiently capacious for the navy of the United States to anchor in, having within the bar, in all its parts, four or five fathoms of water. The vessels are sheltered from the most violent winds, and, in case of necessity, in two hours they can be at sea.

From the peculiar position, too, of the harbor, the commerce of the West Indies can (in the opinion of our most experienced commanders of vessels) be more easily protected by a force which will rendezvous at Charleston, than at any other port south of the Delaware, attended also with a less expense of life; and this is apparant from a few facts. The majority of the disasters which attend upon our commerce among these islands, generally occur among what are called the Windward Islands. Now, by taking advantage of the variable winds which prevail more or less at all seasons of the year, as far south as the Bahama banks, a vessel starting from Charleston harbor can keep to the eastward until she arrives in the longitude of the passage to the islands, and will make her passage to the cruising grounds in less time than from any other port south of Charleston, either in the Floridas or Gulf of Mexico; it being well known that the passage to the south of Cuba is not only tedious and circuitous, but almost impracticable. In case of distress, the current of the gulf stream wafes the unfortunate vessel within a few hours' sail of her port of repairs. Besides these advantages of position, Charleston has many advantages over other ports, from her climate being always healthy in summer and winter, except in some years the yellow fever makes its ravages among us, and this does not occur more than once or twice in a period of ten years. Its general healthiness may be inferred from the well known fact that, while surrounded, a few years back, by the distressing scenes of cholera and other malignant diseases, she has not had a case of disease which might be termed either contagious or infectious.

There are other considerations, which no doubt will suggest themselves to your excellency's mind, such as the means of building, repairing, refitting, provisioning, watering, cheapness of materials, recruiting, &c., which it might be deemed intrusive and presumptuous in me to notice further than merely to mention as easily and cheaply procured, with abundance of mechanics ready and willing to work.

From your excellency's desire, as expressed in a whole life of public service, doing the greatest good to your whole country, for which you have, again and again, periled all that man holds dear, we trust that your opinions may coincide with ours, and that granting the request of the petitioners will be one more benefit conferred on the Union in addition to the many already bestowed.

I subscribe myself your most ardent admirer and servant,

JOHN STROBECKER, *per* CHARLES C. STROBECKER.

General ANDREW JACKSON, *President of the United States.*

No. 14.

NAVY DEPARTMENT, *March 7, 1834.*

GENTLEMEN: The President of the United States has referred to this Department a letter from Mr. Poinsett, and another from Mr. Strobecer, with a memorial from numerous citizens of Charleston, chiefly on the subject of establishing a naval depot near that city.

It is a source of regret that neither the President nor this Department possess the power to establish any new naval depot in any part of the United States.

But I am happy to add, that the attention of Congress, where alone this power exists, was, in the last annual report from this Department, specially invited to this subject, and any representations you may deem it expedient to lay before that body will doubtless receive due consideration.

In respect to some other points mentioned in the memorial, it gives me pleasure to observe that one newspaper at Charleston, one at Savannah, one at Raleigh, and two at Norfolk, are included in the list given to the Navy Board, in which to publish proposals for contracts; and that the board are in the habit of advertising in such papers included in the list as are supposed to be best calculated to furnish information in those quarters of the country where the particular articles wanted, at any time, can generally be obtained on the best terms to the public. Besides this, they advertise in two or three of the papers printed at this capital, and which are supposed to circulate some in all the large cities.

In this way it is intended to invite competition from all quarters where the means and the inclination probably exist for competition.

In regard to the disbursements of this Department in fulfilling contracts, it must be apparent that the payments should be made where the contractors reside or wish to receive the money; and as their

success in getting contracts depends on their activity, enterprise, and low bids, there can and should be no favoritism shown by this Department, nor any preference given to particular places.

It will afford high satisfaction to learn, hereafter, that the citizens of Charleston find it for their interest to compete with others, and to take up more of the navy contracts offered for such articles, as their resources and wealth may justify them in furnishing at lower prices than are asked elsewhere.

I am, very respectfully, gentlemen, your obedient servant,

LEVI WOODBURY.

JOEL R. POINSETT, JOHN STROBECKER, Esqrs., and others, *Charleston, South Carolina.*

No. 15.

NAVY DEPARTMENT, *March 30, 1833.*

Sir: I should be gratified in having a report from you, at your leisure, concerning the eligibility of Charleston as a naval station or depot in future.

Very respectfully, your obedient servant,

LEVI WOODBURY.

Com. JESSE D. ELLIOTT, *commanding Naval Station, Charleston, S. C.*

B.

NEW YORK, *December 16, 1825.*

Sir: I have the honor herewith to enclose my report in relation to the survey and examination of Charleston and St. Mary's bar, being in compliance with orders from you, appointing me superintendent of that service.

I am, respectfully, your obedient servant,

LAWRENCE KEARNEY, *Master Commandant U. S. Navy.*

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

Report to accompany a chart of Charleston bar, in South Carolina, surveyed by order of the Hon. Samuel L. Southard, Secretary of the Navy.

The following are the points upon which information is required, and to which replies are herewith furnished, viz:

First. Depth of water upon the bar at the lowest and highest spring tides, and at common tides.

Second. Whether the depth of water upon the bar is affected by any, and what, winds, to what extent, and in what manner.

Third. The strength of the current on the bar, and to a safe anchorage within it.

Fourth. Width of the channel upon the bar, width of the bar, and nature of the bottom; with what winds large vessels can cross the bar, bound inwards and outwards.

Fifth. The prevailing winds at different seasons of the year.

Sixth. The extent of safe anchorage for vessels of the largest size which can cross the bar.

Seventh. The convenience of such anchorage for receiving supplies from the shore.

Eighth. Facilities for obtaining good fresh water.

Ninth. What supplies of stores and provisions can be obtained for a fleet, from the surrounding country, and to what extent on short notice.

Tenth. Whether the harbor has good positions for a dock or navy yard.

Eleventh. How near the present shore of such position does a channel run of the same depth as the water on the bar, at high spring tides.

Twelfth. Has it good fresh water in its vicinity, and in what quantities.

Thirteenth. General health of the position and quality of the soil.

Fourteenth. Facilities of wharfing to the channel.

Fifteenth. Whether the worm is destructive in the harbor.

Answer to question first. The depth of water on Charleston bar, at the lowest spring tides, is eleven feet at low water, and at the highest spring tides, $19\frac{1}{2}$ to 20 feet, high water. At common tides, at low water, there is a depth of 12 feet, and at high water, $16\frac{1}{2}$ to 17 feet: a medium tide may be fairly considered to afford a depth, at low water, of 12 feet, and at high water, 17 feet.

Paper marked No. 1, attached hereto, will afford information on this subject from experienced pilots of this harbor.

Answer to question second. The depth of water on Charleston bar is much affected by winds. Those from northeast and southeast cause it to flow from one to two feet over its ordinary depth, and those from the northwest and southwest decrease it in extent, according to the force and duration of them.

Paper marked No. 1, also affords information on this subject.

Answer to question third. The strength of current on the bar is irregular, being governed, in a great degree, by the winds; uninfluenced by wind, its velocity at half tide is two miles per hour, and to a safe anchorage within the bar about $2\frac{1}{2}$, when in the channel way.

Answer to question fourth. The width of the channel on the bar is 300 yards. The width of the bar is three-quarters of a mile. The bottom is hard, gray sand.

The best winds to cross the bar, bound inwards, are from N. E. to S. E.

The best winds, bound outwards, are those from N. W. to S. W.

Answer to question fifth. The prevailing winds in winter are from the N. W. to N. E., and in summer from S. E. to S. W.

Answer to question sixth. The first anchorage is in the Drop, or Four-fathom Hole, the lighthouse bearing from W. to W. by N. about one mile and three-quarters distance, and is about half a mile square in extent.

This anchorage is open to the winds from the N. E. and S. E., but owing to the shoal of the bar, the sea is not very heavy; the holding ground is good.

Rebellion Roads, off Sullivan's Island, is a commodious and safe anchorage, half a mile in extent one way, and one and a half the other, and good holding ground, susceptible of being well protected by batteries.

Answer to question seventh. From the upper part of Rebellion Roads to the city is three miles, and the facilities of obtaining supplies from the shore easy.

Answer to question eighth. Good fresh water can be obtained from a number of tanks, which are employed in the harbor. They will either supply good spring or cistern water, as may be wished, delivered on board anywhere within the bar.

Answer to question ninth. The surrounding country affords but few articles for the supply of a fleet, in the way of provisions; rice may be considered the only article for an immediate extensive demand; other articles, in small quantities, can be obtained in the city to supply the wants of single ships; naval stores, of various kinds, can be obtained conveniently.

Paper marked No. 2 affords information on this subject.

Answer to questions tenth, eleventh, twelfth, thirteenth, fourteenth. Several positions present themselves for a dock or navy yard, viz: Shute's Folly, a small island of marsh in front of the city; 2d, Lamprie's Point, mouth of Wando river; 3d, Strobel's mill seat, on Cumming's Point, on the Ashley river; 4th, the old navy yard, about four miles from town, now Cochran's farm; 5th, Hampsted, mouth of Town creek; 6th, Marsh's Island, mouth of Town creek; 7th, a lot of land above Gadsden's wharf, on Cooper river; 8th, Mey's wharf, within the limits of the city; 9th, Marsh's wharf, also within the limits of the city.

A description of the above places is given in papers No. 3 and 4, and No. 5 describes the health of each, except the two last-mentioned places, Mey's and Marsh's wharves, and the lot of land above Gadsden's wharf, all of which are perfectly healthy as any part of the city.

Some of the above positions being subject to country fever, although advantageously situated for the establishment of a navy yard, are, consequently, not recommended.

Shute's Folly: The island of marsh in front of the city, at the mouth of Cooper river, is conveniently situated; great expense, however, must be laid out, in raising, on this low, alluvial foundation, a sufficient height to build on, free from the effect of tides, the highest of which flows entirely over the island. It will, therefore, be necessary to raise it four feet higher than its present greatest elevation.

The channel of Cooper's river washes the western side of this site, and in some places an equal depth with that on the bar, at high spring tides, is found within thirty feet of low water mark.

A basin could be easily formed in this island for the security and preservation of timber, and the mud removed in making the basin will contribute to filling in and raising the foundation for the establishment.

Fresh water must be collected in cisterns, or supplied from tanks which supply the shipping generally. It is said to be healthy.

Wharfing to the channel is easy.

Second. Lamprie's Point, at the mouth of Wando river, is reported unhealthy, as specified in paper No. 5, but otherwise possesses great advantages; distance to the edge of the channel, or eighteen feet water, is one hundred and seventy-three yards.

Third. Strobel's mill seat, on Ashley river, possesses advantages, in point of situation as a harbor, beyond others mentioned; but wharfing out of the channel is a great objection to it, the distance being four hundred and sixty yards to reach the depth of water required, and the mud flat is soft, making it doubtful whether a foundation could be made sufficiently permanent for building upon it a necessary distance from the shore. The health of this place, as, by the annexed report, seems doubtful.

Fourth. The old navy yard is, undoubtedly, subject to ague and fever, and is not, therefore, recommended.

Fifth. Extremity of the lines at Hampstead, mouth of Town creek.

This place has health and good water, but is difficult in wharfing out of the channel, the distance being greater than at Strobel's mill. It likewise lies open to the S. E. gales.

Sixth. Island of Marsh, at the mouth of Town creek.

This island is conveniently situated, being contiguous to the upper part of the city, out of the way of shipping in the river. It is healthy, with bold water on the side next to Town creek.

What may be said of the advantages of Shute's Folly, applies to this place, being equally low. It is easily defended, being near the northeast end of the lines of the city. This place is open to the sea breeze, and is believed to be healthy. Town creek is bold along this island, and affording a good anchorage, in six and seven fathoms of water, for a squadron; good fresh water is procured in the vicinity.

Seventh. A lot of land above Gadsden's wharf.

This is an extensive mud-flat and requires wharfing out in the same manner as at Strobel's mills, before mentioned. It is healthy, and in the vicinity of good water.

Eighth. Mey's wharf, at the foot of Pinckney street.

This wharf was used during the late war for the navy; it is healthy and convenient, and for building a sloop-of-war, or one or two small vessels, is sufficiently capacious. A description of it is given in paper No. 4; for immediate purposes, this wharf has much to recommend it, possessing good brick stores and giving sufficient room for fitting out any number of vessels which it is probable may put into that harbor at any one time.

Ninth. Marsh's wharf. This wharf is also very convenient, and it is believed to have the best foundation of any in the city, having formerly been the property of General Gadsden. Much expense and labor had been bestowed upon it to make the foundation firm and good before it became the property of Mr. Marsh. It is well situated as regards health and convenience.

Paper marked No. 4, refers to it.

These are all the sites which have either presented themselves in my examination, or have been

recommended by others. In reply to the 15th question, whether the worm is destructive in the harbor, &c., &c., it may be said they are, but no more so than in other harbors on the coast.

To preserve health, to afford convenience for either fitting or building vessels, and to lessen the expense of a naval establishment in the harbor of Charleston, the two sites marked No. 8 and 9 are recommended, viz: Mey's and Marsh's wharves.

An establishment at either of the sites in the city will afford both convenience for furnishing supplies, and also some security, which, under the peculiar situation of the country at certain seasons of the year, is a paramount advantage.

In respect to the sites for a naval establishment and other matters in relation to the harbor of Charleston, I have annexed hereto letters from gentlemen who have very politely afforded me information, the result of their long acquaintance with the country; and I beg leave, respectfully, to submit to your inspection, as embracing, perhaps, fuller information than the time of my examination permitted me to acquire, the annexed letters and reports from Thomas Bennett, Esq., chairman of a committee of citizens convened for the purpose of forwarding the views of establishing a navy yard. Also, a joint letter from Doctor Joseph Johnson, president United States Branch Bank, and Mr. John Stoney and Mr. John Robertson, merchants, the latter navy agent for a number of years. As to the health of the places named, I beg leave to refer you to Dr. Logan's report, paper No. 5, who is an old practitioner, and now naval hospital surgeon, which report is corroborated by other respectable physicians of that place with whom I have conversed.

In submitting these documents in relation to the survey of Charleston bar, I beg leave to offer the following general observations as to the fitness of the port for a rendezvous for our light cruisers in the West Indies and seas contiguous.

The result of my examination of that place, from January to July, 1825, herewith furnished, exhibits difficulties which preclude a recommendation of the place for a naval establishment of much extent; but for a limited one, commensurate with the depth of the channel over the bar, the importance of its location in regard to its proximity to the West Indies, and the great facilities it affords to cruisers in that quarter as a rendezvous in the winter season, being considered, it presents many advantages claiming attention.

Charleston lies nearer the range of our West India trade than any other port south of the Chesapeake, capable of affording equal protection in war, and repairs or supplies in case of distress. The gulf stream facilitates your passage and carries you within a few hours' sail of the port.

Cruisers returning for supplies will afford protection to convoys, as far as danger from pirates is apprehended.

Sailing again from Charleston, you can avail yourself of the variable winds which prevail, as far south as the Bahamas; by keeping to the eastward as much as is necessary to gain the longitude of the passages into the West Indies, a short passage can be made; and it is practically known that a vessel can reach her cruising ground about the east end of Cuba, or islands further to windward, in less time from that port than any part of the Floridas or ports in the Bay of Mexico, which lie west directly to leeward. Sailing up the south side of Cuba is found very tedious, and almost impracticable for small vessels, during the season the trade winds blow hard. The gulf passage is preferred, and it will therefore be evident that a vessel must make a very circuitous route to gain the Windward Islands from these places; *from Charleston her course is direct.* This is a matter of great consequence to our small class of vessels, which have not the capacity to take on board large supplies of stores; and it is therefore desirable that they should lose as little time as possible in going and returning to their stations.

Charleston bar admits vessels at the rate of eighteen guns, and the depth of water, on an average, may be fairly estimated at twelve feet at low water, and sixteen and a half feet, at high water, to seventeen feet; common tides and at ordinary spring tides, eighteen feet; high spring tides, twenty feet. A mean of the tides will, therefore, give seventeen feet at high water. Sloops-of-war can, by means in their power of altering their trim, frequently get into Charleston with safety.

The greatest difficulty occurs in getting again to sea, as a free wind is necessary, which lowers the tide on the bar, as may be seen by referring to the report of the pilots, herewith furnished.

This difficulty is, however, somewhat obviated by the use of steamboats, which frequently tow vessels out of that harbor with great ease and safety, in calms or head winds.

Charleston bar, being composed of sand, and acted upon by gales and strong currents, is ascertained to change, in the course of time, the position of the channels; therefore, they may be found to disagree with the chart in a few years. In consideration of this change it is suggested that, instead of the present beacon, a movable beacon be placed in front of the lighthouse, to be so shifted, from time to time, as to obviate the difficulty which arises in having the two objects out of range, as they now are, much to the inconvenience and danger of strangers to the coast, who may attempt, without a pilot, to go in.

Suitable fortifications on Sullivan's Island and Fort Johnson reef, near Pelican bank, aided by one steam frigate, would render Charleston as secure as any point on our coast.

Directions for entering the port of Charleston.

Bring the lighthouse to bear N. W. by W. and stand for it until you see the *buoys* on the bar, three in number; the outside, or southernmost buoy, on the south breakers, leave to the left hand, or southward of you, about a cable's length distant; the other two buoys, on the north breakers, leave on your right hand, or to the northward of you, about half a cable's length.

After crossing the bar, bound up, steer N. $\frac{3}{4}$ W. along the north breakers, which will carry you up to Sullivan's Island.

These directions will answer for vessels drawing twelve feet and under, but over that draft the bar should not be attempted without a pilot.

The latitude of the S. E. angle of Fort Moultrie, on Sullivan's Island, is 32 deg. 46 min. and 27 sec. north; longitude not ascertained.

LAWRENCE KEARNEY, *Master Commandant U. S. Navy.*

In obedience to your order of the 18th of April last, requiring an examination of St. Mary's bar, I have the honor to report: That, upon a strict and careful set of soundings, taken in July and August, the general depth of water on St. Mary's bar, at low tide, was twelve feet six inches; that the depth is somewhat greater than at the time it was surveyed by Lieutenant Ramage, a copy of whose report is herewith transmitted.

The difference, I conceive, arises from the effect of the prevailing winds at the periods at which the soundings were taken; the one being in the middle of winter, when the prevailing winds are blowing from the land, and the other in the summer, when they generally blow on shore.

The average depth of St. Mary's bar may be estimated at twelve feet, the same as at Charleston, taking the season through.

The following distances were actually measured at low water, viz: from 13 feet within the bar to 13 feet without, measured 150 yards.

The distance from the north to the south shoal is about 300 yards.

The sands on the bar are much the same as on Charleston bar, subject to shift by the effect of heavy gales; but how far they have been affected since the survey of Lieut. Ramage is not clearly ascertained, as the chart at that period was not fully completed at that point, in consequence of the inclemency of the weather not permitting the taking of a sufficient number of lines of soundings to delineate every part and feature of the bar.

Additional lines of soundings have been added, but, as before mentioned, the difference of the season of the year may produce some variance in the depth, with those before taken.

The rise and fall of tide at this bar, as well as at Charleston bar, may, upon an average, be estimated at six feet.

The directions for entering this bar, and for anchoring in the harbor, &c., in the report of Lieutenant Ramage, are found to be strictly correct.

A considerable enlargement of the sandy shoals, forming the N. E. side of the harbor, has taken place since the survey of Lieutenant Ramage, which may eventually have a tendency to confine the water in such a narrow passage as to wash away and make a deeper channel over the main bar.

The harbors within the bar, called Cumberland and Amelia, are safe and commodious.

The convenience of this port as a naval rendezvous for West India cruisers, is about the same as Charleston, in regard to the facilities of reaching it in the winter season.

The difficulty which arises in proceeding to a farther distance north, to arrive at Charleston, is equalled by the difficulty of proceeding to a greater distance west, to arrive at St. Mary's, during the continuance of the westwardly gales, which frequently blow in the winter season very heavy from the coast.

LAWRENCE KEARNEY, *Master Commandant U. S. Navy.*

23D CONGRESS.]

No. 564.

[2D SESSION.]

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN 1835.

COMMUNICATED TO CONGRESS, WITH THE PRESIDENT'S MESSAGE, DECEMBER 2, 1834.

NAVY DEPARTMENT, *November 29, 1834.*

To the President of the United States:

SIR: In laying before you, at this time, a succinct view of the condition of our navy, and its operations during the past year, it affords me great pleasure to state that its gradual increase and improvement are such as might have been anticipated from the ample means for that purpose which have been afforded by the liberal policy of Congress.

All the services required of our naval force have been promptly performed; our commerce has been protected in the remote as well as the neighboring seas; our national character has been sustained at home and abroad, while a large portion of naval officers, seamen, and marines have been kept in active service, under a strict discipline, calculated to fit them for all the duties which may be required of them, whether in defending our property on the ocean from pirates or open enemies, our shores from hostile aggression, or our flag from insult.

An inspection of our navy yards at Portsmouth, Boston, New York, Philadelphia, Washington, and Norfolk, made in August and September last, in company with the Commissioners of the Navy Board, has afforded me the most satisfactory evidence of our means, in a short time, of increasing our navy to any extent the exigencies of our country may require.

The officers in charge of those stations perform their duties with great ability and zeal; the building and repairing of our ships are conducted with dispatch and economy; and the ample materials on hand for naval purposes are preserved with the greatest care, and by all the means which science and experience can suggest to prevent decay.

Our naval force consists of six ships of the line, and seven frigates now building, for the completion of which, additional appropriations to the amount of \$1,527,640 will be required; of five ships of the line, two frigates, and six sloops-of-war in ordinary, requiring repairs which will cost \$1,362,000, in addition to the materials on hand for that purpose; and of one ship of the line, four frigates, eight sloops-of-war, and six schooners in commission; in all, twelve ships of the line, thirteen frigates, fourteen sloops-of-war, and six schooners. Besides which, the frames of ships procured, or under contract, for the gradual increase of the navy, and other materials on hand or under contract for that purpose, will afford the means of bringing into the service, as soon as it can probably be required, an additional force of five ships of the line, eleven frigates, seven sloops-of-war, and two schooners, the building of which may be immediately commenced on launching our vessels now upon the stocks.

Our vessels in commission during the past year have been employed, as heretofore, in protecting our commerce in the Mediterranean, in the West Indies, on the coast of Brazil, and in the Pacific ocean.

The ship of the line Delaware, the frigates United States and Constellation, the sloop-of-war John Adams, and the schooner Shark, have been thus employed in the Mediterranean; and the frigate Potomac, after her return from the Pacific and Indian oceans, was repaired, and sailed on the 20th of last month to join the Mediterranean squadron, from which the frigate Constellation had been ordered to return. This frigate arrived at Norfolk on the 20th instant. The sloop-of-war John Adams returned to the United States in February from the Mediterranean, and sailed again for that station in August last, after receiving necessary repairs.

On the West India station, the sloops-of-war Vandalia, St. Louis, Fa'mouth, and the schooners Grampus and Experiment, have been employed. The St. Louis returned to Norfolk in July last, where she has been repaired, and from whence she sailed on the 14th instant to resume her station in the West Indies. The Vandalia returned in August last to Norfolk, where she is undergoing considerable repairs, which, it is believed, will be completed early next month, when she will return to the West India squadron.

The sloops-of-war Natchez, Ontario, Erie, Lexington, and Peacock, and the schooners Enterprise and Boxer, composed our squadron on the coast of Brazil. The Erie did not sail for this station until August last. The Lexington returned to the United States in April, and the Peacock in May last. The Enterprise returned in April, and sailed again for the Brazilian station in July last, in which month the Boxer returned to the United States, and, after being repaired, sailed for the Pacific. The Peacock is now undergoing considerable repairs, and is expected to be ready for sea early in February next.

For our station in the Pacific, the frigate Brandywine sailed on the 2d of June last, to co-operate with the sloops-of-war Fairfield and Vincennes, and the schooner Dolphin, and, with the Boxer, now on her way to that station, from which the Fa'mouth returned on the 1st of February, and, after having been repaired, sailed for the West India station in March last.

Our naval force, consisting of commission and warrant officers, petty officers, seamen, ordinary seamen, landsmen, and boys, amounts to 6,072; and our marine corps, under its new organization, will consist of commissioned officers, non-commissioned officers, musicians, and privates, to the number of 1,283; making a total of 7,355.

The dry docks at Boston and Norfolk have fully answered the most sanguine expectations that were formed of their usefulness. They are now deemed indispensable to a speedy and economical repair of our larger vessels. But the two already finished are not sufficient for the purposes of our navy. An additional dry dock, at some intermediate point between Boston and Norfolk, would greatly promote the purposes for which our navy is established and maintained. As a site for such additional dry dock, the harbor of New York presents greater advantages than are to be found in any other situation; among which may be enumerated the great commerce of the place, the facilities which the city of New York affords for recruiting seamen and for procuring all materials, as well as for employing skillful mechanics and laborers necessary for repairing vessels.

The experience acquired in making the two dry docks already finished cannot fail to be of great advantage in the construction of a third.

I would respectfully repeat a recommendation of my predecessor, that authority be given to construct two or three steam batteries, as the means of testing the application of steam to the purposes of national defence.

It can hardly be doubted that the power of steam is soon to produce as great a revolution in the defence of rivers, bays, coasts, and harbors, as it has already done in the commerce, intercourse, and business of all classes of men in Europe as well as in America. This subject has already attracted the attention of the maritime powers of Europe; and our honor as well as safety requires that no nation, whose fleets may come in conflict with ours, should be in advance of us in the science and application of this power, upon which the success of our future wars with them may depend.

Should the power of steam, as a means of defence, produce all the effects that may be justly anticipated, it will diminish, in some instances, the necessity of permanent fortifications on our coasts, by substituting those which may be moved from place to place as they may be wanted, and in our own waters become the formidable engines of attack as well as defence. The heavy and cumbrous steam vessels and batteries, with their necessary apparatus and supplies, which may be brought into action with the most powerful effect by a nation near its own shores and harbors, cannot be transported over distant seas and oceans for the purpose of attacking its enemies. Should, therefore, the application of steam become a part of the system of maritime war, it is a consolation to reflect that it will greatly diminish the frequency as well as horrors of such war, inasmuch as it will hold out much greater advantages to the defending than to the attacking party, and take from the aggressor in a great degree his hope of success, and, of course, his motive for action.

I can add nothing to what has been frequently urged in favor of a peace establishment for our navy; but must be permitted to state, what has often been before stated, that the compensation of the commanders of our ships on foreign stations is altogether inadequate to an honorable discharge of their duties. They are compelled to incur expenses beyond the amount of their pay and rations, or decline to receive and return civilities uniformly offered to them on such stations, and upon which our friendly relations with foreign nations may, in some degree, depend.

The course pursued by our officers, under such circumstances, has been such as national as well as professional pride has dictated; and, of course, they frequently return from their tours of service deeply in debt; one evil consequence of which is, that it adds to the inducements of our officers to prefer service on our home stations to service at sea; whereas the pecuniary consideration should always be in favor of the sea service.

Much inconvenience frequently arises from a want of power to make transfers of materials purchased for the navy under certain appropriations, to the purposes of other appropriations, under which they are more immediately wanted. A power to make such transfers, guarded by limitations similar to those imposed upon the power of making transfers of money from certain appropriations to others, would save much time and expense in the building and repairing of our ships.

Under the act of the 30th of June last, for the better organization of the United States marine corps, the appointments of officers authorized by the same have been made; and the additional number of privates required will be recruited with all convenient dispatch.

So much of the military regulations, for the discipline of the marine corps, as were in force at the passing of the act, and not inconsistent with the same, will continue in force until superseded by regulations which shall be prescribed in conformity with the provisions of the eighth section of that act.

It is believed that the discipline and harmony of the officers and men of the navy proper, and of the marine corps, will be promoted by placing the marine barracks without the bounds of the different navy yards with which they may be connected. This arrangement would create but little additional expense to the government. The marine barracks at Portsmouth, should it be thought proper to retain them as such, are at a sufficient distance, and might be easily separated from that part of the navy yard in which ships are built and repaired, and in which are placed the workshops and stores of that station.

The marine barracks at Boston are within the bounds of the navy yard, but so decayed and dilapidated as not to be worth repairing, and they occupy a space designated for another purpose in the yard. A situation for barracks, sufficiently near the yard, it is said, can be procured upon reasonable terms.

The marine barracks at the navy yard at New York were condemned in 1826 as unworthy of repair. The officers attached to this station have been allowed house rent in lieu of quarters. An appropriation of \$30,000 has been made for the erection of marine barracks at that station, and \$6,000 for the purchase of a site for the same; but, as yet, the site has not been purchased, nor selected.

At Philadelphia, the barracks are within the navy yard, but unfit for use as such. It will be necessary to construct new barracks at that station.

At Washington, the barracks are not within the bounds of the navy yard.

At Norfolk, the barracks are within the bounds of the navy yard, but inadequate to the accommodation of the force required there. Besides, they are much out of repair; and the commanding officer has been necessarily allowed house rent in lieu of quarters.

At Pensacola, no permanent marine barracks have been prepared. The officers have been allowed house rent, and the men have occupied temporary buildings. It is proper here to observe that the plans of the navy yards, prepared and approved under the act for the gradual improvement of the navy, make no provision for barracks within the navy yards, except at Portsmouth.

Under the first section of the act concerning naval pensions and the navy pension fund, passed the 30th of June last, fourteen pensions to widows have been renewed, and thirty-seven original pensions have been granted, in pursuance of the provisions of that act. These constitute a heavy charge upon that fund, and require for their payment, annually, the sum of \$16,062.

Under the second section of that act, the sum of \$141,303.80 has been reimbursed to the fund for the cost of the stock of the Bank of Columbia, heretofore purchased by the commissioners of the fund, with interest thereon from the period at which said bank ceased to pay interest to the time of reimbursement. \$141,300 of the amount has been vested in the stock of the Bank of the United States, as authorized by the act of Congress of the 10th of July, 1832. The state of this fund will appear by documents annexed, marked M, M 1 and M 2.

The number of invalid pensioners is now two hundred and eighty-seven. Should all of them claim, which is improbable, the amount required for their annual payment will be \$23,321.

The number of widow pensioners, including those under the act of the 30th of June last, is one hundred and nine; and the amount required for their annual payment is \$24,023—making the annual charge, according to the present pension roll, \$47,254.

From the account of stocks, hereunto annexed, marked M, it will appear that the income of the fund arising from those stocks, and others to be purchased by excess of money on hand, will be about \$70,000 per annum. It is believed, therefore, that the fund will be sufficient for all the ascertained claims upon it, under existing laws; and the surplus of next year, which may be estimated at from \$15,000 to \$20,000, will, it is presumed, be enough to meet the ordinary increase of pensions for several years.

Of the privateer pension fund, the act of Congress of the 19th of June last revived five years' pensions to widows of officers, seamen and marines, slain or lost on board of private armed vessels.

In twenty-eight cases brought to the notice of this Department under this act, more than five years had elapsed from the date when their former pensions expired. They being sustained by satisfactory proof, were settled in the office of the Fourth Auditor, and the accounts certified by the Second Comptroller of the Treasury. The amount to pay these accounts was \$15,480. Under the act, twenty-six pensions were renewed; of which, one expired on the 10th day of October last and one on the 28th instant. One will expire on the 4th of March, four on the 1st of February, and nineteen on the 1st of January, in the year 1835. The payments on these, to the 1st of July last, amounted to \$11,995.20; and the sum required, to complete five years' pension to each, will be \$1,320.80.

In addition to the above, there are thirty-four invalid pensioners on the roll, and the sum necessary to pay them will be \$3,016 per annum.

It will be seen in the annexed statement, marked N 1, that the amount in the Treasury on

the 1st instant, to the credit of the fund, was.....	\$1,261 46
Stock owned by the fund (N).....	15,567 05
Total.....	<u>\$16,828 51</u>

After paying the claims that have as yet been preferred under the act of the 19th of June last, and it is believed that but few additional claims under the act can now be brought forward, it is estimated that the fund will be sufficient to pay, for four or five years, all the invalid pensions now chargeable to it.

From the statement annexed, marked O, it will appear that the amount to the credit of the navy hospital fund, on the 1st inst., was \$35,559.04. The increase of the fund, arising from deductions in the settlement of accounts in the Fourth Auditor's office, will be nearly \$16,000 per annum. The expenditures for several years will probably not exceed \$13,000 per annum. This will leave balances not wanted for current expenses. The propriety of authorizing, by law, the investment of such balances in some well-secured, productive stock, is respectfully suggested.

By the statement hereunto annexed, marked P, it appears that, of the appropriations heretofore made for the suppression of the slave trade, there remains in the Treasury a balance of \$14,213.91. It is not believed that any further appropriation for this purpose is necessary at this time.

It will be perceived, by the estimates, that nothing is asked on account of the contingent expenses of the Secretary's office of this Department. A proper degree of economy has rendered any appropriation

for those expenses for the ensuing year unnecessary. This circumstance affords me an apology for stating that some of the officers connected with this Department do not receive an adequate compensation for their services.

The chief clerk of the Commissioners of the Navy Board, and the warrant clerk, and the clerk keeping the register of correspondence of this Department, perform arduous duties, which require talent and experience. Their salaries, respectively, are less than are paid in other departments for services of no greater difficulty and responsibility than theirs, and are inadequate to the decent support of themselves and families.

An estimate for an increase of \$100 to the salary of the first, so as to make it \$1,700 per annum, and of \$400 to the latter, so as to make it \$1,400, is respectfully submitted.

The salaries of the chief clerks of the commandants of the navy yards at Boston, New York, Washington, and Norfolk, are evidently below what may be considered a fair compensation for their services. I therefore solicit a small increase of \$150 to their salaries respectively, so as to make them \$900 each, as stated in the estimates.

The superintendent of the southwest Executive building receives at present but \$250, and the two watchmen for the same but \$300 each per annum. It is respectfully recommended that an increase of \$250 be made to the salary of the superintendent, and of \$200 to the salaries of each of the watchmen.

In the report of my predecessor, of the 30th of November last, an estimate of the expense of purchasing and maintaining a lithographic press was submitted, as a means of procuring charts and blank forms for this Department, as well as for the several navy yards and vessels in commission, as also for the purpose of multiplying copies of drawings connected with the survey of the coast. As, in my opinion, the employment of such a press would be a saving of time and money, in the duties now performed by clerks and draftsmen in this Department, and the branches of service connected with it, I respectfully renew the application for the necessary appropriation for this press; and annex hereto copies of the letters of the Commissioners of the Navy Board, and of Lieutenant Charles Wilkes, jr., heretofore laid before Congress, in favor of this application.

The charge of the coast survey, now under the superintendence of Mr. Hassler, was, on the 11th day of March last, transferred from the Treasury to the Navy Department, to which it was thought more properly to belong. I have found this arrangement very onerous, as it imposed upon me new duties, which could not be performed without a careful examination of the accounts of what had heretofore been done on the survey, contained in a voluminous correspondence between the Treasury Department and the superintendent. This arrangement also caused a short interruption in the progress of the work, but which has, nevertheless, been prosecuted with diligence and zeal by those employed in it.

The report of Mr. Hassler, of the 17th of May last, and his supplementary report of the 11th of last month, with the maps, drafts, and sketches accompanying the same, herewith transmitted, show the progress already made in this work under the law of 1832, and its connection with the progress made in the same in the year 1817.

The situation of the base line on the south side of Long Island has been most fortunately selected. As any error in this line would be attended with corresponding errors in the whole work depending upon the same, the utmost care has been taken to have it measured with the greatest possible accuracy.

From what has been done in this survey, we may reasonably hope that this important work will advance with all the aid which science, skill, and industry can give it, and in a manner as honorable to the government, under whose auspices it was begun and has been continued, as it will be useful to the present and to future ages.

The information wanted for accurate and detailed estimates of the necessary appropriations for the continuance of the coast survey cannot easily be obtained until further experience shall enable the officers engaged in it to introduce more system in the detail of duties and expenditures in their work than they have heretofore been able to do.

The sum of thirty thousand dollars was appropriated for this purpose the past year, and it is believed that an equal sum will be wanted for the ensuing year, as stated in the estimates.

Under the act of the 30th of June last, "authorizing the Secretary of the Navy to make experiments for the safety of the steam engine," preparations have been made for testing certain proposed improvements in steam boilers; but no such experiments have been exhibited or communicated to this Department, that could properly form the subject of a report.

Since the last annual report from this Department, the legislature of Pennsylvania have, by their act of the 10th day of April last, ceded to the United States the jurisdiction over the territory now in their possession in the county of Philadelphia, and occupied for the purpose of a naval asylum for sick and disabled seamen, so long as the same shall be used by the Government of the United States for that purpose, with a reservation of the right to lay out a certain street, called Sutherland avenue, through the western part of said ceded territory; and with a proviso that all process, civil and criminal, of the Commonwealth of Pennsylvania shall extend into, and be effected within, such territory.

The necessary references to papers and documents, connected with this report, will be found in a schedule hereunto annexed.

I have the honor to be, with great respect, your obedient, humble servant,
MAHLON DICKERSON.

Schedule of papers accompanying the report of the Secretary of the Navy, to the President of the United States, of November 29, 1834.

- I. The letter of the Commissioners of the Navy to the Secretary, transmitting the general and special estimates of the navy, for the year 1835.
- A. Estimate for the office of the Secretary of the Navy.
- B. Estimate for the office of the Commissioners of the Navy.
- C. Estimate for the expenses of the southwest Executive building.
- D. The general estimate for the navy.

Detailed estimate:

- D, 1. For vessels in commission.
- D, 2. For receiving vessels.
- D, 3. For recruiting stations.
- D, 4. For officers and others attached to navy yards and shore stations, and the abstract or recapitulation.
- D, 5. For officers waiting orders and on furlough.
- D, 6. For provisions.
- D, 7. For improvements and repairs of navy yards, and recapitulation.
- E. Special estimate for magazines, hospitals, tanks, lithographic press, and survey of the coast.
- E, 1. Lithographic press.
- F. Estimates for the marine corps.
 - Detailed estimates, F 1 to 6.
- G. List of vessels in commission, of each squadron; their commanders and stations.
- H. List of vessels in ordinary.
- I. List of vessels building.
- K. Report of the proceedings under the law for the gradual increase of the navy.
- L. Report of the proceedings under the law for the gradual improvement of the navy.
- M. Statement of the condition of the navy pension fund.
 - Detailed statements, M 1 and 2.
- N. Statement of the condition of the privateer pension fund.
 - Detailed statements, N 1 and 2.
- O. Statement of the condition of the navy hospital fund.
- P. Statement of the proceedings under the law for the suppression of the slave trade.
- Q. and Q 1. Statement of proceedings under law for surveying the coast.
- R. List of deaths.
- S. List of resignations.
- T. List of dismissions.

No. 1.

NAVY COMMISSIONERS' OFFICE, *November 14, 1834.*

Sir: The Board of Navy Commissioners have the honor to transmit, herewith, the estimates (in triplicate) for the expenses upon the following objects, under the direction of the Navy Department, viz:

An estimate of the expense of the Navy Commissioners' office, marked B.

The general estimate for the navy, marked D, with detailed estimates for some of the items of the general estimate, marked from D 1 to D 7, inclusively.

A special estimate is also submitted, for the completion of objects which have been heretofore authorized by special appropriation, marked E.

The estimate for the expenses of the marine corps, as exhibited by the colonel commandant of that corps, marked F, with a statement of the probable distribution of the corps, marked F 1, and detailed estimates for some of the items, marked from F 2 to F 6, inclusively.

They also submit reports upon the number, rate, distribution and condition of the vessels in ordinary, marked H; a similar report of the vessels building, marked I; of the proceedings under the laws for the gradual increase of the navy, marked K, and of those under the laws for the gradual improvement of the navy, marked L.

As the amount of the general estimate is greater than the appropriations for the present year, the board respectfully state some of the causes which have produced the increase. The increase in the first item is occasioned by a small increase in the number to be employed, and by a small additional compensation proposed for others.

The increase in the fourth item, which is the largest, has become necessary, principally from the greater deterioration of the vessels which it will be necessary to repair, to furnish the required reliefs for vessels which must return to the United States to discharge their crews.

The board do not propose to depart from a course which has been for some time pursued by them, which has been to limit their estimates under this head to the probable wants for the current year; as they believe it to be good policy in time of peace, and when no sudden increase in force is contemplated, not to repair vessels which might afterwards remain long unemployed.

A small increase is proposed in the seventh item, to meet the current expenses for ammunition, and to gradually replace old, imperfect small arms, by others of approved quality, and of uniform patterns.

The special estimate, E, comprises the amounts which are considered necessary for giving due security and convenient access to the magazines, and for making arrangements to secure the comforts of the sick, and to give proper protection to the public property.

The advantages anticipated from the possession and use of a lithographic press were fully stated in the last annual estimates.

In the estimate for the expenses of the Navy Commissioners' office, marked B, they have proposed an increase of \$100 to the salary of their chief clerk, to place him on an equality with other clerks in similar situations; and they feel assured that the nature and extent of his duties, and the manner in which he performs them, justly entitle him to this consideration.

The increased amount required for the support of the marine corps is a necessary consequence of the increase of the corps which was made at the last session of Congress.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN RODGERS.

HON. MAHLON DICKERSON, *Secretary of the Navy.*

A.

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the year 1835.

Secretary of the Navy.....		\$6,000
Six clerks, per act of 20th April, 1818.....	\$8,200	
One clerk, per act of 26th May, 1824.....	1,000	
One clerk, per act of 2d March, 1827.....	1,000	
		<u>10,200</u>
One clerk of navy and privateer pension funds and navy hospital fund, per act of 10th July, 1832.....		1,600
Messenger and assistant messenger.....		1,050
<i>Contingent expenses.</i> The balance remaining unexpended of appropriations for former years, under this head, will be sufficient for the year 1835.		
		<u>\$18,850</u>
Submitted:		
For two clerks, \$400 additional each, now in receipt of \$1,000 each per annum.....	800	
		<u>\$19,650</u>

B.

Estimate of the sums required for the support of the Navy Commissioners' office, for the year 1835.

For the salaries of the Commissioners of the Navy Board.....	\$10,500	
For the salary of their secretary.....	2,000	
For the salaries of their clerks, draughtsman, and messenger, per acts of 20th April, 1818, 20th of May, 1824, and 2d of March, 1827.....	\$8,450	
Additional to the chief clerk, making his salary equal to that allowed to all other chief clerks of his grade.....	100	
		<u>8,550</u>
For contingent expenses.....		1,800
		<u>\$22,850</u>

C.

Estimate of the sums required for the expenses of the southwest Executive building, for the year 1835.

Superintendent.....	\$250	
Two watchmen, at \$300 each.....	600	
<i>Contingent expenses.</i> The balance remaining unexpended of appropriations of former years, under this head, will be sufficient for the year 1835.		
		<u>\$850</u>
Submitted:		
Additional for superintendent.....	\$250	
Additional for two watchmen, at \$200 each.....	400	
		<u>650</u>
		<u>\$1,500</u>

D.

There will be required for the navy during the year 1835, in addition to the unexpended balances that may remain on hand on the 1st day of January, 1835, the sum of three million six hundred and eighty-nine thousand eight hundred and fifty-one dollars and sixty-seven cents.

1st. For pay and subsistence of the officers of the navy, and pay of seamen.....	\$1,505,126 67
2d. For pay of superintendents, naval constructors, and all the civil establishment at the several yards.....	63,110 00
3d. For provisions.....	450,000 00
4th. For the repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission.....	974,000 00
5th. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick.....	40,000 00

6th. For improvements and necessary repairs of navy yards, viz:		
At Portsmouth, N. H.....	\$39,925 00	
At Charlestown, Mass.....	99,500 00	
At Brooklyn, N. Y.....	46,120 00	
At Philadelphia.....	3,520 00	
At Washington.....	10,000 00	
At Gosport, Va.....	100,450 00	
At Pensacola.....	44,600 00	
For Sackett's Harbor.....	500 00	
		\$344,615 00
7th. For ordnance and ordnance stores.....		15,000,00
8th. For defraying the expenses that may accrue for the following purposes, viz: For the freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; traveling expenses of officers and transportation of seamen; house rent, chamber money, and fuel and candles to officers, other than those attached to navy yards and stations, and for officers in sick quarters, where there are no hospitals, and for funeral expenses; for commissions, clerk hire and office rent; stationery and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates, for per diem allowance to persons attending courts-martial and courts of inquiry, and for officers engaged in extra service beyond the limits of their stations; for printing and stationery of every description, and for books, maps, charts, and mathematical instruments, chronometers, models and drawings; for purchase and repair of fire and steam engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, timber, wheels and workmen's tools of every description; for postage of letters on public service; for pilotage and towing of ships-of-war; for cabin furniture of vessels in commission, and for furniture of officers' houses in navy yards; for taxes on navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries and steam engines; for candles, oil and fuel, for vesse's in commission and ordinary; for repairs of magazines and powder houses; for preparing moulds for ships to be built; and for no other object or purpose whatever.....		295,000 00
9th. For contingent expenses for objects not hereinbefore enumerated.....		3,000 00
		<u>\$3,689,851 67</u>

D, 1.

Estimate of the pay and subsistence of all persons in the navy, attached to vessels in commission, for the year 1835.

Rank and grade.	Ships of the line.	Frigates, 1st class.	Frigates, 2d class.	Sloops, 1st class.	Schooners.	Total number of each.	Total amount of each grade.
	1	3	1	11	7		
Captains.....	2	3	1	2	...	8	\$18,360 00
Commanders.....	...	...	...	11	...	11	12,938 75
Lieutenants commanding.....	...	...	...	...	7	7	8,233 75
Lieutenants.....	8	18	5	44	14	89	85,885 00
Masters.....	1	3	1	11	...	16	10,600 00
Surgeons of the fleet.....	1	1	...	2	...	4	8,045 00
Surgeons.....	...	...	1	9	...	10	12,098 40
Pursers.....	1	3	1	11	7	23	15,237 00
Chaplains.....	1	3	1	...	...	...	3,312 50
Secretaries.....	1	3	...	...	...	4	4,000 00
Second masters.....	1	...	...	...	...	1	662 50
Assistant surgeons.....	3	6	2	11	7	29	23,722 00
Midshipmen.....	27	60	16	110	35	248	56,544 00
Boatswains.....	1	3	1	11	...	16	5,300 00
Gunners.....	1	3	1	11	...	16	5,300 00
Carpenters.....	1	3	1	11	...	16	5,300 00
Sailmakers.....	1	3	1	11	...	16	5,300 00
Schoolmasters.....	1	3	1	11	...	16	6,260 00
Clerks.....	2	6	1	11	...	20	6,720 00
Yeomen.....	1	3	1	11	7	23	4,140 00
Boatswains' mates.....	6	12	3	22	14	57	12,996 00
Gunners' mates.....	4	6	2	11	7	30	6,840 00
Carpenters' mates.....	3	6	2	11	7	29	6,612 00
Masters-at-arms.....	1	3	1	11	...	16	3,456 00
Ships' cooks.....	1	3	1	11	7	23	4,968 00

D, 1.—*Estimate*—Continued.

Rank and grade.	Ships of the line.	Frigates, 1st class.	Frigates, 2d class.	Sloops, 1st class.	Schooners.	Total number of each.	Total amount of each grade.
	1	3	1	11	7		
Quartermasters.....	10	21	6	44	21	102	\$19,584 00
Quartermasters.....	18	30	8	44	21	121	21,780 00
Captains of forecastle.....	3	6	2	22	14	47	3,460 00
Captains of tops.....	9	8	6	44	...	77	13,860 00
Armorers.....	1	3	1	...	...	5	1,080 00
Coppers.....	1	3	1	...	...	5	1,080 00
Ships' stewards.....	1	3	1	11	7	23	4,968 00
Officers' stewards.....	3	9	2	22	7	43	9,288 00
Surgeons' stewards.....	1	3	1	11	...	16	3,456 00
Sailmakers' mates.....	2	3	1	...	...	6	1,368 00
Captains of hold.....	2	6	2	11	...	21	3,780 00
Officers' cooks.....	3	9	2	22	7	43	9,288 00
Ships' corporals.....	2	3	1	...	...	6	1,008 00
Coxswains.....	1	3	...	...	...	4	864 00
Masters of the band.....	1	3	1	...	...	5	1,080 00
Seamen.....	243	459	120	605	154	1,581	227,664 00
Ordinary seamen.....	250	300	70	418	84	1,122	134,640 00
Musicians, 1st class.....	6	12	3	...	...	21	3,024 00
Musicians, 2d class.....	5	9	2	...	...	16	1,920 00
Landsmen.....	150	180	46	231	56	663	71,604 00
Boys.....	57	75	20	132	42	326	27,384 00
						4,986	\$900,011 40
One hundred and thirty-three passed midshipmen.....							\$52,036 25
Seventy-five midshipmen, who may become entitled to be arranged as passed midshipmen, after their examination, in addition to pay as midshipmen.....							12,243 75
							\$964,291 40

D, 2.

Estimate of the number, pay, &c., of officers, &c., required for five receiving vessels, for the year 1835, being part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	Total.	Total Amount.
Masters commandant.....	1	1	1	...	1	4	\$4,705 00
Lieutenants.....	3	3	2	2	3	13	12,545 00
Masters.....	1	1	1	...	1	4	2,650 00
Pursers.....	1	1	...	...	1	3	1,987 50
Passed midshipmen.....	2	2	...	...	2	6	2,347 50
Midshipmen.....	6	6	3	3	6	24	5,472 00
Boatswains.....	1	1	...	...	1	3	993 75
Boatswains' mates.....	1	1	1	1	1	5	1,140 00
Gunners' mates.....	1	1	...	...	1	3	684 00
Carpenters' mates.....	1	1	1	...	1	4	912 00
Masters-at-arms.....	1	1	...	...	1	3	648 00
Ships' stewards.....	1	1	1	1	1	5	1,080 00
Officers' stewards.....	1	1	1	1	1	5	1,080 00
Ships' cooks.....	1	1	1	1	1	5	1,080 00
Officers' cooks.....	2	2	1	...	2	7	1,512 00
Seamen.....	2	2	2	2	2	10	1,440 00
Ordinary seamen.....	6	6	4	2	6	24	2,880 00
Boys.....	10	10	3	2	10	35	2,520 00
Number of persons.....	42	42	22	15	42	163	\$45,676 75

D, 3.

Estimate of the pay, &c., of the officers attached to recruiting stations, for the year 1835, being part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Baltimore	Norfolk.	Total.	Amount.
Master commanders.....	1	1	1	1	1	5	\$10,053 75
Lieutenants.....	2	2	2	2	2	10	9,650 00
Midshipmen.....	2	2	2	2	2	10	3,192 50
Surgeons.....	1	1	1	1	1	5	5,425 00
							<u>\$28,321 25</u>

D, 4.

Estimate of the pay, rations, and all other allowances of officers and h : s, at the navy yards and stations, for the year 1835.

PORTSMOUTH.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain.....	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant.....	1	50	4	.....	20	20	1	.....	1,292 25
Master.....	1	40	2	.....	20	12	1	.....	941 75
Surgeon.....	1	60	4	.....	20	20	1	.....	1,412 25
Purser.....	1	40	2	.....	20	12	1	.....	941 75
Midshipmen.....	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain.....	1	20	2	.....	12	9	.....	1	651 75
Gunner.....	1	20	2	.....	12	9	.....	1	651 75
Carpenter.....	1	20	2	.....	12	9	.....	1	651 75
Sailmaker.....	1	20	2	.....	12	9	.....	1	651 75
Steward.....	1	18	1	.....	.....	.....	.....	.....	307 25
									<u>\$13,937 50</u>
<i>Ordinary.</i>									
Lieutenant.....	1	50	4	.....	.....	.....	.....	.....	\$965 00
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Seamen.....	6	12	1	.....	.....	.....	.....	.....	1,411 50
Ordinary seamen.....	12	10	1	.....	.....	.....	.....	.....	2,535 00
									<u>\$5,230 75</u>
<i>Civil establishment.</i>									
Storekeeper ..	1	.....	.....	.....	.....	.....	.....	.....	\$1,400 00
Master builder and inspector of timber.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	350 00
Clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	300 00
Porter.....	1	25	.....	.....	.....	.....	.....	.....	300 00
									<u>\$4,450 00</u>
Whole amount.....									<u>\$23,618 25</u>

NOTES.—House rent is estimated for officers, and is to be allowed only in cases where no house is furnished by the government.

Pay and rations of surgeons and their assistants are arranged, under the law of 20th May, 1828.

D, 4.—*Estimate of pay and rations*—Continued.

BOSTON.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	.....	40	20	2	.....	1,710 75
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Master	1	40	2	.....	20	12	1	.....	941 75
Master	1	40	2	.....	20	12	1	.....	941 75
Surgeon.....	1	60	4	.....	20	20	1	.....	1,412 25
Assistant surgeons	2	30	2	\$145	16	14	.....	1	1,901 50
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	200	12	9	.....	1	1,091 75
Teacher of mathematics.....	1	40	2	90	12	9	.....	1	981 75
Teacher of languages	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain.....	1	20	2	.....	12	9	.....	1	651 75
Gunner	1	20	2	.....	12	9	.....	1	651 75
Carpenter.....	1	20	2	.....	12	9	.....	1	651 75
Sailmaker	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Steward, assistant to purser.....	1	30	1	.....	.....	.....	.....	.....	451 25
									\$21,479 50
<i>Ordinary.</i>									
Lieutenants	3	50	4	.....	.....	.....	.....	.....	\$2,895 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,915 50
Boatswain.....	1	20	2	.....	.....	.....	.....	.....	422 50
Gunner	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers..	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mates.....	2	19	1	.....	.....	.....	.....	.....	638 50
Seamen	14	12	1	.....	.....	.....	.....	.....	2,293 50
Ordinary seamen	36	10	1	.....	.....	.....	.....	.....	7,605 00
									\$18,554 50
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Assistant surgeon	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses*.....	2	10	1	.....	.....	.....	.....	.....	422 50
Washers*.....	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50
<i>Civil establishment.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Inspector and measurer of timber.	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	360 00
Clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	500 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$9,060 00
Whole amount.....									\$52,996 50

NOTE.—The surgeon and assistant surgeons of the yard are all to be required to attend to the duties of the yard, to those of the receiving ship, and to the marines: one to be always on board the receiving ship.

* When the number of sick shall require them.

D, 4.—*Estimate of pay and rations*—Continued.

NEW YORK.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Master	1	40	2	200	20	12	1	.....	1,141 75
Master	1	40	2	.....	20	12	1	.....	941 75
Surgeon	1	60	4	200	20	20	1	.....	1,612 75
Assistant surgeons	2	30	2	145	16	14	.....	1	1,901 50
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	200	12	9	.....	1	1,091 75
Teacher of mathematics	1	40	2	90	12	9	.....	1	981 75
Teacher of languages	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Carpenter	1	20	2	90	12	9	.....	1	741 75
Sailmaker	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Steward, assistant to purser ..	1	30	1	.....	.....	.....	.....	.....	451 25
									\$22,739 50
<i>Ordinary.</i>									
Lieutenants	3	50	4	.....	.....	.....	.....	.....	\$2,895 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,950 50
Boatswain	1	20	2	.....	.....	.....	.....	.....	422 50
Gunner	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers ..	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mates	2	19	1	.....	.....	.....	.....	.....	638 50
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	36	10	1	.....	.....	.....	.....	.....	7,605 00
									\$19,589 50
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Assistant surgeon	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses*	2	10	1	.....	.....	.....	.....	.....	422 50
Washers*	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50
<i>Civil establishment.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Inspector and measurer of timber	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	360 00
Clerk to builder	1	.....	.....	.....	.....	.....	.....	.....	500 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$9,060 00
Whole amount									\$55,291 50

NOTE.—The surgeon and assistant surgeons of the yard are all to be required to attend to the duties of the yard, to those of the receiving ship, and to the marines: one to be always on board the receiving ship.

* When the number of sick shall require them.

D, 4.—*Estimate of pay and rations*—Continued.

PHILADELPHIA.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	\$600	65	30	3		\$4,066 75
Master commandant	1	60	5	300	40	20	2		2,010 75
Lieutenant	1	50	4	200	20	20	1		1,492 75
Master	1	40	2	200	20	12	1		1,141 75
Surgeon	1	70	4	200	20	20	1		1,732 25
Assistant surgeon	1	40	4	145	16	14		1	1,253 25
Purser	1	40	2	200	20	12	1		1,141 75
Chaplain	1	40	2	200	12	9		1	1,091 75
Boatswain	1	20	2	90	12	9		1	741 75
Gunner	1	20	2	90	12	9		1	741 75
Carpenter	1	20	2	90	12	9		1	741 75
Steward	1	18	1						307 25
									\$16,463 50
<i>Ordinary.</i>									
Lieutenant	1	50	4						\$965 00
Boatswain's mate	1	19	1						319 25
Able seamen	4	12	1						941 00
Ordinary seamen	12	10	1						2,535 00
									\$4,760 25
<i>Hospital.</i>									
Surgeon	1	60	4		20	20	1		\$1,412 25
Assistant surgeon	1	35	3		16	14		1	957 00
Steward	1	18	1						307 25
Nurses*	2	10	1						422 50
Washers*	2	8	1						374 50
Cook	1	10	1						211 25
									\$3,684 75
<i>Civil establishment.</i>									
Storekeeper	1								\$1,250 00
Master builder	1								2,000 00
Clerk to yard	1								600 00
Inspector and measurer of timber	1								900 00
Clerk to commandant	1								750 00
Clerk to storekeeper	1								350 00
Clerk to master builder	1	25							300 00
Porter	1	25							300 00
									\$6,450 00
Whole amount									\$31,358 50

WASHINGTON.

<i>Yard.</i>									
Captain	1	\$100	16		65	30	3		\$3,466 75
Master commandant	1	75	6		40	20	2		1,982 00
Lieutenant	1	50	4		20	20	1		1,292 25
Master	1	40	2		20	12	1		941 75
Master in charge of ordnance ..	1	40	2						662 50
Chaplain	1	40	2	\$200	12	9		1	1,091 75
Surgeon	1	70	4		20	20	1		1,532 25
Purser	1	40	2	200	20	9	1		1,141 75
Assistant surgeon	1	30	2	145	16	14		1	950 75
Boatswain	1	20	2	90	12	9		1	741 75
Gunner, as laboratory officer ..	1	20	2	90	12	9		1	741 75
Carpenter	1	20	2	90	12	9		1	741 75
Steward	1	18	1						307 25
Hospital steward	1	18	1						307 25
									\$15,901 50

NOTE.—The surgeon and assistants are all to attend to the yard, receiving vessels and marines.

* When the number of sick shall require them.

D, 4.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Ordinary.</i>									
Boatswain's mate.....	1	\$19	1	.....	.....	.....	.....	.....	\$319 25
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Seamen.....	6	12	1	.....	.....	.....	.....	.....	1,411 50
Ordinary seamen.....	14	10	1	.....	.....	.....	.....	.....	2,957 50
									\$5,007 50
<i>Civil department.</i>									
Storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Assistant master builder.....	1	.....	.....	.....	.....	.....	.....	.....	1,000 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Inspector and measurer of timber.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to assistant master builder.....	1	.....	.....	.....	.....	.....	.....	.....	420 00
Master plumber and camboose maker.....	1	.....	.....	.....	.....	.....	.....	.....	1,200 00
Master chain cable and anchor maker.....	1	.....	.....	.....	.....	.....	.....	.....	1,000 00
Engineer.....	1	.....	.....	.....	.....	.....	.....	.....	800 00
Keeper of the magazine.....	1	.....	.....	.....	.....	.....	.....	.....	480 00
Porter.....	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$10,700 00
Whole amount.....									\$31,609 00

NORFOLK.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain.....	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant.....	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant.....	1	50	4	.....	20	20	1	.....	1,292 25
Master.....	1	40	2	200	20	12	1	.....	1,141 75
Master.....	1	40	2	.....	20	12	1	.....	941 75
Surgeon.....	1	60	4	200	20	20	1	.....	1,612 25
Assistant surgeons.....	2	40	4	145	16	14	.....	1	2,506 50
Purser.....	1	40	2	200	20	12	1	.....	1,141 75
Chaplain.....	1	40	2	200	12	9	.....	1	1,091 75
Teacher of mathematics.....	1	40	2	90	12	9	.....	1	981 75
Teacher of languages.....	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen.....	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain.....	1	20	2	90	12	9	.....	1	741 75
Gunner.....	1	20	2	90	12	9	.....	1	741 75
Carpenter.....	1	20	2	90	12	9	.....	1	741 75
Sailmaker.....	1	20	2	90	12	9	.....	1	741 75
Steward.....	1	18	1	.....	.....	.....	.....	.....	307 25
Steward, assistant to purser.....	1	30	1	.....	.....	.....	.....	.....	451 25
									\$23,344 50
<i>Ordinary.</i>									
Lieutenants.....	3	50	4	.....	.....	.....	.....	.....	\$2,895 00
Master.....	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen.....	6	19	1	.....	.....	.....	.....	.....	1,915 50
Boatswain.....	1	20	2	.....	.....	.....	.....	.....	422 50
Gunner.....	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter.....	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers.....	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mates.....	2	19	1	.....	.....	.....	.....	.....	638 50
Seamen.....	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen.....	36	10	1	.....	.....	.....	.....	.....	7,605 00
									\$19,554 50

NOTE.—The surgeon and assistant surgeons of the yard are all to be required to attend to the duties of the yard, to those of the receiving ship, and to the marines; one to be always on board the receiving ship.

D, 4.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum. in m.	Co. ds of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Pay, rations and allowances per annum.
<i>Hospital.</i>									
Surgeon	1	\$60	4	.....	20	20	1	.....	\$1,412 25
Assistant surgeon	1	30	2	.....	16	14	.....	1	805 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses*	2	10	1	.....	.....	.....	.....	.....	422 50
Washers*	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,557 50
<i>Civil.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Inspector and measurer of timber	1	.....	.....	.....	.....	.....	.....	.....	1,050 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	360 00
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	500 00
Keeper of magazine	1	.....	.....	.....	.....	.....	.....	.....	480 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$9,690 00
Whole amount									\$56,146 50
PENSACOLA.									
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	.....	40	20	2	.....	1,710 00
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Master	1	40	2	.....	20	12	1	.....	941 75
Surgeon	1	50	2	.....	20	20	1	.....	1,109 75
Assistant surgeon	1	30	2	\$145	16	14	.....	1	950 75
Purser	1	40	2	.....	20	12	1	.....	941 75
Chaplain	1	40	2	.....	12	9	.....	1	891 75
Midshipmen	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Carpenter	1	20	2	90	12	9	.....	1	741 75
Sailmaker	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$16,829 00
<i>Ordinary.</i>									
Carpenter	1	20	2	.....	.....	.....	.....	.....	\$422 50
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Seamen	10	12	1	.....	.....	.....	.....	.....	2,352 50
Ordinary seamen	10	10	1	.....	.....	.....	.....	.....	2,112 50
									\$5,526 00
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Assistant surgeon	1	30	2	.....	16	14	.....	1	805 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses*	2	10	1	.....	.....	.....	.....	.....	422 50
Washers*	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,455 00

NOTE.—The surgeon and assistant surgeon to attend to the yard, ordinary, and marines, and receiving vessel, should there be one allowed.

* When the number of the sick shall require them.

RECAPITULATION.

	1st item. Naval.	1st item. Ordinary.	1st item. Hospital.	2d item. Civil.	Aggregate.
Portsmouth.....	\$13,937 50	\$5,230 75	.....	\$4,450 00	\$23,618 25
Boston.....	21,479 50	18,554 50	\$3,902 50	9,060 00	52,996 50
New York.....	22,739 50	19,589 50	3,902 50	9,060 00	55,291 50
Philadelphia.....	16,463 50	4,760 25	3,634 75	6,450 00	31,353 50
Washington.....	15,901 50	5,007 50	.....	10,700 00	31,609 00
Norfolk.....	23,344 50	19,554 50	3,557 50	9,690 00	56,146 50
Pensacola.....	16,329 00	5,526 00	3,455 00	4,000 00	29,310 00
Baltimore.....	6,676 50	.....	.....	.....	6,676 50
Charleston.....	7,003 75	.....	.....	.....	7,003 75
Sackett's Harbor.....	1,141 75	.....	.....	.....	1,141 75
Ordnance.....	2,895 00	.....	.....	.....	2,895 00
Instrument depot.....	2,613 50	.....	.....	.....	2,613 50
Naval constructor.....	.....	.....	.....	3,000 00	3,000 00
Civil engineer.....	.....	.....	.....	4,000 00	4,000 00
Navy storekeepers.....	.....	.....	.....	2,700 00	2,700 00
	\$151,025 50	\$78,223 00	\$18,502 25	\$63,110 00	\$310,860 75

D, 5.

Exhibit of the officers, &c., awaiting orders and on furlough, for the year 1835, being part of the first item of the general estimate.

	Captains.	Masters com- mandant.	Lieutenants.	Masters.	Surgeons.	Pursers.	Chaplain.	Assistant sur- geons.	Passed mid- shipmen.	Midshipmen.	Sailmakers.	Total Amount.
Awaiting orders.....	16	12	103	.....	10	.....	.....	5	5	66	4	\$211,763 90
On furlough.....	.....	2	6	2	.....	8	1	.....	6	3	.....	7,322 62½
												\$219,086 52½

D, 6.

Provisions explanatory of the third item of the general estimate for 1835.

4,779 persons in vessels in commission, besides marines embarked.

511 marines embarked in vessels in commission.

139 persons in receiving vessels.

5,439 persons in total, at one ration a day, makes 2,003,485 rations, which, at 25 cents each, is equal to..... \$500,871 25

From which deduct this sum (which, from the balance that may remain in the Treasury on the 1st of January next, it is presumed will not be required)..... 50,871 25

Which leaves..... \$450,000 00

The sum asked for in the general estimate.

D, 7.

An estimate for the proposed improvements and repairs of navy yards, for the year 1835.

NAVY YARD NEAR PORTSMOUTH, N. H.

For completing ship house on site No. 4.....	\$31,000 00
For raising the barracks for the ordinary another story.....	4,000 00
For enlarging and repairing the blacksmith's shop.....	825 00
For repairing and furnishing a building for a hospital.....	350 00
For leveling the yard.....	2,000 00
For repairing docks, wharves, buildings, and all other purposes.....	1,750 00
	\$39,925 00

NAVY YARD AT CHARLESTOWN, MASS.

Towards completing rope walk.....	\$50,000 00
Towards building a storehouse, site No. 15	26,000 00
Docks, wharves, and buildings in the yard.....	8,500 00
Extending quay wall east of the mast house.....	9,000 00
For making arrangements preparatory to changing the fronts of the officers' houses near the east end of the yard.....	6,000 00
	<u>\$99,500 00</u>

NAVY YARD AT BROOKLYN, N. Y.

For yard wall on Navy street, 500 feet in length.....	\$6,000 00
For a quay wall on the north side of timber dock.....	9,620 00
For preparing a landing place for timber.....	2,400 00
For filling in low parts of the yard.....	2,500 00
For making new gate to timber dock and repairing bridge.....	750 00
For new sills and repairs of foundation to ship house No. 1.....	4,500 00
For constructing drains and reservoirs for draining the yard.....	1,500 00
For making mooring buoys and laying down moorings.....	2,600 00
For repairs to gun block, and securing guns from injury.....	1,750 00
For mud machine, with steam engine and saws.....	11,500 00
For repairs of all other docks and buildings, and for all other purposes.....	3,000 00
	<u>\$46,120 00</u>

NAVY YARD AT PHILADELPHIA.

For filling in low places in the yard and smith's shop, paving gutters, graveling road, and completing pavement on Front street.....	\$1,450 00
For fitting spouts and drains to No. 5, completing steam boxes, rebuilding chimneys, and repairs in smith's shop, and for fitting hydrants to the smith's and joiner's shops.....	810 00
For making new skids to guns, and replacing the guns.....	760 00
For repairs of all buildings, and for all other purposes.....	500 00
	<u>\$3,520 00</u>

NAVY YARD AT WASHINGTON.

Towards completion of wharf.....	\$5,000 00
For the repairs of all buildings, and for all other purposes.....	5,000 00
	<u>\$10,000 00</u>

NAVY YARD AT GOSPORT, VA.

For laying the launching slip, and building the quay walls connected with the same.....	\$18,200 00
Towards the construction of the timber dock.....	18,000 00
For building timber shed No. 12.....	23,600 00
For completing mast house No. 28.....	17,100 00
For completing houses Nos. 2 and 3.....	7,450 00
For completing the wall at the south end of the yard.....	4,850 00
For repairs of docks, wharves, buildings, and all other purposes.....	11,250 00
	<u>\$100,450 00</u>

NAVY YARD AT PENSACOLA.

To complete the wharf.....	\$35,000 00
For repairs of all buildings in the yard.....	2,500 00
For completing stable.....	3,000 00
Completing navy store.....	1,600 00
For cisterns.....	1,500 00
Receiving vessel.....	1,000 00
	<u>\$44,600 00</u>

AT SACKETT'S HARBOR.

For repairs of ship house.....	\$500 00
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SUMMARY RECAPITULATION.

Portsmouth, N. H.	\$39,925 00
Charlestown, Mass.	9,500 00
Brooklyn, N. Y.	4,100 00
Philadelphia.	3,520 00
Washington.	10,009 00
Gosport, Va.	100,000 00
Pensacola.	44,600 00
Sackett's Harbor.	500 00
Total amount.	<u>\$344,615 00</u>

E.

[SUBMITTED.]

A special estimate for objects not embraced in the usual annual estimates for the navy, respectfully submitted for consideration.

FOR MAGAZINES.

To complete the magazines to be built near Boston and New York, to enclose them, and to provide convenient access to them, for the receipt and delivery of powder. \$7,500 00

HOSPITALS.

To complete the hospitals near Boston, New York, and Pensacola, to build the necessary out-houses and appendages, and to enclose them \$20,700 00
 For repair of the hospital near Norfolk, and its enclosures and dependencies 1,000 00
 For repairing enclosures, and graduating the ground about the Naval asylum near Philadelphia. 3,500 00
 Total hospitals \$25,200 00

TANKS.

To complete the payments which will be due on contracts made under the act of July 10, 1833. \$9,000 00

LITHOGRAPHIC PRESS.

For the purchase and use for one year of a lithographic press \$1,000 00

SURVEY OF THE COAST.

For the survey of the coast of the United States \$30,000 00

E, 1.

Estimate submitted for a lithographic press.

For the purchase and use for one year of a lithographic press \$1,000,00

NAVY COMMISSIONERS' OFFICE, *September 12, 1833.*

SIR: The Commissioners have to acknowledge the receipt of your letter of yesterday, enclosing a communication from Lieutenant Wilkes upon the subject of a lithographic press for the use of the Navy Department, and requiring an opinion upon the propriety of purchasing one.

The Commissioners are fully of opinion that the possession and employment of such a press would be both useful and economical; as, besides the various uses enumerated by Lieutenant Wilkes, it may, in their opinion, be applied to the printing of all the various forms required by the disbursing officers, and officers of the navy yards, which would at once combine uniformity, which is highly desirable, with a great saving of expense.

The communication of Lieutenant Wilkes is herewith returned.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

WASHINGTON CITY, *August 23, 1833.*

SIR: In reply to your letter of the 27th July, I have the honor to report that I have made very many inquiries relative to a lithographic press, the result of which is, that they can be had for from thirty-five to one hundred and fifty dollars, according to the size, goodness and strength of material of which they

are constructed. This is exclusive of rollers, ink, and stones. The rollers and ink will cost about thirty dollars, and the stones are to be had at ten cents the pound. Presuming your object to be usefulness and economy combined, I submit the following as my estimate of the cost of a suitable one for the printing of charts, viz:

Cost of press	\$130
Rollers and ink	30
Five hundred pounds of stone, at ten cents	50
	\$200

For the maintenance of the press there will be required a printer, and a laborer to assist in working the press when the impressions are striking off. The pay of a printer is from ten to fourteen dollars a week in New York, and no one who understands the art can be had under that price. The laborer's services would only be required occasionally, and it would be, therefore, preferable to hire him when wanted, until the press was in full operation and constantly employed. Therefore, I should estimate the maintenance of the press as follows, for a year:

Lithographic printer, at \$50 per month	\$600
Contingencies, including labor, paper, &c.	100
	\$700

So that the purchase and maintenance of the press for the first year would be nine hundred dollars.

I have made many inquiries relative to the cost of the charts that could be printed on a press, for the last ten years, and regret that I have not been able to obtain any information for you, having been informed by the accounting officers that all the accounts of the navy agents and pursers, both at home and abroad, that served in the navy for that time, would have to be consulted, which would require, as they inform me, a period of six months. I am equally at a loss to inform you of the amount that has probably been expended in the service for those purposes.

In the place of this information, I can offer many reasons for the advantages to be derived from such an establishment, which will probably tend to satisfy you that the expenditure would not be thrown away. In the first place, all the charts now on hand might be made serviceable, by correcting the erroneous parts, viz: By annexing to them small lithographs of those parts corrected, which charts cannot now be supplied to our public vessels without endangering the public property in some degree; thus making what is now worthless valuable. In the second place, charts of harbors and coasts might be furnished our vessels on large and accurate scales, (and which are alone published by the English and French hydrographical officers,) that cannot now be bought. Thirdly, errors that had been discovered by navigators, (which are of frequent occurrence,) could be immediately corrected, which the publishers of charts wholly neglect, or are slow in doing, not only on account of the expense in altering the plate, but the loss in not being able to sell the impressions they have on hand. Fourthly, the ease and small expense at which it would enable the government to extend any hydrographical information to the mercantile marine, and to embody at once, in a useful shape, all hydrographical information that may be obtained; it is believed that many disasters to vessels would be prevented by having small sections of charts, showing the situations of dangers, to enable navigators fully to comprehend them; at once serving to dissipate any erroneous description, and making it clear to the most common understanding. The opportunity of obtaining hydrographical information, well authenticated and illustrated on charts, would facilitate the insurance of vessels, and equalize the risk between the insurer and insured. For the want of this information, and nowhere to obtain it sufficiently authenticated, many merchants are now denied this privilege, and others receive it at a large premium. As it is one of the great objects of our government to afford facilities to its commerce, and spread useful information, there are few ways in which more valuable information could be spread, at so small expense, as by the establishment of a lithographic press connected with this office, which would not only receive there the information, but be enabled to put it in immediate circulation, at the same time that it is a great economy in furnishing the navy with charts, and those that cannot be obtained elsewhere. Fifthly, as the coast survey progresses, it would enable the government to issue copies at a little more than the price of the paper, which alone, contrasted with the amount now expending by Congress in the publication of the survey of Narraganset Bay, would have bought and maintained a lithographic press for three or four years. In connection with all this, it might be employed in printing off circulars for the departments. All this, I am of opinion, would occupy a press fully, and could not be obtained by even employing another printer at the press of the War Department, (which would be the same expense, except the first cost of the press,) as the time of printing could not be at our own disposal, which is a material consideration in the success of the operation, being very much influenced by the state of the temperature.

These are some of the prominent objects that have appeared to me to be embraced in your letter, and which I have the honor respectfully to submit to your consideration.

I am, your most obedient servant,

CHARLES WILKES, JR. *Lieut. U. S. Navy, in charge of Charts, Instruments, &c.*

Hon. LEVI WOODBURY, *Secretary of the Navy.*

F.

General estimate of the expense of the marine corps, for the year 1835.

There will be required for the support of the marine corps during the year 1835, in addition to the balances which may remain on hand on the 1st January, 1835, the sum of two hundred and eighty-seven thousand three hundred and nine dollars and fifty-eight cents.

Paymaster's department.

1. For the pay of the officers, non-commissioned officers, musicians and privates, and subsistence of the officers of the marine corps..... \$166,749 55

Quartermaster's department.

2. For the provisions for the non-commissioned officers, musicians and privates serving on shore, servants and washerwomen..... \$33,565 60
3. For clothing..... 38,711 25
4. For fuel..... 15,166 00
5. For repair of barracks..... 3,000 00
6. For transportation of the officers, non-commissioned officers, musicians and privates, and expenses of recruiting..... 6,000 00
7. For medicines, hospital stores, surgical instruments, and pay of matron, and acting hospital stewards..... 4,139 25
8. For contingencies, viz: Freight, ferriage, toll, wharfage and cartage; per diem allowance for attending courts-martial and courts of inquiry; compensation for officers and men on extra duty; compensation to judge advocates; house rent where there are no public quarters assigned; incidental labor in the Quartermaster's department; expense of burying deceased persons belonging to the marine corps; printing, stationery, forage, postage on public letters; expenses in pursuit of deserters; candles and oil for the different stations, straw for the men, barrack furniture, bed-sacks, spades, axes, shovels, picks and carpenters' tools..... 17,977 93
9. For military stores, pay of armorers, keeping arms in repair, drums, fifes, flags, accoutrements and ordnance stores..... 2,000 00
- 120,560 03
\$287,309 58

Respectfully submitted.

E. J. WEED, *Quartermaster Marine Corps.*

F. I.

Estimated distribution of the officers, non-commissioned officers, musicians, and privates of the United States marine corps serving on shore.

Where distributed.	Colonel commandant.	Lieutenant colonel.	Majors.	Staff.	Captains.	First lieutenants.	Second lieutenants.	Non-commissioned staff.	Sergeants.	Corporals.	Musicians.	Privates.	Total.
Portsmouth, New Hampshire.....					1	1	1		4	4	2	41	54
Charlestown.....			1		1	2	2		5	6	4	75	96
New York.....			1	1	1	2	2		5	6	4	75	97
Philadelphia.....			1			2	2		4	4	2	60	75
Head-quarters and navy yard.....	1			3	1	2	2	4	*12	8	10	70	113
Norfolk, Virginia.....		1			1	3	3		5	6	4	75	96
Pensacola.....			1		1	2	2		5	6	4	75	96
	1	1	4	4	6	14	14	4	40	40	30	471	629
For sea service.....					3	6	6		40	40	30	461	586
Officers' servants.....												68	68
Total strength of corps.....	1	1	4	4	9	20	20	4	80	80	60	1,000	1,283

* This number of sergeants is required at head-quarters, in consequence of three being employed as clerks, one as a messenger, and one in charge of armory.

F, 2.

Detailed estimate of pay and subsistence of officers, and pay of non-commissioned officers, musicians, and privates of the marine corps of the United States, for the year one thousand eight hundred and thirty-five.

Rank and grade.	Number.	Pay.				Subsistence.			Aggregate amount.	
		Pay per month.	Extra pay per month.	Number of servants at \$8 per month.	Number of servants at \$6 per month.	Total.	Number of rations per day at 20 cents per ration.	Extra rations per day while commanding, at 20 cts. per ration.		Number of rations per day at 25 cents per ration.	Total.
Colonel commandant.....	1	\$75 00			2	\$1,044 00	6	6	\$876 00	\$1,920 00
Lieutenant colonel.....	1	60 00			2	864 00	5	5	730 00	1,594 00
Majors.....	4	50 00			2	2,976 00	4	4	2,336 00	5,312 00
Adjutant and inspector.....	1	50 00			2	744 00	4		292 00	1,036 00
Quartermaster.....	1	60 00		2		912 00	4		292 00	1,204 00
Paymaster.....	1	50 00			2	744 00	4		292 00	1,036 00
Assistant quartermaster.....	1	40 00	\$20		1	792 00	4		292 00	1,084 00
Captains, commanding posts at sea.....	5	50 00			1	3,360 00	4	4	2,920 00	6,280 00
Captains, commanding companies.....	4	50 00			1	2,688 00	4		1,168 00	3,856 00
First lieutenants, commanding companies and guards at sea.....	4	40 00			1	2,208 00	4		1,168 00	3,376 00
First lieutenants.....	16	30 00			1	6,912 00	4		4,672 00	11,584 00
Second lieutenants.....	20	25 00			1	7,440 00	4		5,840 00	13,280 00
Surgeon.....	1	70 00			1	912 00		4	365 00	1,277 00
Hospital steward.....	1	18 00				216 00		1	91 25	307 25
Sergeant major.....	1	17 00				204 00				204 00
Quartermaster sergeant.....	1	17 00	20			444 00				444 00
Drum and fife majors.....	2	16 00				384 00				384 00
Orderly sergeants and sergeants of guards at sea.....	27	16 00				5,184 00				5,184 00
Orderly sergeants, employed as clerks to colonel commandant, adjutant and inspector, and quartermaster.....	3	16 00	20			1,296 00				1,296 00
Sergeants.....	50	13 00				7,800 00				7,800 00
Corporals.....	30	9 00				8,640 00				8,640 00
Drummers and fifers.....	60	8 00				5,760 00				5,760 00
Privates.....	932	7 00				78,288 00				78,288 00
Clerk to paymaster.....	1	8 80	20			345 60	1		73 00	418 60
Difference of pay between captain and first lieutenant, promoted under act of 30th June, 1834, from 1st July, 1834, to 31st December, 1834.....	8	10 00				480 00				480 00
Difference of pay between first and second lieutenants, promoted under act of 30th June, 1834, from 1st July, 1834, to 31st December, 1834.....	7	5 00				210 00				210 00
Amount required for two months' pay as bounty for re-enlistment, under act of 2d March, 1833.....	125					1,750 00				1,750 00
Amount required for payment of musician and privates' retained pay, under act of 2d March, 1833.....						1,500 00				1,500 00
Second lieutenants, appointed under act of 30th June, 1834, from 17th October, 1834, to 31st December, 1834.....	9	25 00			1	697 50	4		547 20	1,244 70
						\$144,795 10			\$21,954 45	\$166,749 55

Respectfully submitted.

C. R. BROOM, *Brevet Lieutenant Colonel, and Paymaster U. S. Marine Corps.*

HEAD-QUARTERS MARINE CORPS, *Paymaster's Office, Washington, November 12, 1834.*

F, 3.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Servants.	Clerks.	Total.	Rations per day, at 12 cents.	Rations per day, at 20 cents.	Aggregate amount.
For provisions for non-commissioned officers, musicians, privates, and washerwomen, serving on shore	581	39	1	.....	.....	621	1	.....	\$27,199 80
For provisions for clerks and officers' servants .....	.....	.....	.....	69	4	73	.....	1	5,329 00
Amount required for two months' rations for each soldier, as premium for re-enlisting, agreeably to the act of March 2, 1833..	125	.....	.....	.....	.....	125	1	.....	900 00
Amount required for servants' rations for second lieutenants, from October 17 to December 31, 1834, appointed under the act of June 30, 1834.....	9	.....	.....	.....	.....	9	.....	1	136 80
Total amount required .....	.....	.....	.....	.....	.....	.....	.....	.....	\$53,565 00

F, 4.

CLOTHING.

For whom required.	Enlisted men.	Servants.	Total.	Aggregate amount.
For clothing for the non-commissioned officers, musicians, and privates, at \$30 a year each.....	1,156	.....	1,156	\$34,680 00
For clothing for officers' servants, at \$30 a year each.....	.....	69	69	2,070 00
Amount required for two months' clothing for each soldier, as premium for re-enlisting, at \$5 each.....	125	.....	125	625 00
Amount required for servants' clothing for second lieutenants, from October 17 to December 31, 1834, appointed under the act of June 30, 1834.....	9	.....	9	56 25
Paymaster's clerk, clothing for him, at \$30 a year.....	.....	.....	.....	30 00
Amount required for the purchase of 200 watch-coats, at \$6.25 each.....	.....	.....	.....	1,259 00
Total amount required .....	.....	.....	.....	\$38,711 25

F, 5.

FUEL.

For what purpose required.	Number.	Fuel for each.			Total fuel.			Aggregate amount.
		Cords.	Feet.	Inches.	Cords.	Feet.	Inches.	
Colonel commandant.....	1	36	4	.....	36	4	.....	.....
Lieutenant colonel, south of latitude 39 degrees	1	26	.....	.....	26	.....	.....	.....
Majors, south of latitude 39 degrees	1	26	.....	.....	26	.....	.....	.....
Majors, north of 39 degrees north latitude	3	29	.....	.....	87	.....	.....	.....
Captains commanding, north of latitude 43 degrees....	1	30	.....	.....	30	.....	.....	.....
Captains, north of latitude 39 degrees	2	23	6	.....	47	4	.....	.....
Captains, south of latitude 39 deg. commanding a post	1	26	.....	.....	26	.....	.....	.....
Captains, south of latitude 39 degrees	2	21	2	.....	42	4	.....	.....
Staff, south of latitude 39 degrees.....	3	26	.....	.....	78	.....	.....	.....
Staff, north of latitude 39 degrees.....	1	29	.....	.....	29	.....	.....	.....
First lieutenants, north of latitude 43 degrees	1	19	1	4	19	1	4	.....
First lieutenants, of ten years' standing, north of latitude 39 degrees	4	23	6	.....	95	.....	.....	.....
First lieutenants, north of latitude 39 degrees.....	2	18	4	.....	37	.....	.....	.....
First lieutenants, south of latitude 33 degrees.....	7	16	4	.....	115	4	.....	.....
Second lieutenants, north of latitude 43 degrees.....	1	19	1	4	19	1	4	.....
Second lieutenants, north of latitude 39 degrees.....	6	18	4	.....	111	.....	.....	.....
Second lieutenants, south of latitude 33 degrees.....	7	16	4	.....	115	4	.....	.....
Surgeon	1	20	.....	.....	20	.....	.....	.....
Non-commissioned officers, musicians, privates, servants, and washerwomen, north of latitude 40 degrees	264	1	5	.....	429	.....	.....	.....
Non-commissioned officers, musicians, privates, servants, and washerwomen, south of latitude 40 degrees	414	1	4	.....	621	.....	.....	.....
Clerk to paymaster.....	1	2	2	8	2	2	8	.....
Matron to hospital	1	1	4	.....	1	4	.....	.....

F, 5.—Fuel—Continued.

For what purpose required.	Number.	Fuel for each.			Total fuel.			Aggregate amount.
		Cords.	Feet.	Inches.	Cords.	Feet.	Inches.	
Second lieutenants, appointed under act of June 30, 1834, from October 17 to December 31, 1834.....	9				45			
Commanding officer's office at Portsmouth, N. H.....	1		5	4	8	5	4	
Guard room at Portsmouth, N. H.....	1				25			
Hospital at Portsmouth, N. H.....	1		1	4	19	1	4	
Mess room at Portsmouth, N. H.....	1		1	4	4	1	4	
Offices of the commanding officers and assistant quartermasters at Charlestown, New York, and Philadelphia	4	8			32			
Guard rooms at Charlestown, New York, and Philadelphia	3	24			72			
Hospitals at Charlestown, New York, and Philadelphia	3	18	4		55	4		
Mess rooms for officers at Charlestown, New York, and Philadelphia	3	4			12			
Offices of the commandant and staff, and commanding officers at head-quarters, Norfolk and Pensacola	7	7			49			
Guard rooms at head-quarters, Navy yard, Washington, Norfolk, and Pensacola	4	21			84			
Hospital at head-quarters, two fires	1	33			33			
Hospitals at Norfolk and Pensacola	2	16	4		33			
Mess rooms for officers at head-quarters, Norfolk, and Pensacola.	3	3	4		10	4		
Armory at Washington city	1	30			30			
Total fuel					2,527	5	4	At \$6 a cord.
Total amount								\$15,166 00

F, 6.

REPAIRS OF BARRACKS.

For what purpose required.	Aggregate amount.
For repairs of barracks at Portsmouth, N. H.....	\$300 00
For repairs of barracks at Charlestown.....	400 00
For repairs of barracks at Philadelphia.....	400 00
For repairs of barracks at Norfolk, Virginia.....	400 00
For repairs of barracks at head-quarters and navy yard.....	1,600 00
Total amount required.....	\$3,000 00

Respectfully submitted.

E. J. WEED, *Quartermaster Marine Corps.*

G.

List of vessels in commission of each squadron, their commanders, and stations.

Class.	Names.	Flag ships.	Commanders of vessels.	Commanders of squadrons.	Station.
Ship of the line.	Delaware	Flag ship	Captain J. B. Nicolson	Commodore D. T. Patterson	Mediterranean.
Frigate	United States		Captain Henry E. Ballard		Mediterranean.
Frigate	Potomac		Captain J. J. Nicholson		Mediterranean.
Sloop	John Adams		Master Commandant David Conner		Mediterranean.
Schooner	Shark		Lieutenant Hiram Paulding		Mediterranean.
Sloop	St. Louis	Flag ship	Master Commandant C. S. McCauley	Commodore J. D. Henley	West Indies.
Sloop	Vandalia		Master Commandant Thos. T. Webb		West Indies.
Sloop	Falmouth		Master Commandant L. Rosseau		West Indies.
Schooner	Grampus		Lieutenant John White		West Indies.
Schooner	Experiment		Lieutenant Thomas Paine		West Indies.
Sloop	Natchez	Flag ship	Master Commandant J. P. Zantzinger	Commodore James Roushaw	Coast of Brazil.
Sloop	Ontario		Master Commandant William D. Salter		Coast of Brazil.
Sloop	Erie		Master Commandant John Percival		Coast of Brazil.
Schooner	Enterprise		Lieutenant A. S. Campbell		Coast of Brazil.
Frigate	Brandywine	Flag ship	Captain David Deacon	Commodore A. S. Wadsworth	Pacific.
Sloop	Fairfield		Master Commandant E. A. F. Valette		Pacific.
Sloop	Vincennes		Master Commandant John H. Aulick		Pacific.
Schooner	Dolphin		Lieutenant Ralph Voorhees		Pacific.
Schooner	Boxer		Lieutenant Hugh N. Page		Pacific.

H.

Statement showing the names, distribution, and condition of the vessels in ordinary, on the 1st of October, 1834.

AT PORTSMOUTH, N. H.

Concord—sloop-of-war, requires to be coppered, and other slight repairs.
Lexington—sloop-of-war, requires considerable repairs.

AT CHARLESTOWN, MASS.

Columbus—ship of the line, requires large repairs.
Independence—ship of the line, requires very large repairs.
Constitution—frigate, in good order.
Boston—sloop-of-war, requires new coppering, and other slight repairs.

AT BROOKLYN, N. Y.

Washington—ship of the line, requires very large repairs.
Franklin—ship of the line, requires very large repairs.
Ohio—hull requires extensive repairs; few of her equipments have ever been provided.
Hudson—frigate, doubtful if fit for sea service; is used as a receiving vessel.
Peacock—sloop-of-war, requires considerable repairs and coppering.

AT PHILADELPHIA.

Cyane—sloop-of-war, condemned for sea service, to be used as a receiving vessel.
Warren—sloop-of-war, requires slight repairs.
Sea Gull—old steam vessel, decayed, unfit for service; her sale is recommended.

AT GOSPORT, VA.

North Carolina—ship of the line, requires middling repairs and coppering.
Guerriere—frigate, requires very large repairs or to be rebuilt.
Java—frigate, unfit for sea service; she is used as a receiving vessel.

I.

Statement of the vessels building at the different navy yards.

Those building under the law for the gradual increase of the navy are distributed as follows:

One ship of the line, one frigate.	AT PORTSMOUTH, N. H.
Two ships of the line, one frigate.	AT CHARLESTOWN, MASS.
Two frigates.	AT BROOKLYN, N. Y.
One ship of the line, one frigate.	AT PHILADELPHIA.
One frigate.	AT WASHINGTON.
One ship of the line, one frigate.	AT GOSPORT, VA.

All these vessels are under cover, and in a good state of preservation.

A frigate is also building at Gosport, Virginia, to replace the Macedonian, under a special act of Congress, approved 10th July, 1832.

K.

General statement of the measures which have been taken to carry into effect the laws for the gradual increase of the navy, approved 29th April, 1816, and 3d March, 1821.

NAVY COMMISSIONERS' OFFICE, October 1, 1834.

Under the provisions of the acts, the ships of the line *Columbus*, *North Carolina*, and *Delaware* were built and equipped for service some years since.

The ship of the line *Ohio* was launched, but has never been equipped.

The frigates *Brandywine* and *Potomac* have been equipped and employed.

Five ships of the line and seven frigates remain upon the stocks in the different yards, all under tight houses, and in a good state of preservation. They are so far advanced, that they may be equipped as soon as crews could be collected for them. There are also many valuable materials on hand at the several yards, belonging to this appropriation, preparatory to the completion and equipment of the vessels; but the amount remaining in the Treasury, \$186,613.19, would be insufficient to supply the probable deficiency, as stated in a letter from the board to the Secretary of the Navy, of the 19th June last; but, if the services of these vessels are not expected to be soon required, no immediate appropriation will be necessary for them.

The vessels which have not yet been launched are at the following navy yards, viz:

- At Portsmouth, N. H., one ship of the line and one frigate.
- At Charlestown, Massachusetts, two ships of the line and one frigate.
- At Brooklyn, N. Y., two frigates.
- At Philadelphia, one ship of the line and one frigate.
- At Washington, one frigate.
- At Gosport, Va., one ship of the line and one frigate.

L.

General statement of the measures which have been adopted under the acts of Congress for the gradual improvement of the navy, approved March 3, 1827, and March 2, 1833.

Live oak frame timber have been delivered under contracts, at the respective navy yards, as follows, viz:

- At Charlestown, Massachusetts, for two ships of the line, two frigates, and one sloop-of-war.
- At Brooklyn, New York, for one frigate.
- At Philadelphia, for two frigates and one sloop-of-war.
- At Washington, for one frigate and one sloop-of-war, together with part of a frame for another sloop-of-war.

At Gosport, Virginia, for two ships of the line, one frigate, and one sloop-of-war.

A contract has been made for the frame timber of a frigate and a sloop-of-war at the Navy yard near Portsmouth, New Hampshire, of which about 17,304 have been delivered for the frigate, and about 8,284 feet for the sloop-of-war.

Upon a contract for the delivery of the frame of a ship of the line at Brooklyn, New York, none has been delivered, and there is reason to fear that it may be necessary to resort to legal means to obtain a performance of the contract.

The total quantity of live oak timber on hand, under this appropriation, on October 1, 1834, was 397,906 cubic feet, which cost \$492,030.45.

There have also been procured, and there were on hand at the above date, the following quantities of other timber:

Of white oak timber, 244,998 cubic feet, which cost.....	\$81,150 74
Of white oak plank, 268,929 superficial feet, which cost	13,957 94
Of yellow pine timber, for plank, 217,182 cubic feet, which cost	74,328 19
Of yellow pine timber, for masts and spars, 57,730 feet, which cost	35,750 37
Of white oak knees, 6,253 in number, which cost	32,852 64

Making a total cost of..... \$238,039 88

The expenditure for labor, in receiving and stowing materials, and for other purposes not herein otherwise enumerated, up to October 1, has been about \$138,994.32.

Of the two dry docks authorized, both were so far completed as to be available before the commencement of the last session of Congress.

The one at Charlestown was transferred from the charge of the constructing engineer to that of the commandant of the yard, on September 9th, 1833, and the total cost was \$677,089.78.

That at Gosport, Virginia, was transferred to the charge of the commandant of that yard on the 15th of March, 1834, and the cost to that time had been \$962,459.19. Some parts of its dependencies were not then fully completed; and there has been since expended the sum of \$11,897.50, which makes the total cost to the 1st of October, 1834, equal to \$974,356.69.

Five buildings for the protection of materials have been built and paid for from this appropriation, at a cost of \$136,128.34; and some other expenditures for similar purposes have also been made at New York and Philadelphia, at a further expense of about \$7,380, making a total for building and preserving materials of about \$143,508.84.

Attention has also been given to the selection of public lands, and to other measures for the preservation and cultivation of live oak trees, and an expense has been incurred amounting to about \$66,983.84 in the whole; but this subject has been so recently placed under the immediate charge of the board that they are unable to present any detailed statement upon it.

Offers have been recently accepted, and contracts will be soon made, for the white oak and yellow pine timber which is required to complete the hulls of all the vessels for which frames are provided, and for the iron and copper which will be necessary for the same purpose.

It is intended to make early arrangements for procuring materials for the steam vessels authorized by the act, the board having hitherto delayed action upon this subject for the purpose of obtaining information on some important points.

The amounts which have been appropriated, and which are available to the close of the present year, are \$4,000,000, and of this sum there remained in the Treasury and in the hands of the navy agents, on the 1st of October, 1834, the sum of \$1,278,995.70.

The contracts about to be entered into for timber, iron, and copper will amount to about \$745,500; the amounts required to meet existing contracts to about \$97,500, leaving, of the amount already appropriated, about \$435,995 for the steam vessels, and for the purchase of other materials, and their preservation.

M.

Statement of the amount and description of stocks owned by the navy pension fund on the 1st of November, 1833, the changes made in them by redemption sales and purchases to the 1st of November, 1834, and the periods at which the interest on said stocks is payable.

United States Bank stock:	
Amount on November 1, 1833	\$274,900 00
Purchased December 9, 1833	\$24,000 00
Purchased December 9, 1833	2,500 00
Purchased February 11, 1834	7,500 00
Purchased February 26, 1834	7,600 00
Purchased May 20, 1834	9,500 00
Purchased August 2, 1834	176,000 00
Purchased October 11, 1834	141,300 00
	368,400 00
	\$643,300 00
Sold June 15, 1833	\$18,000 00
Sold December 9, 1833	8,000 00
Sold June 13, 1834	16,000 00
	\$42,000 00
Amount on hand November 1, 1834	\$601,300 00
United States exchanged $4\frac{1}{2}$ per cent., per act May 26, 1824:	
Amount on November 1, 1833	10,000 00
Redeemed November 13, 1833.	
United States 5 per cent. stock, per act March 3, 1821:	
Amount on November 1, 1833	139,482 78
Redeemed September 30, 1834.	
Pennsylvania 5 per cents. of April 2, 1821:	
Amount on November 1, 1833	5,000 00
No changes. Interest payable on February 1 and August 1, in each year.	
Pennsylvania 5 per cents. of December 1, 1826:	
Amount on November 1, 1833	32,469 16
No changes. Interest payable on February 1 and August 1, in each year.	
Pennsylvania 5 per cents. of March 24, 1828:	
Amount on November 1, 1833	43,119 41
No changes. Interest payable on February 1 and August 1, in each year.	
Pennsylvania 5 per cents. of December 18, 1828:	
Amount on November 1, 1833	826 34
No changes. Interest payable on February 1 and August 1, in each year.	
Pennsylvania 5 per cents. of April 22, 1829:	
Amount on November 4, 1833	1,054 25
No changes. Interest payable on February 1 and August 1, in each year.	
Pennsylvania 5 per cents. of March 13, 1830:	
Amount on November 1, 1833	10,000 00
No changes. Interest payable on February 1 and August 1, in each year.	
Pennsylvania 5 per cents. of March 21, 1831:	
Amount on November 1, 1833	120,000 00
No changes. Interest payable on February 1 and August 1, in each year	
Stock of the city of Cincinnati 5 per cents:	
Amount on November 1, 1833	100,000 00
No changes. Interest payable on April 1 and October 1, in each year.	
Maryland 5 per cents:	
Redeemable in 1837. Amount, November 1, 1833	
	4,000 00
No changes. Interest payable quarterly, from May 9, 1832.	
Maryland 5 per cents:	
Redeemable after 1842. Amount, November 1, 1833	
	5,123 44
No changes. Interest payable quarterly, from July 1, 1832.	
Maryland 5 per cents:	
Redeemable after 1843. Amount, November, 1833	
	14,000 00
No changes. Interest payable quarterly, from July 1, 1832.	
Maryland 5 per cents:	
Redeemable after March 31, 1844. Amount, November 1, 1833	
	6,000 00
No changes. Interest payable quarterly, from July 1, 1832.	
Maryland 5 per cents:	
Redeemable after June 30, 1844. Amount, November 1, 1833	
	12,500 00
No changes. Interest payable quarterly, from July 1, 1832.	
Maryland 5 per cents:	
Redeemable after June 30, 1845. Amount, November 1, 1833	
	4,277 28
No changes. Interest payable quarterly, from July 1, 1832.	
Maryland 5 per cents:	
Redeemable after September 30, 1845. Amount, November 1, 1833	
	15,000 00
No changes. Interest payable quarterly, from July 1, 1832.	

Maryland 5 per cents:	
Redeemable after 1845. Amount, November 1, 1833	\$25,000 00
No changes. Interest payable quarterly, from July 1, 1832.	
Maryland 5 per cents:	
Redeemable after September 30, 1846. Amount, November 1, 1833	12,500 00
No changes. Interest payable quarterly, from October 1, 1832.	
Maryland 5 per cents:	
Redeemable after 1846. Amount, November 1, 1833	12,500 00
No changes. Interest payable quarterly, from January 1, 1833.	
Maryland 5 per cents:	
Redeemable after June 30, 1847. Amount, November 1, 1833	24,720 00
No changes. Interest payable quarterly, from July 1, 1833.	
Maryland University 5 per cents:	
Amount, November 1, 1833	4,600 00
No changes. Interest payable quarterly, from July 1, 1832.	
Washington lottery stock 5 per cents:	
Amount, November 1, 1833	59,472 40
No changes. Interest payable quarterly, from July 1, 1832.	
Bank of Washington stock, amount, November 1, 1833.....	14,000 00
No changes.	
Stock of the Union Bank of Georgetown	15,000 00
No changes.	
Stock of the Bank of Columbia, amount, November 1, 1833	92,600 00
July, 1834, reimbursed to the fund by the United States, pursuant to the act of Congress of June 30, 1834.	
<hr/> <hr/>	
<i>Stocks owned by the fund, November 1, 1834.</i>	
United States Bank stock.....	\$601,300 00
Pennsylvania 5 per cents	212,469 16
Maryland 5 per cents.....	140,220 72
Stock of the city of Cincinnati, 5 per cents.....	100,000 00
Washington lottery stock, 5 per cents.....	59,472 40
Bank of Washington stock	14,000 00
Stock of the Union Bank of Georgetown	15,000 00
<hr/> <hr/>	
\$1,142,462 28	

M, 1.

Navy pension fund.

Balance in the Treasury, November 1, 1833	\$8,036 49
Repayments from November 1, 1833, to November 1, 1834	400,293 28
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\$409,329 77	
Payments from November 1, 1833, to November 1, 1834	400,107 37
<hr/>	
Balance, November 1, 1838.....	\$9,222 40

M, 2.

Statements showing the balance standing to the credit of the navy pension fund on the first day of October, 1833; the amount of receipts and disbursements on account of said fund, from that date to the first of November, 1834; and the amount of advances to agents during the same period.

1. Balance in the Treasury to the credit of the fund on the 1st day of October, 1833, per Register's report.....	\$17,672 36
<hr/>	
2. Amount received into the Treasury since that time, from whom, and on what account, viz: 1833.	
Oct. 10. From the Secretary of the Navy, trustee, for interest on Maryland five per cent. stock, due 1st instant.....	\$1,752 39
Oct. 12. From the Secretary of the Navy, for interest on Pennsylvania five per cents	5,311 74
Oct. 24. From the Secretary of the Navy, for dividends on the stock of the Union Bank of Georgetown	300 00
Nov. 18. From the Secretary of the Navy, for \$10,000 United States 4½ per cent. stock, redeemed, including interest.....	10,058 75
Nov. 18. From the Secretary of the Navy, for interest on United States stock	3,712 06
Nov. 27. From the Secretary of the Navy, for dividend on Washington Bank stock, due 1st instant.....	420 00
Nov. 27. From the Secretary of the Navy, for interest on Washington corporation stock, to 1st October.....	1,486 82

Dec.	4.	From the Secretary of the Navy, for interest on Cincinnati city stock	\$2,500 00
1834.			
Jan.	18.	From the Secretary of the Navy, for interest on United States Bank stock	9,639 00
Jan.	25.	From the Secretary of the Navy, for interest on United States Bank stock	280 00
Jan.	30.	From the Secretary of the Navy, for proceeds of sale of eighty shares United States Bank stock.....	8,560 95
Jan.	30.	From the Secretary of the Navy, for interest on Maryland five per cent. stock.....	1,752 75
Feb.	11.	From the Secretary of the Navy, for interest on Pennsylvania five per cents	5,311 74
March	24.	From the Secretary of the Navy, for this sum refunded by the president of the Branch Bank United States, Baltimore	1,000 00
April	11.	From the Secretary of the Navy, for interest on Maryland five per cents, due 1st instant ...	1,752 71
April	21.	From the Secretary of the Navy, for interest on United States five per cents	3,487 06
April	25.	From the Secretary of the Navy, for dividend on Union Bank stock, Georgetown	300 00
April	25.	From the Secretary of the Navy, for interest on Washington corporation stock	1,486 82
May	10.	From the Secretary of the Navy, for interest on Cincinnati corporation stock.....	2,500 00
June	20.	From the Secretary of the Navy, for the proceeds of sale of one hundred and sixty shares United States Bank stock.....	17,080 03
July	15.	From the Secretary of the Navy, for interest on Maryland five per cents	1,752 75
July	23.	From the Secretary of the Navy, for dividends on United States Bank stock	9,940 00
July	24.	From the Treasurer of the United States, for Columbia Bank stock, purchased of the navy pension fund by the United States, per act of Congress, approved 30th June, 1834	167,164 40
Feb.	8.	From Benjamin Homans, refunded by him.....	32 87
Feb.	13.	From J. P. McCorkle, refunded by him	19 81
Feb.	13.	From Richard Smith, refunded by him.....	235 18
Aug.	8.	From the Secretary of the Navy, trustee, for interest on Pennsylvania five per cent. stock.....	5,311 74
Oct.	6.	From the Secretary of the Navy, for this sum refunded by the president of the Branch Bank United States, Lexington.....	704 60
Oct.	9.	From the Secretary of the Navy, for interest on Cincinnati corporation stock	2,500 00
Oct.	17.	From J. Campbell, Treasurer of the United States, for redemption of United States five per cent. stock.....	141,303 80
Total amount of receipts.....			<u>\$407,657 97</u>

3. Disbursements made from the fund, from the 1st day of October, 1833, to the 1st day of November, 1834, viz:

1833.			
Oct.	5.	Paid Secretary of the Treasury, for 160 shares United States Bank stock.....	\$16,000 00
Dec.	11.	Paid Secretary of the Treasury, for 265 shares United States Bank stock.....	26,500 00
1834.			
Jan.	31.	Paid Sarah Davis, widow, for pension, in full.....	1,200 00
Feb.	22.	Paid Secretary of the Treasury, for 75 shares United States Bank stock.....	7,500 00
Feb.	28.	Paid Secretary of the Treasury, for 76 shares United States Bank stock	7,600 00
Feb.	28.	Paid Richard Smith, for dividends on 80 shares United States Bank stock, sold in December last, erroneously deposited to the credit of the Treasurer in lieu of the purchaser.....	280 00
March	15.	Paid president of the Trenton Bank, for balance due him.....	83 64
March	15.	Paid Richard Smith, cashier, for a transfer to privateer pension fund	470 36
March	15.	Paid Joseph P. McCorkle, secretary of the navy pension fund, for transfer to privateer pension fund.....	39 62
April	10.	Paid F. P. Blair, for printing blank certificates.....	40 00
May	12.	Paid president of the Farmers' Bank of Delaware, balance due... ..	48 00
May	12.	Paid P. R. Freeman, clerk N. H., D. C., for examining records... ..	12 00
May	13.	Paid Captain Thomas Ap C. Jones, for arrears of pension.....	3,468 67
July	24.	Paid Secretary of the Treasury for 95 shares United States Bank stock.....	9,500 00
Aug.	7.	Paid Secretary of the Treasury, for 1,760 shares United States Bank stock.....	176,000 00
Aug.	14.	Paid William Williams for arrears of pension.....	6 80
Sept.	1.	Paid Hannah Stone, widow, for arrears of pension.....	1,188 00

Sept.	25.	Paid president of the Branch Bank United States, Pittsburg, for balance due.....	\$44 05
Oct.	15.	Paid Secretary of the Treasury, for 1,413 shares United States Bank stock.....	141,300 00
		Total amount of disbursements.....	<u>\$391,281 14</u>
		4. Advances to agents to pay pensions, &c. viz:	
		1834.	
Jan.	24.	To president of Branch Bank of the United States, at Portsmouth, New Hampshire.....	\$120 00
Jan.	28.	To Richard Smith, cashier, to remit to pension agents.....	9,052 00
Feb.	6.	To H. Toland, navy agent, at Philadelphia, Pennsylvania.....	18 37
April	15.	To president of the Branch Bank of the United States, at Baltimore, Maryland.....	500 00
May	10.	To president of the Branch Bank of the United States, at Pittsburg, Penn.....	120 00
May	19.	To Elias Kane, navy agent, Washington, D. C.....	13 67
June	20.	To president of the Bank of the United States, at Philadelphia, Pennsylvania.....	1,345 80
June	20.	To president of the Branch Bank of the United States, at Portsmouth, New Hampshire.....	225 80
June	20.	To president of the Branch Bank of the United States, at Charleston, South Carolina.....	106 84
June	20.	To president of the Branch Bank of the United States, at Boston, Massachusetts.....	2,000 000
June	20.	To president of the Branch Bank of the United States, at Hartford, Connecticut.....	184 19
June	20.	To president of the Branch Bank of the United States, at Providence, Rhode Island.....	393 14
June	20.	To president of the Branch Bank of the United States, at Savannah, Georgia.....	211 71
June	20.	To president of the Branch Bank of the United States, at Baltimore, Maryland.....	677 41
June	20.	To president of the Branch Bank of the United States, at New York.....	3,469 65
June	20.	To president of the Branch Bank of the United States, at Washington, District Columbia.....	483 00
June	20.	To president of the Branch Bank of the United States, at New Orleans, Louisiana.....	357 00
June	20.	To president of the Branch Bank of the United States, at St. Louis, Missouri.....	36 00
June	20.	To president of the Branch Bank of the United States, at Portland, Maine.....	250 00
June	20.	To president of the Branch Bank of the United States, at Norfolk, Virginia.....	1,000 00
June	20.	To Trenton Banking Company, at New Jersey.....	36 00
July	9.	To president of the Branch Bank of the United States, at Washington, District Columbia.....	54 00
July	22.	To president of the Branch Bank of the United States, at Lexington, Kentucky.....	600 00
July	22.	To president of the Branch Bank of the United States, at New York.....	1,055 00
July	22.	To president of the Branch Bank of the United States, at Washington, District Columbia.....	310 00
July	24.	To president of the Branch Bank of the United States, at Baltimore, Maryland.....	360 00
July	29.	To president of the Branch Bank of the United States, at Providence, Rhode Island.....	300 00
Aug.	2.	To president of the Branch Bank of the United States, at Boston, Massachusetts.....	250 00
Aug.	14.	To president of the Branch Bank of the United States, at Norfolk, Virginia.....	243 33
Aug.	20.	To president of the Branch Bank of the United States, at Louisville, Ky.....	350 00
Aug.	21.	To president of the Branch Bank of the United States, at Washington, D. C.....	240 00
Sept.	3.	To president of the Farmers' Bank of Delaware, at New Castle..	48 00
Sept.	18.	To Elias Kane, navy agent, Washington, D. C.....	12 00
Sept.	23.	To president of the Branch Bank of the United States, at New York.....	88 66
Oct.	28.	To president of the Branch Bank of the United States, at Norfolk, Va.....	314 66
Oct.	31.	To H. Toland, navy agent, Philadelphia, Penn.....	200 00
		Total amount of advances.....	<u>\$25,026 23</u>

AMOS KENDALL.

N.

Amount and description of stocks owned by the privateer pension fund on the 1st November, 1833; the changes made in them by purchases and sales to 1st November, 1834; and the period at which interest on said stocks is payable.

United States Bank stock:		
Amount, 1st November, 1833.....		\$2,100 00
Purchased 9th December, 1833.....	\$800 00	
Purchased 11th February, 1834.....	800 00	
Purchased 20th May, 1834.....	1,100 00	
		<u>2,700 00</u>
		\$4,800 00
Sold 9th December, 1833.....	\$1,500 00	
Sold 13th June, 1834.....	1,600 00	
Sold 10th July, 1834.....	1,700 00	
		<u>4,800 00</u>
Maryland five per cents., redeemable after 31st March, 1845:		
Amount, 1st November, 1833.....		\$37,500 00
Sold 2d August, 1834.....	\$5,000 00	
Sold 20th August, 1834.....	15,000 00	
Sold 18th September, 1834.....	5,000 00	
Sold 13th October, 1834.....	2,000 00	
		<u>27,000 00</u>
Amount, 1st November, 1834.....		<u>\$10,500 00</u>
Interest payable quarterly from 1st October, 1832.		
Maryland five per cents., redeemable after 30th June, 1845:		
Amount, 1st November, 1833.....		<u>\$4,067 05</u>
No changes. Interest payable quarterly from October, 1832.		
Amount of stocks owned by the fund on 1st November, 1834:		
Maryland five per cents.....		<u>\$14,557 05</u>

N, 1.

Privateer pension fund.

Balance in the Treasury, 1st November, 1833.....	\$836 83
Repayment from 1st November, 1833, to 1st November, 1834.....	34,154 05
	<u>\$34,990 88</u>
Payments from 1st November, 1833, to 1st November, 1834.....	32,729 42
	<u>\$1,261 46</u>

N, 2.

Statements showing the balance standing to the credit of the privateer pension fund on the 1st day of October, 1833; the amount of receipts and disbursements on account of said fund from that date to the 1st of November, 1834; and the amount of advances to agents during the same period.

1. Balance in the Treasury to the credit of the fund on the 1st day of October, 1833, per Register's report.....		<u>\$1,304 09</u>
2. Amount received into the Treasury since that time, from whom, and on what account, viz:		
1833.		
Oct. 10.	From the Secretary of the Navy, trustee, for interest on Maryland five per cent. stock.....	\$532 09
1834.		
Jan. 18.	From the Secretary of the Navy, trustee, for dividends on United States Bank stock.....	49 00
Jan. 25.	From the Secretary of the Navy, trustee, for dividends sold in New York.....	52 50
Jan. 30.	From the Secretary of the Navy, trustee, for interest on Maryland five per cent.....	532 09
Jan. 30.	From the Secretary of the Navy, trustee, for proceeds of sale of 15 shares United States Bank stock.....	1,605 18
Mar. 7.	From navy pension fund, to replace this amount, which was erroneously applied to its use, in December last, out of stock sold for privateer pension fund.....	509 98

April 9.	From president Branch Bank United States, at Portland, Me., refunded	\$400 00
April 11.	From Secretary of the Navy, for interest on Maryland five per cents.	532 09
June 20.	From Secretary of the Navy, for proceeds of sale of 16 shares United States stock.....	1,708 00
July 15.	From the Secretary of the Navy, for interest on Maryland five per cents.....	532 09
July 17.	From the Secretary of the Navy, for proceeds of sale of seventeen shares United States Bank stock.....	1,769 93
July 13.	From the Secretary of the Navy, for dividends on United States Bank stock.....	59 50
Aug. 15.	From the Secretary of the Navy, for proceeds of sale of \$5,000 Maryland five per cents.....	5,079 62
Aug. 23.	From the Secretary of the Navy, for proceeds of sale of \$2,500 Maryland five per cents	2,543 63
Aug. 29.	From the Secretary of the Navy, for proceeds of sale of \$7,000 Maryland five per cents	7,052 33
Sept. 3.	From the Secretary of the Navy, for proceeds of sale of \$1,500 Maryland five per cents	1,526 18
Sept. 12.	From the Secretary of the Navy, for proceeds of sale of \$4,000 Maryland five per cents	4,069 80
Sept. 22.	From the Secretary of the Navy, for proceeds of sale of \$5,000 Maryland five per cents	5,087 25
Oct. 21.	From the Secretary of the Navy, for proceeds of sale of \$2,000 Maryland six per cents.....	2,044 88
Total amount of receipts.....		<u>\$35,686 14</u>

3. Disbursements made from the fund, from the 1st of October, 1833, to the 1st day of November, 1834, viz:

1833.			
Oct.	5.	Paid Secretary of the Treasury, for ten shares United States Bank stock.....	\$1,000 00
Dec.	12.	Paid Secretary of the Treasury, for 8 shares United States Bank stock.....	800 00
1834.			
Feb.	22.	Paid Secretary of the Treasury, for 8 shares United States Bank stock.....	800 00
Feb.	22.	Paid J. P. McCorkle, by a transfer in his account.....	\$19 81
Feb.	22.	Paid Richard Smith	235 18
			<u>254 99</u>
Feb.	24.	Paid Richard Smith, for dividends on 15 shares bank stock, sold in December last, erroneously deposited to the credit of the Treasurer, in lieu of the purchaser	52 50
July	15.	Paid Maria Robinson, widow, for pension in full	750 00
July	24.	Paid Secretary of the Treasury for 11 shares United States Bank stock.....	1,100 00
July	31.	Paid Nancy Brown, widow, for pension in full	720 00
Aug.	2.	Paid Margaret Southcomb, widow, for pension in full.....	1,200 00
Aug.	7.	Paid Grace Roath, widow, for pension in full	360 00
Aug.	7.	Paid Mary Burditt, widow, for pension in full	600 00
Aug.	7.	Paid Mary Montgomery, widow, for pension in full	480 00
Aug.	27.	Paid Elizabeth Bartlett, widow, for pension in full.....	360 00
Aug.	27.	Paid Lydia Florence, widow, for pension in full.....	720 00
Aug.	27.	Paid Mary Elliott, widow, for pension in full	480 00
Aug.	27.	Paid Sarah Roach, widow, for pension in full.....	720 00
Aug.	29.	Paid Lavinia Risley, widow, for pension in full	480 00
Sept.	1.	Paid Nancy Tewksbury, widow, for pension in full	600 00
Sept.	1.	Paid Elias Kane, for stationery furnished J. P. McCorkle.....	2 83
Sept.	10.	Paid Rebecca Widger, widow, for pension in full.....	360 00
Sept.	17.	Paid Mary Fish, widow, for pension in full	480 00
Sept.	17.	Paid Agnes Lowzado, widow, for pension in full.....	360 00
Oct.	1.	Paid Hannah Patch, widow, for pension in full.....	360 00
Oct.	1.	Paid Susan Veal, widow, for pension in full.....	600 00
Oct.	1.	Paid Hannah Richardson, for pension in full.....	600 00
Oct.	1.	Paid Christina Fisher, widow, for pension in full	480 00
Oct.	10.	Paid Frances Jones, widow, for pension in full.....	600 00
Oct.	14.	Paid Sarah Dennis, widow, for pension in full.....	360 00
Aug.	9.	Paid Sarah Cale, widow, for pension in full.....	360 00
Aug.	9.	Paid Maria Egbert, widow, for pension in full	360 00
Aug.	9.	Paid Mary Foster, widow, for pension in full	480 00
Aug.	9.	Paid Hannah Green, widow, for pension in full.....	600 00
Aug.	9.	Paid Mary Rankin, widow, for pension in full	360 00
Aug.	9.	Paid Euphemia Dobson, widow, for pension in full.....	1,200 00
Aug.	9.	Paid Sarah Green, widow, for pension in full	720 00
Aug.	13.	Paid Abigail Goldsmith, widow, for pension in full.....	360 00

Total amount of disbursements..... \$20,090 33

4. Advances to agents, to pay pensions, viz:

1834.		
Jan.	28. To Richard Smith, cashier, to remit to agent.....	\$1,370 00
June	20. To president of the Bank United States, Philadelphia.....	120 00
June	20. To president of the Branch Bank United States, Boston.....	1,500 00
June	20. To president of the Branch Bank United States, Providence, R. I.	54 00
June	20. To president of the Branch Bank United States, Baltimore.....	212 00
June	20. To president of the Branch Bank United States, New York.....	240 00
June	20. To president of the Branch Bank United States, Washington, D. C.	37 00
June	20. To president of the Branch Bank United States, Portland, Maine..	50 00
July	29. To president of the Branch Bank United States, Boston.....	324 00
Aug.	15. To president of the Branch Bank United States, New York.....	1,080 00
	To president of the Branch Bank United States, Portsmouth, N. H.	1,296 00
Aug.	28. To president of the Branch Bank United States, Boston.....	2,039 10
Sept.	12. To president of the Branch Bank United States, Portsmouth, N. H.	3,780 00
Sept.	16. To president of the Branch Bank United States, Portland, Maine..	1,060 00
Sept.	23. To president of the Branch Bank United States, Portland, Maine..	636 00
Sept.	23. To president of the Branch Bank United States, Portsmouth, N. H.	432 00
Sept.	23. To president of the Branch Bank United States, New York.....	1,060 00
Sept.	23. To Elias Kane, N. A., Washington, D. C.	12 00
Sept.	27. To president of the Branch Bank United States, Portland, Maine..	318 00
Oct.	10. To president of the Branch Bank United States, New York.....	20 00
Total amount of advances		<u>\$15,639 10</u>

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 22, 1834.*

O.

Navy hospital fund.

Balance in the Treasury 1st November, 1833	\$31,790 33
Repayments from 1st November, 1833, to 1st November, 1834	15,514 41
	<u>\$47,304 74</u>
Payments from 1st November, 1833, to 1st November, 1834.....	11,745 70
	<u>\$35,559 04</u>

P.

Suppression of the slave trade under act of 3d March, 1819.

	<i>Dr.</i>
November 19, 1833. To balance in the Treasury this day	\$10,263 91
January 24, 1834. To amount appropriated by act of this date.....	5,000 00
	<u>\$15,263 91</u>
November 19, 1834. To balance in the Treasury this day.....	<u>\$14,213 91</u>
	<u><u>Cr.</u></u>
December 31, 1833. By bill of exchange of Jos. Mechlin, jr., agent.....	\$60 25
March 26, 1834. By balance paid Jos. Mechlin, jr., on settlement of his account as agent	989 75
November 19, 1833. By balance in the Treasury this day	14,213 91
	<u>\$15,263 91</u>

Q.

Report upon the works executed for the survey of the coast of the United States, under the law of 1832, and their junction with the works made in 1817, by and under the direction of Ferdinand Rodolph Hassler.

1. That part of the work for the survey of the coast, which has been executed since the renewed law of 1832, is grounded upon the work done in 1817, under the first original law of 1807.

Therefore, in this first public report of a more full and general character, which I have the occasion to render, it is necessary to go back to that earlier period, in order to give a proper view of the state of

the work, its systematic connections, and its bearings in every respect; so much the more, as the circumstances of the interruption in 1818 precluded from the presentation of the full report, which was just then in preparation.

2. I may be allowed to suppose the principles upon which the work is to be executed, as sufficiently known, as well from the mathematical elements that must guide such a work in general, as by the plans that have been so repeatedly discussed and approved, upon all the occasions that circumstances have presented for their full consideration, and the test of the public approbation that they have passed.

3. It is, therefore, rather my task here to show how these plans have hitherto been followed; to state the results that have been obtained up to the present time; and to show their consequences.

4. The first distribution of a country into regular geometrical figures, that will approach its form the nearest, and under the most advantageous circumstances to procure accuracy in the survey of it, requires the union of a detailed knowledge of localities and theoretical principles, which is in general foreign to the habitual knowledge of the country in respect to its civil connections: the operator can therefore be guided in it by no other but his personal inspection of the localities.

5. The general outline of the coast of the United States presents, in the neighborhood of New York, a considerable angle between the main directions easterly and southerly, and in some measure a basin, over which lines may be laid and determined between the surrounding elevations fronting these two main directions, thereby furnishing proper base lines for the continuance of the work; though, therefore, I extended my first reconnoitring as far south as the Chesapeake Bay, I was ultimately, for the beginning of my work, arrested particularly by the decided advantages of that locality.

6. Guided by the idea that behind the straight ridge of the Palisadoes, in New Jersey, bordering the Hudson river above New York, a straight valley was likely to be found, that would present the necessary first element of any survey, namely, a nearly level base line, of sufficient length to serve as ground to the triangulation, I directed my attention to, and found the confirmation in, the valley called English Neighborhood; of which I made a detailed survey in the spring of 1817, in order to give it the best location that the ground would admit of, and actually measured the distance between Vreeland's and Cherry hill, as more favorable than any locality that I had visited before with the same views.

7. As habitual for such kind of works, under the expectation of taking the best advantage of the future nearer investigation of the country, and not to make, at the very outset, expenses that might be more advantageously put upon a better line, this base was measured in a preliminary manner with a chain of twenty links, of one metre each, constructed under my direction, by which it was found to be 9,446.15 metres, corresponding to about 30,999.8 feet English measure.

8. From Weasel mountain, one of the prominent rocks of the Newark mountains, first ridge, which formed the first elevated triangle point through a number of other elevated points, a system of triangles was laid over the whole basin of New York Bay, and its surrounding valleys, that presented determined distances, eastward, for the further continuation of the work over Connecticut and Long Island, and southerly over New Jersey, towards the Delaware, over the valley, of which the nature of the country indicates the course for the main triangulation towards the south, to which the survey of the outer coast must attach itself at the two ends, the Delaware Bay and Long Branch, because the sea-shore itself is too flat, too wooded, and deprived of such prominent points as are necessary for a large triangulation.

9. These works exhausted the time of the summer and fall of 1817, until past middle December, even with the omission of the extreme stations which it was intended to occupy the next year, at the same time as the survey would be further extended.

10. Though, in extensive surveys, it is habitual to measure a verification base only at a considerable distance from the first base, I considered it, on the contrary, of importance, in my case, to have a verification, as early as possible, of the proportional accuracy of the base line measured in English Neighborhood, which formed then, and forms as yet, the unit of the whole triangulation.

Therefore, a second, or verification base was measured in December, 1817, upon the sea-shore of Long Island, between a point near the Narrows, and another near Gravesend beach, though not in a very favorable locality.

11. The length of this line was found 7,753 metres, or 25,433 $\frac{1}{4}$ feet English. The results of three different combinations of the triangles carried out upon it, falling all within two-tenths of a metre (or less than eight inches) of the distance measured, and within themselves, I had reason to consider myself sufficiently authorized to use my base line of English Neighborhood as a preliminary standard for my work.

As this coincidence is greater than usual in common geographical operations, I consider myself also allowed to propose to ground, upon the work thus far obtained, the detailed survey of New York harbor, for the next summer, as I proposed in my letter to the Treasury Department of the 18th December, 1817. The great coincidence of the sums of the angles of the triangles with that required by theory, came equally in support of this satisfactory result.

12. The whole of the observations collected during the summer of 1817, I had, of course, to submit to the necessary reductions, calculations, and clearing up of the results, during the ensuing winter. Besides that, I made also the theoretical calculations that must be derived from the theory of the figure of the earth, and the best known results of the elementary magnitudes, to deduce, from the data obtained by the triangulation, the proper location of each point to its place upon the earth, and in time upon a map; from the same principles, I deduced and calculated, also, those principles upon which the future maps were to be constructed, or, as usually called, the projection; which required so much more attention, and reflected calculation, as in the case of the coast survey it shall serve to carry the work out, in the minutest details, upon a large scale, and a great extent of country.

13. While I was engaged in these calculations, the law of 1818 put an end to my further agency in the work, only a few weeks before I would have been able to present a report from my work, that would certainly have been satisfactory, as I stated in my letter to the Treasury Department of the 9th of April, 1818, written in answer to that announcing to me the dispositions that led to the breaking up of the work. In consequence of which, I delivered to the War Department all the journals, books, instruments, and other appurtenances of the survey, together with an unexpended appropriation of upwards of \$5,000.

14. It is necessary that the stations of a work of the nature of the coast survey shall be preserved for future times, and uses in any other surveys to which the determination made by it will serve as fundamental units. Therefore, I had caused hollow cones of stone ware to be made, which were sunk under ground at the station points, deep enough to be sheltered from any plough or light accidental digging: they are well centred to the stations, so that, on their discovery, a signal pole can be placed

in them, to serve at any time equally as at first, as, by their nature, they will remain undecayed for centuries. Where the station point fell upon a solid rock, I caused a hole, about two inches in diameter, and seven or eight inches deep, to be drilled at the station point, and filled with melted brimstone, which will equally serve to indicate the exact point of the station. An exact description of the locality of the station, must, of course, form a part of the journal of each station, to guide in the discovery of the point at any future time.

15. It does not belong here to speak of the chasm that is found, from that time until the renewal of the law of 1807 by that of 1832, which confirmed the former in all its parts, though with the condition that it shall not be considered as authorizing the establishment of a permanent astronomical observatory, which the most enlightened members of the government had, in 1807 and 1816, considered as a natural consequence of the law, because it should, in fact, form the fixed point in the hemisphere of America, to which the work of the coast survey should be attached; wherefore, also, I had been directed to procure, and actually had procured, suitable instruments for such establishments at the same time with those for the survey.

16. This peculiarity of the law of 1832 I have always considered, as stated already in one of my letters to the Treasury Department, as intended to provoke a more direct and separate proposition for the establishment of a proper national observatory upon a greater scale than a mere accessory to the coast survey, and properly adapted to the standing of our country among the civilized nations that have a navy, for which such establishment is an absolute requisite.

17. In taking up the work again in 1832, it was of course proper to take advantage of what had been done in 1817, as base of the operations to be made under the new law, its foundation being good, and all its principal points ascertainable, by the precaution taken, as stated above: the proper acceleration and economy of the work, and good principles, equally indicated that course in preference to any other.

18. The first operation was, therefore, to uncover again the station points of the work of 1817, and to replace signals upon all the essential points; these were easily discovered, and signals placed upon them of the same kind as formerly used, namely, truncated cones of sheet tin elevated upon poles: only two of them, needed only at some future period for the southern extension of the survey, were not yet found by my assistants, who visited the places, but will certainly be found when more especially needed.

19. The direction in which the first extension of the work was by preference to be made, was to be determined by the consideration of where the most advantageous progress could be expected, in order that I might be enabled to present, at as early a period as possible, an actually executed full scheme and example of the work. For these views, the continuation of the work eastwardly, over Connecticut and Long Island, presented evident advantages over that southerly, through Jersey, &c.

20. The line between Weasel mountain, near Patterson, New Jersey, and Harrowhill, near Hempstead harbor, upon Long Island, had been determined, in 1817, to serve for this direction; therefore I reconnoitred in the fall of 1832, and even in the winter, through a part of the Long Island hills, and over the elevations of Connecticut that have those of Long Island constantly in view; and though, in the various intermixtures which they present, all the information that I received from the inhabitants appeared contrary to success, I was so fortunate as to find a series of five to seven hills connecting very properly, and to good advantage for a favorable chain of triangles; and even the corresponding points of Long Island proved more visible from one another than their position, almost in a straight line, had allowed me at first to expect, by the generally wooded state of the interior of the country. Signals were, of course, placed upon all these points, of the same truncated cones as were always used.

21. All the points thus reconnoitred were placed upon a map of Long Island, according to approximate observations made at them, constructed according to the problem of three points, and dependent on the light-houses on both shores of Long Island Sound.

But, besides that the intransparency of the atmosphere near the sea shore in winter, always renders the distant vision indistinct, the actual inclemency of the month of January prevented the full decision upon the visibility of Weasel mountain, from Buttermilk hill, in Dutchess county, behind Tarrytown, which its locality promised to bring in the line from Weasel, through the interruption of the hills of the Pallisadoes, and the northern hills of New York, commonly called the Notch, which was, however, of the greatest importance.

22. Circumstances out of my control delayed my stay in Washington beyond my expectation, during the winter of 1832 to 1833. As soon as I had again arrived in New York, I placed upon the stations of Weasel mountain and Harrowhill signals of larger dimensions, though of the same form as I always used. Then I began the summer campaign with the station at Buttermilk hill, where it was necessary to ascertain first whether that point would actually answer, in full, the condition of joining the triangulation of 1817 with the continuation of it that I had projected. This was actually verified; so that the whole of my projected triangulation promised to be proper and available.

23. Upon this first station I had, of course, also to put the instruments in proper adjustment, and to introduce my assistants into the peculiarities of the work, and the observations; all which protracted so much more the stay upon this first station, in addition to the often unfavorable weather. The extremely unfavorable weather of the most part of the last season, in general, protracted our stay upon all the stations much beyond expectation, and what is hoped will be the case in future, particularly when the arrival of the new instrument expected from London next summer, will dispense, in some measure, with the numerous and anxious repetitions and cares which the present state of the two-feet theodolite, that had to be used for the great triangulation, obliged me to go through: for this campaign has particularly proved that the accuracy and good state of the instruments is one of the greatest means of economy, by the greater celerity with which results can be obtained by them.

24. It would have been desirable, after the success of that station of Buttermilk, to go upon Weasel mountain and Harrowhill, to observe the angles of this main junction triangle, but it was also desirable to ascertain the whole series of triangles projected; and I hoped to make these stations at the close of the campaign, in the fall, with more economy of the moving of the whole establishment. To get, however, the preliminary determination of the distances required for the calculations which it is necessary to make in the field to guide the progress of the work, I determined this triangle by the given distance between Weasel and Harrowhill, of which the angle subtended at Buttermilk was carefully measured by the azimuth carefully observed there, and compared with the one that I had observed in 1817 upon Weasel, though I had far less reason to rely upon its accuracy.

25. I prosecuted, therefore, my northern triangle stations easterly until past New Haven, and, by

return, the southern stations upon Long Island, and laid some triangle points upon the southern sea shore of the island. From these main stations I measured as many angles upon secondary triangle points as the localities, time, and circumstances allowed, in the same manner as I had done in 1817. In the course of the work, also, another station point was found, the substitution of which for that of Buttermilk will furnish a very desirable and very favorable verification of the large distances, by doubling the series of the largest triangles. I made, therefore, the proper observations for that from the stations by which it will join the other triangles, the distribution of which is on another side best adapted for the survey of the details in their neighborhood.

26. Upon one of the southern beaches of Long Island appears to present itself a locality for measuring a base line of more extent, and probably under more favorable circumstances than that of English Neighborhood; this is now under nearer investigation, by Captain Swift, and the necessary preparations for this operation, as important as laborious, tedious, and expensive, are in proper progress, as it must, necessarily, be the first work of this summer's campaign.

27. The operations before described having lasted until December, at which time we were upon the Westhills stations, and the winter setting fully in, with the consequent intransparency of the atmosphere of the sea shore, I was forced to abandon my plan to visit the stations of Weasel and Harrow myself. To obtain, however, a better determination, or verification, I directed these two stations to be occupied, preliminarily, by some of my assistants, though with inferior instruments, that will, therefore, not dispense my observing there, in proper time, myself. So, Mr. Blunt observed the angles upon Harrow, and Mr. Ferguson those upon Weasel; and upon their results, joined with those of Buttermilk hill, the present preliminary determinations are grounded, as far as they are dependent on this part.

28. When I had executed the station at Mount Carmel, the extreme eastern one, to which I had intended to extend my observations that year, I considered myself authorized to form two parties to carry on the secondary triangulations, within the limits of country that my main triangulation embraced, as the triangles could all be sufficiently determined to allow the verifications required in future. Keeping, therefore, only two of my assistants, Captain Swift and Lieutenant Bell, with me, Mr. Ferguson was directed, with the assistance of a secondant, to fill up with secondary triangulations all the parts included between the main northern triangle points and Long Island Sound; and Mr. Blunt, with another secondant, was directed, in a similar manner, for all that related to both shores of Long Island; both equally proceeding from the eastern extremity of our work towards New York.

29. The secondary points thus determined must be sufficiently numerous, and placed in such a manner as to enable from them to fill up the details, by plane table operations on land, and by observations for the soundings upon the water. Considerable advance was made in these secondary parts already in the latter part of last fall, and the works have been taken up again this spring early, though the weather in that neighborhood has again proved very unfavorable.

30. Upon Buttermilk and Toshua regular series of azimuth observations with the sun were made with the two-feet theodolite, by myself; and the latitudes of all the most essential stations were observed by my assistants, partly with the eighteen-inch repeating circle, partly with the ten-inch repeating reflecting circle. By the calculations of this winter, these latitudes were all reduced to one collective result, by means of the azimuths; and their coincidence has been more satisfactory even than I expected.

31. These reductions carried through the works of 1817, to the city hall of New York, the latitude and longitude of which had been determined by entirely different means, gave the points from which the longitudes have been counted, as reduced to Greenwich; there being no other point within the limits of the survey astronomically determined, nor any fixed point in the United States from which the longitude could be counted.

32. As well in my operations of 1817, as in those of last year, the angles of elevation, or depression, of the main station, points from one another, have always been observed, except upon my two stations upon Long Island, because these will be revisited at a future time. These observations will furnish, in time, an interesting collection of data, upon the elevation of all these points over the level of the sea; but neither the winter of 1817 to 1818, nor this last, has it been possible, for want of time, to calculate any results; in fact, it is rather more proper to postpone these calculations until the exact distances are fully determined, upon which these results depend; they will, therefore, with more propriety, form a part of the calculations of next winter.

33. Since I made, in 1818, my calculation of the elements of the projection that will be the most advantageous for the construction of the maps, as most concordant with the results of both the triangulations and the detail surveys, the knowledge of the dimensions and figure of the earth has much improved, and been much more accurately defined; I had, therefore, to make anew all the theoretical calculations thereto referring, upon the most approved elements, of which the leading data are the ellipticity of the earth, and the mean degree of the whole meridian, that is the $\frac{1}{360}$ th part. It would, however, be out of place, in the present state of the work, to enter into these nearer details of theory, which will become of interest hereafter, as the ultimate results of the coast survey must furnish one or more of the data for the perfecting of these results themselves, if it shall take its appropriate standing among the works of this nature; it is to be hoped that it will be properly discussed at the end of the work of the main triangulation.

34. It may be here the place to state the reasons for adopting the metre for the unit measure of the whole survey. 1. I had a fully authentic metre made by the committee of weights and measures in Paris; while of any other measure whatsoever, I could only have a copy more or less accurate. 2. Notwithstanding older ideas to the contrary, I found positively, in my comparisons made for the weights and measures, that, in a general way, the metres are obtained of greater accuracy and coincidence than the English scales. (See my report upon weight and measure comparisons.) 3. By my repeated comparisons of this identical and authentic metre with the scale of Troughton, of eighty-two inches, adopted as English standard in this country, together with a number of other measures, its ratio to either one of them is sufficiently determined to enable at any time to present any distance, in either one of the measures thus compared, as, for instance, to obtain the value in English inches, will need only the addition of the constant logarithm=1.5952859 to the logarithm of any distance recorded in metres. 4. In the ultimate general account, it will be proper to give the distances, both in metres and in yards, or feet, to cause the utility for the various future detail applications for the work.

35. The connection of the station points of the triangulation, by their differences of latitude and longitude, was calculated upon the same theoretical principles stated above; they have coincided with

the results of the latitude observations, that are by their nature entirely independent of the geodetical operations, to such a degree as, notwithstanding all my cares, I did not consider myself authorized to expect; and the reduction to the city hall of New York showed an equal coincidence with observations made some years ago, by Captain Sabine, on the occasion of his pendulum observations.

36. This afforded also an additional proof that the result of the measurement of the base in English Neighborhood, measured in 1817, would be sufficiently relied upon for the preliminary calculations, as it stood the test of being extended to distances about 160 miles from the same. It confirmed equally the near approximation of the azimuths observed last year, &c.

37. It is, however, evident that my dependence for the ultimate azimuths and latitudes of deciding accuracy must as yet be referred to future observations, with the superior means of instruments, &c., that I have in part ordered, and in part still to continue; in respect to the longitude, it is too evident how desirable an observatory will be, as no doubt will be provided in proper time by special means, independent of the coast survey.

38. My attention at the present stage of the work must be directed principally to the measurement of a base line, with all the means of accuracy that I may be able to dispose of, by means of the apparatus of which I have given the description in my printed papers upon the coast survey. The brass parts of the apparatus were put in full good order already, during last summer; the woodwork is in construction in New York, under the direction of Captain Swift; and I have just now put the double metre bars, which shall determine the absolute length, to their proper standard, by means of the apparatus provided for it, and with the help of my assistant in the weight and measure business.

39. In the actual measurement of the base line, I shall unite all my present assistants, principally because they will all take a great interest in the operation, which is, in its kind, of a peculiar nature, and not often occurring, wherein every operator will always follow his peculiar ways, according to his situation and the means at his disposal.

40. As soon as the result of the base line is ascertained, which will require some time and considerable calculations, the result will be applied to the recalculation of all the triangles; and the reductions to the geographical position will be repeated with this new element. Then a projection of the points, upon the scale of the fifty thousandth part, will be made upon papers, distributed over the extent of the work, in such parts as will be best appropriated to the filling up of the detail surveys, by the plane table, and the insertion of the soundings, in which works the most of my assistants will then be distributed, while I shall proceed again in the main triangulation.

41. During the execution of these works, I hope that the instruments ordered of Mr. Troughton, in London, will arrive in this country, at least if he can execute the promises given to that effect. I hope, therefore, to be able to avail myself of the new large instrument, for the continuation of my work in the main triangles, the determination of azimuths, latitude, and all the more delicate observations, upon properly selected favorable stations. The two-feet theodolite, that I have used last summer, I shall then propose to send to Mr. Troughton to have it again put in a proper serviceable state, for that accuracy, of which it is susceptible when in good order.

42. At the same time, with the distribution of the detail surveys upon land, I should like to put in activity two parties of naval gentlemen, for ascertaining the soundings in the neighborhood of the same parts that the detail surveys would embrace; as they would probably sometimes work in conjunction with one another, they would embrace a great part of Long Island Sound, and part of the south shore of Long Island. This, however, will require to take some arrangement previously, in relation to the vessel, or vessels, which it will be necessary to employ in it. Lieut. Bell, of the navy, who has been one of my assistants last summer, will take the direction of at least one of these expeditions, as his acquaintance with the locality will of course assist him much in the proper execution of this task.

43. I join to this report skeleton maps of the triangulations that have been executed hitherto, containing all the main triangles that I executed, and so much of the secondary triangles, of the two separate parties, as have been communicated to me until now. The distances in numbers would be of no interest in this report, and belong only to a final report; upon the scientific part of the work, it is at no rate proper to mention any before the calculations have been grounded upon a final base measured as above stated. These maps present four sheets upon the scale of the one hundred thousandth part, ($\frac{1}{100,000}$) which is that upon which it will about be proper to execute the detail maps for publication; the whole system of the operations, as far as hitherto executed, will become evident by them. It appeared to me to ease the general insight into the bearing of the work, to add a fourth sheet, upon the half scale of the others, that will present the general view of the whole work; the easier reference to the locality of the triangulation will be assisted by the tracing, only in pencil, of the approximate outlines of the coast, for the survey of which the triangles contain the elements. The projections are made upon the principles above stated, and will present no deviation for the filling up to the minutest details, when executed upon the scale of $\frac{1}{200,000}$, in which it is proper to execute the main original copy of the government.

44. It is proper that all the maps should be drawn upon a proportional decimal fraction of the real dimensions. There is a great advantage in being able to ascertain, by the simple measurement, in any length measure whatsoever, the real distances desired; this can only be obtained by such a system of scales, which, therefore, also is the only one adopted in the present times. The scales of so much in inches, or any other small measure per mile, giving altogether an irregular proportion, are very bad, and therefore have been entirely abandoned in the new maps.

45. It is proper to add here some general remarks upon the character which it is necessary to give to the work of the coast survey, its general bearing for the benefit of the country at large, and the influence which its proper execution shall have upon the improvement of the practical mathematical sciences that are so necessary in our country, and the standing of the officers of the army and navy, to whose departments works of this nature, or requiring similar knowledge, are so often referred; though I have already touched this subject upon other occasions.

46. The survey of the coast must evidently, merely as such already, extend land inwards, at any place, until to the ridges of hills or mountains that border the valleys emptying their waters into the sea, or the large bays and rivers; it must present the localities of all the passages and gorges that lead to these valleys, &c., because it must contain all that is needed for the proper defence of the coast in case of any attack whatsoever, just as much as the outlines of the coast and the soundings; because, as these furnish the guide to the navigation, so the others are the elements upon which the directions for a proper defence of the country, in case of need, must be grounded; and all these elements must be so

detailed, and present such a full and self-explaining picture of the country, that, with the map before the eye, the military operations may be properly judged and guided in the cabinet. It is, therefore, also habitual to join for each district a statistical statement of its natural means and resources; it is as desirable to have these accounts of the land part, as those upon the currents in the naval part of the work.

47. This work must besides furnish the elements of any other survey that may be desired for any public aim whatsoever, either within or in the neighborhood of its extent; its accuracy, if properly executed, and its wide range, render it peculiarly fit to become a standard to which all other surveys may, and even shall, be attached; thereby will be gradually obtained the necessary accurate data for any public undertaking of general utility to the country. This feature of the work was felt already in 1817, when the Governor of New Jersey proposed to unite with it the survey of a map of that State, but which was lost by the delay of the decision of the Treasury Department, where I had proposed to accede to the request. It appears equally felt now by the proposition of the State of Maryland for a similar junction of the map of that State, which has been very properly acceded to; and no doubt similar occasions will increase in the same proportion as the general improvement of the country advances, and the proper character of the work of the survey of the coast becomes established; this is another proof of the propriety of the measure that I took at all times properly to secure the station points for future use.

48. The character of a work of the nature of the coast survey is essentially scientific; without that this character be impressed upon it, to the evidence of the public, capable to judge of it, neither credit nor confidence will be given to it; it is, in fact, worse than useless, because it increases the doubts of the cautious and intelligent seamen, and its defects mislead the ignorant who trust to it. Plans, going merely upon what is so wrongfully called sufficient accuracy, are inadmissible, and would prove highly expensive. The economy in the work consists in the certainty of producing the most accurate results.

49. In the execution of the laws in any country, and in a new country in particular, it appears to me to be a duty to take all possible advantage of it, to promote the most general benefit possible of the nation, and especially its scientific improvements, wherever there may be an occasion presented for it, and that upon a liberal scale, because its benefits are always far more extensive than what shows itself at the first outset. I am authorized to this assertion, in the present case, by the approbation which my treating the coast survey with these views has caused me to find in the most enlightened men of the country, and even abroad, as testified, among others, by the late President Jefferson himself, who was the author of the original law, and by many other distinguished citizens; we have, besides, before us, the well-known examples of almost all European countries, who have derived valuable benefits, of various kinds, from the proper execution of similar works, in a scientific form.

50. With these views, also, I found it proper to collect a valuable library of the best works in these parts of mathematics and natural philosophy, that are either directly bearing upon the work itself, or more or less connected with its accessory or influencing branches, by which my assistants may properly improve their scientific standing, and become the more useful to the country in future. It will also be proper to add to the work, as soon as it is in a proper train, such scientific experiments or observations as relate to the pendulum, the magnetic attraction, the tides, refraction, and other similar subjects, which are always connected with such works when properly scientifically treated. I could as yet not do more in this than to cause the magnetic bearing to be observed upon the main stations, merely to determine the declination of the needle at the places and time; but for any other observations nothing is as yet properly provided, nor, in fact, was there time at our disposition for it.

51. By the nature of the services that the navy and the army are engaged to render to the country, these two classes of citizens, that are always of considerable influence in any country, deserve peculiarly, though not to the exclusion of other citizens, to be quoted here in connection with this work. Such officers, in either of these services, as have applied to the study of the higher branches of their profession, of which mathematics form the foundation, will find in the work of the coast survey an occasion of improvement, as well as of gratification for their good dispositions: therefore preference is naturally to be given to those who, with a good foundation in theory, have been successful in the career of practical application of mathematics, in topographical surveying, drawing, and particularly observing and generally in making geodetical and astronomical observations for actual use. Only such officers can reap some benefit for their individual improvement, or be of any service in the work, because this utility must be reciprocal, if success shall attend on either side. The officer or individual whosoever, joining the work, without sufficient knowledge, and even practical ability, cannot reap any benefit from following it, and of course he is also entirely useless for the work, and the coast survey would be improperly laden with him.

52. The success of those officers that have, in the work, both given and received satisfaction, will invite others to acquire the qualifications indispensably required to become serviceable, and thereby to enter the work; but the work itself cannot be the school for him who is too far behind to be of some actual service in it; the distance to be gone through is too great for him; and the functions of all those actually engaged in some part of the work are too constant, and too fully occupying them, that he might be taught and schooled separately who brings not knowledge enough to the work to see himself what he can do, as well in application of his actual acquirements, as in advance of them. All this applies, of course, equally to the assistants from any rank whatever.

53. To all this it is still necessary to add, that habits of assiduity, and devotion to a scientific object, with friendly and open dispositions, without any pretensions, are equally indispensable, moral qualifications to which it is necessary to attend in the selection of the assistants in this work, as much as to their intellectual qualifications and acquirements; for there can, by nature, not be any control upon any observation entrusted to an assistant, or over the assistance rendered in an observation, except the moral strength of confidence; orders from superiors, fear of consequences, and all considerations of that kind, cannot have the slightest power; the morality and ability of the observer, at the very moment, decide what no power whatever can decide; and this is equally applicable to any chief, or any assistant, whosoever, and of whatever grade he may have in the work.

54. In thus exposing the principles that must guide in the selection of the assistants for this work, and which shall therefore ever guide me in the proposition of any assistant, of any rank or class whatever, I give the pledge that I shall always be guided by perfect impartiality as to the personal, though I may propose persons of different qualifications, with the view of their different employments; the moral principle which must guide in all such cases, is simply, that every one must see before him an aim for

his inclination or ambition, to which he will apply his exertions honestly: the result of which will be useful to the work. With these principles I hope to be as successful in my choice as the general chances of human affairs will admit, and to be approved in my selections; therefore to obtain, from the civil, naval, or military rank, always such assistants as will act with pleasure and satisfaction, and therefore do honor to the work and to themselves, thence reflect credit upon our country and nation, convinced, as they must be, that they act before the whole of the civilized world, because the history of such works is always minutely known to every well informed man.

55. I can, therefore, also fully rely upon the concurrence of the Department under which the work is placed, as well in the aim as in the means to reach it successfully. This success must be one of its greatest aims, upon the consideration of usefulness as well as upon that of its high credit.

F. R. HASSLER.

WASHINGTON CITY, *May 17, 1834.*

Notices upon the maps of the triangles herewith joined.

Four sheets upon the scale of 100000 present as well the main triangles as the secondary ones, distributed in such sheets as will be proper, to allow the necessary room for the insertion of the soundings upon the seaside, and the insertion of the details of the land near the coast, thence adapted to the actual execution of the charts and maps for publication upon a large scale; they are of course properly oriented, perpendicular to the meridians and parallels.

No. 1 contains the neighborhood of New York.

No. 2 exhibits the continuation of the country in the same latitude as the former, over Long Island, eastwardly.

No. 3 has that part of the triangulation that falls north of the first sheet, and therefore, principally the triangle points land inwards, connecting with those of the shore.

No. 4 contains the triangle points north of sheet No. 3, thereby presenting the part of Connecticut east of No. 2, and north of Long Island Sound, in the neighborhood of New Haven, &c.

A fifth sheet is added, presenting the union of the whole work, equally oriented, but only upon the half scale of the preceding ones, that is, 200000th part; to show the full connection of the works, to assist in the reference to the localities of the country, the rough outlines of the coast are traced upon this sheet, by which it becomes evident how the triangulation will apply to the detail survey of the minuter configuration of the country, shores, bays, &c., &c.

F. R. HASSLER.

Q, 1.

Report of F. R. Hassler, as superintendent of the survey of the coast, additional to that dated May 17, 1834, containing an account of the progress of that work during the summer, and until November of 1834.

1. I stated in my report, of which this is to be a continuation, as well as in my previous communications, that the accurate measurement of a base line, by the means especially provided for that purpose, the description of which was published long ago, was, after the measurement of the angles of the main part of the triangulation, presented in that report, the first, and, as is well known, most important part of the work; to that I had, therefore, principally to devote my attention and personal exertions the past summer.

2. I also stated in that report, that from the observations upon the stations of Rulands and Westhills, upon Long Island, there appears to present itself the prospect of a base line, far more advantageous, in every point of view, than that measured preliminary in English Neighborhood, New Jersey; namely, upon the beach called Fire Island beach, upon the south shore of Long Island, which separates what is called the Great South Bay from the ocean.

3. Viewed from the two named stations, this beach presented a narrow strip of land that appeared straight between the lighthouse, at the inlet of the bay, and the station point called Head and Horns, and perhaps even farther. Its position lies eminently favorable for the determination of the distance from Westhills to Rulands, which presents itself extremely favorable as a base for the large triangles crossing Long Island Sound over to Connecticut, &c., as evident by the maps of the triangulation joined to my report of last May.

4. These advantages were too great not to decide in favor of this location of the base line, for the execution of which Captain Swift was preparing all the mechanical means in New York, during the time that I wrote my last report, and before. But it would have been very desirable that the actual work could have been begun with the earlier part of the season; this, however, was impossible, on account of a considerable part of my time being taken up in Washington in the latter part of the winter, to give to the Navy Department all the information that was requested, on account of the correspondence of the coast survey being transferred to that Department from the Treasury Department, where all the detail arrangements of the work, and the tenor of the agreements made with me, were known from their very beginning.

5. When I could join my assistants in New York, in the earlier part of June, the means being all on hand, I directed the final adjustment of the whole base measuring apparatus, and what is connected with it: there were also engaged an adequate number of men for the manual assistance required, in the selection of whom we were really fortunate to obtain all efficient, regular men, of such different qualifications as are absolutely required for the very varied exigencies of an accurate measurement of a base line, and the extra works that it requires, in a place entirely isolated, and thence distant from all other means to provide for them.

6. I directed then all the assistants not especially otherwise engaged, the men, and the apparatus, and equipment, to Fire Island lighthouse, in the neighborhood of which the west end of the base line was to fall; and directed the assistants, joining there, to make a detail survey of the beach, from its western end, till to Head and Horns, or even to Watch hill; such a previous survey being always neces-

sary to enable to select the most favorable ground for the actual measurement. The map of this locality, hereto joined, proves this evidently. Two lines between Head and Horns, and some points near the lighthouse, proposed and scrutinized first by my assistants; presented such difficulties by intervening sand hills and bushes, as not only would have required a great length of time in overcoming, but also would have occasioned chances of inaccuracy, besides a great deal of calculation, for the consequent and necessary reductions to the too much interrupted horizontal line.

7. When I could join my assistants upon the beach, in the beginning of July, though by no means in a good state of health, and after having visited the projected lines, the difficulties they presented decided me to try to lay off a straight line upon the outward sandy shore of the ocean, between the sea and the sand hills, which appeared to present a nearly straight line, little different from parallel to the shore. This succeeded so well, that a line was laid out, starting from a sand hill of moderate elevation, somewhat southeast of the lighthouse, and extending over eight miles upon the sandy beach, only in a few instances edging the sand knolls, and in some others going between the high and low water mark on the seaside; the lowering of the first as much as needed, it was easy to accomplish; and the second apparent difficulty was equally easily overcome, by so regulating the work as meet these places during low tide.

8. This line was then laid out accurately straight by means of a transit instrument, and measured, preliminarily, by the same chain of twenty metres which had been used in 1817 for the preliminary measurement of the base line in English Neighborhood, and which serves now for the detail plane table survey of the south side of Long Island. At every 400 metres a peg was driven into the ground, bearing the mark of the distance; these precautions are always required as a great means of security against mistakes, by the omission that might happen of inscribing a measuring bar-box in the registers, as thereby constant verifications are presented.

9. During the months of August, September, and October, this line was then measured in forty-five days, of which, twenty-seven in August, fifteen in September, and three in October; the other part of that time being taken up either by interruption from unfavorable weather, or such days as were necessarily employed for the moving of our encampment along the line, for which it was always necessary to employ all the helps otherwise engaged at the manual part of the base measurement, there being never any doubles of men engaged in our work; and I must add, near the end of it, also, my own increased state of sickness was unfavorable.

10. At every 400 metres, as determined by the accurate measurement, and at every 1,000 metres, strong pegs were driven in the ground, marked by their distance from the west end; and every 2,000 metres was, besides, furnished with one of the stoneware cones that are always used at the station points; these are intended as fixed points, from which the detail points of the soundings in the sea that they border are to be determined.

11. Both ends of the base line thus resting upon two sand knolls, that will, by their position, in all appearance, always be secure from the sea, have been marked by two monuments, each consisting of a Newark red sand stone, about four feet high, hewn square for about eighteen inches from the top, with an even top of one foot square, and a round hole in the centre; under the square cut part a frame was fixed in, consisting of four pieces of hard wood scantling, embracing it closely by grooves made expressly in the stone, the lower part being left rough. These stones were sunk entirely even with the sand, together with their frames, which, by their extending about twenty inches on each side further in the ground, will make them stand more solid, and maintain their perpendicular position.

12. The distance between the monuments will exceed 14,050 metres, or $8\frac{73}{100}$ miles; the accurate number will result from the calculations that I shall make next winter upon the reductions needed for.

1st. The varied state of the temperature.

2d. The elevations and depressions that the localities of the ground obliged to make in many places.

3d. The reduction of the line actually measured upon the shore sand, to that between the monuments, for which all the data have been determined upon the place.

13. The apparatus used for this measurement is that which I have described in my printed papers upon the coast survey, which, though grounded upon entirely new ideas of my own, has obtained the approbation of all the men of science acquainted with such kind of works. It has proved itself practically, yielding the greatest accuracy, as its ultimate product is a line of near nine miles, measured microscopically. It has also proved a very expeditious, therefore even an economical arrangement, as the line was measured in the same time, (45 days,) as the base line of Mr. De Lambre, of 11,840 metres, which mine exceeds, evidently, considerably. In fact, this base is one of the longest ever measured, with an accuracy in any way comparable.

14. The details of the operations in principle, and even the manipulations, are already described in my "papers upon the coast survey;" and as the statement of the final numerical results must naturally be postponed until the adequate calculations will have been made, I have here only yet to state the great satisfaction which it gave me, that my assistants engaged with me in this arduous task, naturally entirely new to them, acquired the manipulations of the apparatus so well, that when otherwise favored by the weather, and the locality, we proceeded with a rapidity far above all expectations; and their cheerful exertions during the whole time, and even that of the laboring men, deserve due praise, and were a great support to my personal exertions, particularly towards the end, when my ill health had rendered my personal exertions very difficult and fatiguing.

15. The detailed account of this operation, which is of rather a scientific nature, I flatter myself will be of interest, and therefore enhance the value or the methods that I have devised for the works of the coast survey, as well as increase the interest for the work with the government, and the well informed public in general; in fact, this account of the work belongs rather to the ultimate scientific account of the main triangulation for the whole work.

16. I had expected, at the close of last campaign, that after the measurement of the base line, I should be able yet, during this campaign, to measure the angles of the triangles, that will determine directly from it the distance from Westhills to Rulands, and also those angles on Harrowhill and Weasel, which connect my work of 1817 to the present; this I intended to do with the large instrument ordered of Troughton, and promised in due time for that purpose. But, unfortunately, not only this instrument has not yet arrived, but even many unexpected impediments have arisen that have made the execution of my projects impossible, and deprive me even now of the use of the means by which I had intended to supply this deficiency. Besides that, the lateness of the season at which the campaign could be opened, postponed naturally everything equally as much as my stay in Washington had been protracted, as above

stated; an accessory result of which was, that the season for living and working at the seashore, falling partly in the equinoctial storms, not only our progress was impeded but it reduced me ultimately to the sick bed, and the lingering state consequent to it, which lasts even now, increased and maintained by the difficulties laid in the way of my progress. I had, therefore, also to avail myself of the assistance of Mr. Blunt, whose operations were near the base line, for the measurement of the accessory and preliminary angles, that had to be measured at different places of the base line; for which, besides, neither I, nor any of the other assistants engaged at the actual measurement, could leave our functions.

17. Though the two assistants engaged in the secondary triangulations, Messrs. Ferguson and Blunt, were some part of the time with me at the base line, particularly Mr. Blunt, they have continued equally their tasks, as I stated in my last report, that they were engaged in, namely, Mr. Ferguson in Connecticut, Mr. Blunt upon Long Island, continuing the secondary triangulations, of which a part is already included in my report of last May. The comparison of the sketch of Mr. Ferguson's triangles here joined, with the maps of my last report, will show his part of progress; the necessity of calling off Mr. Blunt for the triangulation around South Bay and to the base, has made it impossible to present with this report a corresponding sketch of his works, besides that herewith from the said South Bay.

18. It is my intention to have the topography of the south part of Long Island, near the base line, fully executed this fall, as well upon land as for the soundings of the great South Bay that lies between Fire Island beach and the main shore of the island. With that view I marked off a part from the west end of the base, easterly, of such length as would serve as base to triangles, adapted in size to the dimensions of that bay. Such a triangulation was then grounded upon it, by Mr. Blunt, as envelopes the whole bay, from its entrance to its eastern extremity, as shown by the sketch here joined.

19. The results so obtained were projected upon the scale of $\frac{1}{10000}$, to serve for the filling up of the topography with the plane table, at which Mr. Renard is just now engaged.

20. In the same manner Lieutenant Gedney, of the navy, who has been appointed, upon my proposition, for the first expedition of soundings, namely, that of the bay so enclosed in these triangles, and the seashore, adjacent to the beach, has been furnished with a projection of these triangles, upon a scale sufficiently large to make his preliminary constructions for placing the soundings, in which service he is now engaged upon the bay.

21. It was my intention to procure from Paris the materials and implements (which hitherto I have furnished out of my private stock) necessary to have a fully finished map executed of a part of the coast in the vicinity of the base line, where the topographical details are now executing, and the soundings are now taking, by which I would have been able to present this winter, a real sample of the execution of the maps, early enough to lay it before Congress during the course of the coming session; also, exemplars of drawings in all the different scales that it will become necessary to use were to be procured, as I have only (in my private possession) a single exemplar upon one scale, that was presented to me long ago by Mr. Beautemps Beupré, of the Depot de Marine, in Paris; for it must be here observed, that these objects are not attainable from any other place than Paris, or where they were brought to from there, and that there has been established for all such works, a universally understood conventional language of signs and manner of distinguishing the objects, which appears not yet much known in this country, and which it is necessary to adopt, in order to be properly intelligible to everybody, and to present the results also from that side, as it is proper, in the present state of the science. But the impediments mentioned in my correspondence, as laid in my way for the best forwarding of the work, by procuring the necessary means in due time, have frustrated me of the pleasure of giving that satisfaction this year; this can only be remedied the following winter (if in the meantime the difficulties are obviated).

22. The secondary triangulation, made by Mr. Ferguson, is now brought to the Pallisadoes on the west, from New Haven, where its eastern part begins, and that of Mr. Blunt, upon Long Island, parallel to it, both upon the plans as already stated, though I had to interrupt Mr. Blunt several times for work at the base line.

23. Thence, also, of all these parts of the country the work is brought to its ultimate application to the minute details of the topography, which I therefore intend to put in full activity, as soon as the necessary arrangements can be made, which, in the present state of things, is impossible.

24. I am sorry to be obliged to state here, what is evident to every man who occasionally is a witness to the work of the coast survey, that, from the most important to the minutest part of the work, everything is arranged in the most strictly economical manner, and at the same time so as to produce the greatest possible effect, in perfectly accurate results, in the shortest space of time, for in this principle lies the true economy of the work; any arrangement whatsoever not fitting to this aim, is a direct loss, as well in work as actually also in money. My experience, by having made similar works formerly, at my private expense, I find a sure guide in this respect; and I dare to assert, with full confidence, that never so much actually valuable work was obtained in the same space of time, and for the same proportional amount of money, in any other survey whatsoever.

25. By the change of the Department to which this work is committed, it became necessary for me to spend much time in giving the information necessary, to introduce many gentlemen completely new in the business, into the proper genius of the work and its advantageous organization, which lies in documents reaching from 1807 to the present date; during which time, on one hand, the arrangements were constantly perfected, while on another, even the older documents in the hands of the government have been destroyed by the conflagration of the Treasury office; so that now I am alone in the possession of them in their original. I had already some time ago begun the copies to restore these documents, and they needed principally only my revision and signature; but it has become necessary to make use of so many of them, that the collection is now very incomplete, and actually my time is otherwise too much engaged to attend to this part at present.

26. As this report is rather to be made in haste, to reach in due time for the aim of the President, to present it with the message to Congress, in addition to that of last May, minuter details have been excluded. I expect, however, to have presented the principal features, and the state of the work, to sufficient satisfaction for the present purpose, and to have made it evident that I have continued the work according to the principles laid out for me, from its first beginning, in 1816; that is, in a manner *honorable, and permanently useful to the country*, which was already the judgment that late President Jefferson, with whom the first law of 1807 had originated, gave upon my work of 1817; and if nothing is altered in my plans, and my organization of the whole arrangement, I can promise equally good success for the further continuance, and even assure, that by no other means or arrangements it is possible to obtain such a

result; for this the judgment of all the practical and experienced men of science in this line, all over Europe, is already recorded in the scientific prints.

F. R. HASSLER.

WESTHILLS, *Huntington Township, Long Island, November 11, 1834.*

Maps joined to this report.

1. Detailed map of the locality of the base line.
2. Sketch of the triangles around great South Bay, upon Long Island.
3. Sketch of the triangles in Connecticut and New York States.

R.

List of deaths in the navy of the United States, as ascertained at the Department, since December 1, 1833.

Name and rank.	Date.	Cause.	Place.
MASTERS COMMANDANT.			
W. L. Gordon	April 25, 1834..	Congestion of brain..	Baltimore.
Silas Duncan.....	September 14, 1834..	Pulmonary affection .	White Sulph. Springs, Virginia.
LIEUTENANTS.			
Philander F. Canedy	January 2, 1834..	Consumption	Navy Hos., Pensacola.
Joseph Cross	February 10, 1834..	Consumption	Near Bladensb'g, Md.
John A. Cook	February 7, 1834..	Consumption	Charleston, S. C.
Jerome Callan.....	June 29, 1834..	Tic doloureux.....	Red Sulphur Springs, Virginia.
Joseph Cutts, jr.....	September 26, 1834..	Suicide	Portsmouth, N. H.
Augustus R. Strong	October 18, 1834..	Yellow fever.....	Nav. Hosp. Pensacola.
ASSISTANT SURGEON.			
E. H. Freeland	June, 1834..	.....	Port Mahon.
PASSED MIDSHIPMEN.			
Wm. P. Jones... ..	July 15, 1834..	Cholera	Michigan Territory.
Horatio G. Myers.....	September 16, 1834..	Cholera	Port Mahon, frigate Constellation.
MIDSHIPMEN.			
L. H. Roumfort.....	October 21, 1833..	.....	Sloop Peacock, at sea.
Clarence Watkins.....	July 18, 1834..	Consumption	Washington.
V. L. Williamson.....	September 6, 1834..	.....	Wilmington, Del.
SAILINGMASTER.			
William Knight	July 22, 1834..	.....	Philadelphia.
SAILMAKER.			
B. B. Burchstead	December 11, 1833..	.....	Navy Yard, N. Y.
MARINE OFFICER.			
Capt. C. Grymes.....	July 25, 1834..	.....	Nav. Hosp., Norfolk.

S.

List of resignations in the navy of the United States, since the 1st of December, 1832.

Name.	LIEUTENANTS.	When accepted.
Pedro C. Valdes.....	Feb. 6, 1834, as of Oct. 20, 1833.
John G. Rodgers.....	February 10, 1834.
Philip A. Stokton.....	February 14, 1834.
William Seton.....	July 5, 1834.
Sterne Humphreys.....	October 1, 1834.
SURGEON.		
Samuel B. Malone.....	April 16, 1834.
PURSERS.		
William S. Rogers	February 17, 1834.
Philo White.....	October 31, 1834.
PASSED MIDSHIPMEN.		
Robert J. Ross	December 13, 1833.
Robert Fitzhugh	December 18, 1833.

Name.	MIDSHIPMEN.	When accepted.
William W. Smith.....		February 1, 1834.
Charles W. Elliott.....		February 1, 1834.
David Deacon.....		March 10, 1834.
Williams Carter.....		March 15, 1834.
Francis A. N. Macomb.....		April 10, 1834.
Spotswood A. Washington.....		April 17, 1834.
Charles Peirce.....		May 30, 1834.
Thomas W. Melville.....		June 3, 1834.
Robert A. Cassin.....		June 9, 1834.
John H. Roberts.....		June 21, 1834.
Albert Wadsworth.....		September 6, 1834.
George Henderson.....		September 13, 1834.
Abner Baker.....		September 17, 1834.
George J. W. Thayer.....		October 27, 1834.

T.

List of dismissals from the navy of the United States, since the 1st of December, 1833.

Name.	SURGEON.	Date of dismissal.
John S. Wily.....		October 20, 1834.
ASSISTANT SURGEONS.		
Euclid Boreland.....		October 22, 1834.
Cornelius Moore.....		November 21, 1834.
PURSER.		
John Smith Punch.....		July 2, 1834.
PASSED MIDSHIPMAN.		
William Chandler.....		October 20, 1834.
MIDSHIPMEN.		
Rhydon G. Moore.....		February 28, 1834.
Carter B. Beverly.....		June 16, 1834.
Samuel Garrison.....		October 20, 1834.

23D CONGRESS.]

No. 565.

[2D SESSION.

ON THE IMPORTANCE OF THOMPSON'S ISLAND OR KEY WEST AS A NAVAL DEPOT OR STATION.

COMMUNICATED TO THE SENATE DECEMBER 16, 1834.

NAVY DEPARTMENT, *December 15, 1834.*

The Secretary of the Navy, in compliance with the directions contained in the resolution of the Senate of the United States, of the 16th June last, referring the memorial and documents of John Whitehead and others, owners of Key West, for examination into the facts therein stated, to collect the necessary evidence, and report the names, together with copies of such letters and papers in his Department as relate thereto, to the Senate at its next session, has the honor to make the following report:

The parties interested in the case state that, in consequence of a communication made by them on the 7th December, 1821, representing the peculiar importance of Key West as a naval station, to protect our commerce from pirates, and suppress the slave trade, Lieutenant Perry was ordered, on the 7th of February, 1822, to examine said island and its harbors, &c., and, if deemed necessary by him, to take possession in the name of the United States; and that, on the 28th March following, he made a report of his proceedings.

That instructions were subsequently issued to Captain Patterson, on the 15th November, 1822, who reported the result of his examinations on the 11th of March and 10th of July, 1823.

That Commodore Porter, on the 1st of February, 1823, received his general instructions as commandant of the West India station, and was directed to establish a depot at Thompson's Island, usually called Key West, and land ordnance and marines to protect the stores and provisions.

That the said commander assumed entire control and jurisdiction of said island, forcibly appropriating wood already cut, and causing more to be cut down and used; seizing and using, for his officers and men, hogs and sheep running at large, the property of the memorialists; prohibiting the owners and their agents from building or improving without his permission, and enforced military law upon the said island; of which grievances they state that they informed the Navy Department, by a communication dated the 1st of February, 1825.

In support of these allegations, the memorialists offer the deposition of Griffith W. Roberts, the copy of a letter from Commodore Porter to Lieutenant James M. McIntosh, sworn to by John Whitehead; a letter of Master Commandant M. P. Mix to said Whitehead; a letter of Lieutenant James Moorehead to said Whitehead; certified copies of two letters from P. C. Greene & Co. to Commodore Porter, and the

original of Commodore Porter's reply; a certificate of Lieutenant James M. McIntosh, with copy of Commodore Porter's letter to him, above referred to, and an imperfect copy of the communication of the 1st of February, 1825, which are all hereto annexed, lettered from A to G, inclusive.

The records and files of the Navy Department have been carefully examined, but afford no information nor evidence of the seizures and damages which the memorialists complain that they sustained, nor can any communication be found to have been received from them on the subject, dated the 1st of February, 1825.

The communication of the 7th of December, 1821; the report of the Secretary of the Navy, of the 29th of December, 1822, to the President, and the instructions to Lieutenant Perry, Commodore Patterson and Commodore Porter, and the reports by these officers, to which the memorialists allude, are appended hereto, and numbered from 1 to 8, inclusive.

All which is respectfully submitted.

MAHLON DICKERSON.

23D CONGRESS.]

No. 566.

[2D SESSION.]

RELATIVE TO THE ESTABLISHMENT OF A NAVAL DEPOT AT CHARLESTON, SOUTH CAROLINA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 18, 1834.

NAVY DEPARTMENT, *December 17, 1834.*

The Secretary of the Navy, to whom has been referred the resolution of the House of Representatives, of the 11th instant, requesting him to communicate any papers or documents in his possession, not hitherto communicated, relating to the establishment of a naval depot at Charleston, South Carolina, has the honor to report:

That no other papers or documents are recollected to have been received by the Navy Department, except those forwarded with the report of the Secretary of the Navy to the chairman of the Naval Committee of the House of Representatives of the 2d of May last, (Doc. 541,*) or which are therein referred to as having been previously communicated to Congress.

I have the honor to be, with great respect, your obedient, humble servant,

MAHLON DICKERSON.

To the Hon. JOHN BELL, *Speaker of the House of Representatives.*

23D CONGRESS.]

No. 567.

[2D SESSION.]

ON A CLAIM OF INDEMNITY FOR DAMAGES BY SEARCH AND DETENTION OF AN AMERICAN PRIVATEER BY U. S. VESSEL-OF-WAR IN 1812.

COMMUNICATED TO THE SENATE DECEMBER 24, 1834.

Mr. CLAYTON, from the Committee on the Judiciary, to whom was referred the petition of the representatives of John Donnell, reported:

That the Committee on the Judiciary, at the last session of Congress, made a report on this petition, stating the claim, and the opinion of the committee thereupon, as follows:

"That the claim, as stated by the petitioners, is for consequential damage supposed by them to have resulted from the conduct of Captain Smith, commanding the United States frigate Congress, in exercising the right of search in time of war. The schooner Eleanor, a letter of marque under commission from the United States, sailing from Baltimore, bound to Bordeaux, with a cargo on board, fell in with the President, commanded by Commodore Rodgers, and the Congress, commanded by Captain Smith. On the night of the 16th of October, 1812, the Eleanor was boarded by Lieutenant Nicholson from the Congress, who sent the captain and mate of the schooner on board the Congress, with their papers, for examination. Lieutenant Nicholson remained on board the Eleanor. After examination, and ascertaining the character of the schooner Eleanor, she was released. The complaints are, 1st. That the officers of the Eleanor were detained "for a period of from three to four hours" after the result of the examination had proved satisfactory: 2d. In sending off the master and mate of the Eleanor without any competent supply of hands to manage her: 3d. That Lieutenant Nicholson, whilst he was in possession of the schooner, represented himself to the officers and crew of the Eleanor as a British officer, and themselves and the vessel as a prize of war: whereby "the crew of the Eleanor declined to make any competent exertions, or to obey the commands of their presumed captor, in the navigation of the vessel;" and during the detention she became dismasted, and sustained such serious injury, the weather being boisterous, as to compel the abandonment of her, whereby the vessel and cargo were entirely lost.

"The belligerent right of examination of the armed schooner is unquestionable. No evidence is produced that the officers of the letter of marque, who witnessed the conduct of the officers of the United States, as well as the boisterous winds and waves, ever made complaint. The petitioners expressly disclaim the imputation of culpable misconduct or negligence to any of the officers concerned. No evidence

is produced touching the matter of complaint now alleged by the petitioners; but they propose to adduce evidence as to the facts. Under such circumstances, and after a lapse of twenty-one years and upwards, the committee do not think it reasonable to institute an inquiry into the wire-drawn complaints about a detention of three or four hours in the night, as more or less than sufficient to ascertain the true character and design of the armed schooner; nor to try the relative exertions which the crew did make under Lieutenant Nicholson, compared with what they might have made under the orders of the master and mate of the schooner; nor to investigate the comparative skill of Lieutenant Nicholson, and the master and mate of the schooner, to order and direct her management; nor to enter into a solution of the conjectural problem, whether the schooner would have had strength and capacity, and good fortune, under other officers, to have outlived the gale, and no reason for saddling these complaints upon the government."

Therefore, the committee at the last session, recommended a resolution, that the prayer of the petitioners should be rejected.

In the general principles of that report, the present committee entirely concur. And it thinks it proper to add, with respect to the principle of the claim, that it is by no means prepared to admit that, in the case of a detention of one of our own private vessels by a public armed ship of the United States, on the high seas, without authority, reason, or propriety, either in respect of the detention itself, or of the manner of it, the government is bound to make good to the owner any loss resulting from the irregular or indiscreet conduct of the officer who causes such detention. But be this as it may, it is certain that the officer by whom such detention is made is liable, in a judicial proceeding, to make good to the owner any loss that may fairly be attributed to the irregularity of his conduct; and, as the right of the owner to compensation may thus be established in a judicial proceeding against the officer, the duty of the United States to make compensation ought never to be admitted until the right to it shall have been established in such a proceeding. Much more ought such a claim to be repelled, if in fact the party alleging the grievance has resorted to a judicial proceeding against the officers whose conduct is complained of, and there has been a judicial decision against the claim for compensation from them. Now the committee finds that a suit was brought by the owners of the vessel in question. The Eleanor, against Commodore Rodgers, who commanded the squadron, and Captain Smith, who commanded the frigate Congress, and by whose immediate orders the Eleanor was detained; and it was held, in that suit, by the Supreme Court of the United States, that the officer committed no irregularity, and that the owners of the Eleanor had no claim to compensation against him. (See the case of the Eleanor, Donnell, 2 Wheat, 345.) The petitioners say, indeed, that the evidence of Commodore Warrington, which they have filed with their petition, was not exhibited in their suit. But if it was material, it was the claimants' own fault that it was not laid before the court; and besides, the committee cannot discern that that, or any other evidence now adduced, materially varies the case from the state of it, as it was presented to the Supreme Court of the United States, and decided.

The committee, therefore, recommend the following resolution:

Resolved, That the prayer of the petitioners be rejected.

23D CONGRESS.]

No. 568.

[2D SESSION.]

STATEMENT OF EXPENDITURES FOR SHIP HOUSES AT NAVY POINT OR SACKETT'S HARBOR, AND AT STORRS' HARBOR, NEW YORK, AND FOR PRESERVATION OF UNITED STATES SHIPS NEW ORLEANS AND CHIPPEWA, AT THOSE PLACES, AND TERMS OF THE CONTRACT FOR THE OCCUPATION OF THE LAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 27, 1834.

NAVY DEPARTMENT, *December 26, 1834.*

The Secretary of the Navy, to whom was referred the resolution of the House of Representatives, of the 8th instant, directing him to report "the amount expended in erecting the ship house at Navy Point, and the expense of keeping the same in repair; the like information in relation to the vessel built and lately sold at Storrs' Harbor; the amount of compensation allowed to the officer or officers, persons or persons, who have, from time to time, had charge of the same; the reasons, if any exist, for the further preservation of the vessel and ship house at Navy Point; the amount heretofore paid for the use and occupation of the land now belonging to the heirs of Henry Eckford, deceased, at Navy Point and Storrs' Harbor, on which the vessels New Orleans and Chippewa were built; the terms of any contract which may have been made with the government or its authorized agent, for the use and occupation of such land, and any other information in possession of the Department relative thereto," has the honor, in compliance therewith, to send a communication of the 24th instant, from the Fourth Auditor of the Treasury, marked A, containing information as to the amounts expended in the erection and repair of the ship houses referred to; the amount of compensation allowed to the officers and persons who, from time to time, had charge of the same; and the amount heretofore paid to Henry Eckford for the use and occupation of the land at Navy Point and Hospital ground, and the amount claimed for land at Storrs' Harbor, &c. A letter of the 2d of April last, to the chairman of the Naval Committee, with the printed bill therein referred to, and a report of the Navy Commissioners, dated the 16th instant, marked B and C, also forwarded, afford the reasons for the further preservation of the vessel and ship house at Navy Point. The report of the 17th of March last, by the Secretary of the Navy, to the House of Representatives, to which reference is now respectfully made, contains all the information in the reach of this Department as to any contract for the use and occupation of the lands alluded to, as well as all other information in possession of the Department relating thereto.

All which is respectfully submitted.

MAHLON DICKERSON.

To the Hon. JOHN BELL, *Speaker of the House of Representatives.*

A.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 24, 1834.*

SIR: In compliance with your letter of the 10th instant, I have the honor to report all the information which can be collected in this office, in reference to the resolution of the House of Representatives, adopted on the 8th, calling for information relative to the ship houses at Sackett's and Storrs' Harbors.

It appears that a regular naval station was maintained at Sackett's Harbor from the close of the war to the 9th February, 1826, of which Captain M. T. Woolsey was in charge down to 17th January, 1825, and Master Commandant S. W. Adams afterwards, until it was broken up. These officers had several others, and a number of men under their command.

From the 9th February, 1825, to 1st February, 1831, the ships and ship houses in question were left in charge of Sailingmaster Augustus Ford, with two shipkeepers to assist him.

From 1st February, 1831, to 31st October, 1834, this charge was entrusted to Sailingmaster Francis Mallaby, with two shipkeepers to assist him, down to October, 1833, and since, one.

The pay, rations, and allowances of Captain Woolsey, during the time above stated, were	\$24,818 69
Of Master Commandant S. W. Adams.....	1,823 57
Of Sailingmaster A. Ford.....	5,576 49
Of Sailingmaster F. Mallaby.....	4,174 75
Of shipkeepers.....	3,228 86

\$39,622 36

Deduct the pay, rations, and allowances of Captain Woolsey and Master Commandant Adams, while Sackett's Harbor was a naval station.....	26,642 06
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Leaves for taking care of the public property since.....	<u>\$12,980 30</u>
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The amounts received by Captain Woolsey and Master Commandant Adams are reported, because they may seem to have something to do with the keeping of the ships; those received by others attached to the station during the same time are omitted, because they obviously, in general, had not.

In pursuance to a contract, dated in August, 1815, there was paid for building the ship houses at Sackett's and Storrs' Harbors, the United States furnishing materials, the sum of.....

\$17,000 00

For boards and shingles, from date of contract to 31st December, 1815, about which time they were completed.....	7,046 85
For nails.....	1,145 70

\$25,192 55

For boards and lumber from 1st January, 1816, to September, 1820.....	<u>\$2,735 14</u>
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In none of the above cases do the vouchers specify the purpose for which the articles were purchased, and it is only by inference that they are set down to the account of the ship houses.

Paid for shoring up vessels, in 1820.....	\$98 54
Paid for repairs, in 1828.....	74 87
Paid for repairs, in 1834.....	410 03

\$583 44

Early in 1823, Henry Eckford, Esq., presented an account "for rent of Navy Point and Hospital ground, at Sackett's Harbor, New York, from 1st January, 1815, to 1st January, 1823—eight years, at \$290 per year, \$2,320—which was allowed, and paid by direction of Smith Thompson, Secretary of the Navy. It does not appear that any other payment for rent has ever been made.

In January, 1830, Mr. Eckford presented, in person, an account containing the following items, viz:

For rent of Navy Point and Hospital ground, at Sackett's Harbor, from 1st January, 1823, to 1st January, 1830—seven years, at \$290 per annum.....	\$2,030 00
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For rent of ground at Storrs' Harbor, from 1st January, 1815, to 1st January, 1830—fifteen years, at \$250 per annum.....	3,750 00
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\$5,780 00

After an investigation, he was verbally informed that there was no law or contract which could authorize the Treasury Department to allow the charge, and he replied that he would present it to Congress. No other facts are known to me which seem calculated to elucidate the subject of the call.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. MAHLON DICKERSON, *Secretary of the Navy.*

B.

NAVY DEPARTMENT, *April 2, 1834.*

SIR: I have the honor to acknowledge the receipt of your note of yesterday, asking my examination of the printed bill which you enclosed, "for the relief of the heirs and legal representatives of Henry Eckford, deceased."

My views on the subject of the claim of the estate of Mr. Eckford were submitted in a report to the House of Representatives on the 17th ultimo, and to which I beg leave to refer for particulars.

As to the second section, I see no objection to its principle, if Congress conclude not to adhere to the idea that the land on which the ship is at Sackett's Harbor does not belong to the United States in trust. If it does, perhaps, as the vessel would not sell for much, it might as well be permitted to remain.

The vessel at Storrs' Harbor has been already sold, and the occupation of the land discontinued.

The printed bill, as requested, is returned.

I am, very respectfully, sir, your obedient servant,

LEVI WOODBURY.

The Hon. SAMUEL L. SOUTHARD, *Chairman of Naval Committee, Senate U. S.*

A BILL for the relief of the heirs and legal representatives of Henry Eckford, deceased.

Be it enacted, by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to the legal representatives of the late Henry Eckford, deceased, for the use and occupation of the lands belonging to the said Henry Eckford, at Navy Point and Storrs' Harbor, in the county of Jefferson, in the State of New York, the sum of five hundred and forty dollars per annum, for each and every year during which the said lands have been so used and occupied by the United States, with legal interest for the same from the times when the said annual payments became due; deducting therefrom the sum or sums of money which were paid to the said Henry Eckford, by the order of the Navy Department, in the year eighteen hundred and twenty-three.

Secron. 2. *And be it further enacted,* That the Secretary of the Navy be, and he is hereby, authorized and directed to cause, as soon as conveniently may be, the vessels New Orleans and Chippewa, belonging to the United States, now at the said Navy Point and Storrs' Harbor, to be sold, and the possession of said lands to be delivered to the said legal representatives of the said Henry Eckford, deceased.

C.

NAVY COMMISSIONERS' OFFICE, *December 16, 1834.*

SIR: The Commissioners have the honor to acknowledge the receipt of your letter of the 10th instant, covering a resolution of the House of Representatives in relation to the ships and ship houses at Sackett's and Storrs' Harbors, in the State of New York; and, in compliance with your directions, have the honor to report that the files of their office do not furnish information which will enable them to state the expenses which have been incurred upon the objects of the inquiry; but it appears that the commander upon that station was authorized, in 1815, to contract for houses to be built over the New Orleans and Chippewa, and subsequently, special directions were given at two separate times for small expenditures.

The Commissioners have no copy or official record of any contract or agreement made for the use of the land upon which the vessel stood, but it is presumed to be in the office of the Secretary of the Navy.

The amount of compensation allowed to the officer or officers, person or persons, who have from time to time had charge of the same, can, it is believed, only be obtained from the Fourth Auditor's office.

As respects the reasons for the further preservation of the vessel and ship house at Navy Point, the board would respectfully observe, that the ship, although only partially finished, is in a good state of preservation, and may probably be kept in that state for many years by keeping the house in repair, and at an expense which will consist of the rent of the land, the repairs of the house, and the extra allowances to the officer on the station, and which it is believed will not exceed one thousand dollars annually. With this expense, the board are of opinion that a proper regard to the possible wants of the country, upon that frontier, offers a sufficient reason for her preservation.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

HON. MAHLON DICKERSON, *Secretary of the Navy.*

23D CONGRESS.]

No. 569.

[1ST SESSION.

NAVAL REGISTER FOR 1835.

COMMUNICATED TO THE SENATE JANUARY 6, 1835.

NAVY DEPARTMENT, *January 5, 1835.*

SIR: I have the honor to transmit, herewith, for the use of the members of the Senate, sixty copies of the Naval Register for the year 1835.

I am, very respectfully, sir, your obedient servant,

M. DICKERSON.

The PRESIDENT of the *United States Senate.*

Naval register for 1835.

OFFICE OF THE SECRETARY OF THE NAVY.

Names.	Duty.	Place of birth.	Where a citizen.	When appointed.	Salary.
Mahlon Dickerson	Secretary	New Jersey	New Jersey	July 1, 1834.....	\$6,000
John Boyle	Chief clerk.....	Ireland	Maryland	June, 1813.....	2,000
Christopher Andrews.....	Corresponding clerk.....	do	District of Columbia.	June 1, 1829.....	1,600
Lauriston B. Hardin	Register	North Carolina	North Carolina . . .	May 1, 1831.....	1,400
Abraham H. Quincy	Cor'ding and rec'ding clerk	Massachusetts	Massachusetts.....	Aug. 10, 1832.....	1,400
John D. Simms.....	Register of correspondence.	Virginia	Virginia	April 5, 1827.....	1,000
Borden M. Voorhees	Warrant clerk.....	New Jersey	New Jersey	July 9, 1834.....	1,000
Henry Starke.....	Corresponding clerk.....	New Hampshire	New Hampshire	Nov. 28, 1833.....	1,000
Moses Poor.....	Recording and copying clerk	do	District of Columbia.	Jan. 27, 1834.....	800
Thomas L. Ragsdale	Clerk of pension funds, &c.	North Carolina	North Carolina	July 7, 1834.....	1,600
Nathan Eaton	Messenger	Massachusetts	District of Columbia.	July 12, 1821.....	700
Lindsay Muse	Assistant messenger.....	Virginia	do	Jan. 1, 1829.....	350

OFFICE OF THE NAVY COMMISSIONERS.

John Rodgers	President Naval Board....	Maryland	Maryland	Oct. 1, 1827.....	\$3,500
Isaac Chauncey.....	Commissioner	Connecticut	New York.....	June 5, 1833.....	3,500
Charles Morris.....	Commissioner.....	do	do	July 13, 1832.....	3,500
C. W. Goldsborough	Secretary	Maryland	Maryland	Nov. 10, 1823.....	2,000
William G. Ridgely	Chief clerk.....	do	District of Columbia.	Nov. 23, 1823.....	1,600
John Green	Clerk.....	do	Maryland	June 28, 1814.....	1,150
James Hutton.....	Clerk.....	Pennsylvania.....	Pennsylvania.....	July 20, 1822.....	1,000
B. S. Randolph	Clerk.....	Virginia	Virginia	Oct. 1, 1820.....	1,000
Robert Beale.....	Clerk.....	do	District of Columbia.	July 15, 1832.....	1,000
J. P. McCorkle, jr.	Clerk.....	Pennsylvania.....	do	Oct. 1, 1832.....	1,000
C. Schwarz	Draftsman	Germany.....	do	Aug. 30, 1820.....	1,000
Richard Elliott.....	Messenger	Connecticut	do	Feb. 22, 1827.....	700

Naval register for 1835.
CAPTAINS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.	
John Rodgers	Lieutenant,	March 9, 1798.	March 5, 1799.	Maryland	Maryland	Maryland	President Navy Board.
James Barron	do	March 9, 1798.	May 22, 1799.	Virginia	Virginia	Virginia	Commandant Navy yard, Philadelphia.
Charles Stewart	do	March 9, 1798.	April 22, 1806.	Pennsylvania ..	Pennsylvania ..	New Jersey	Waiting orders.
Isaac Hull	do	March 9, 1798.	April 23, 1806.	Connecticut ...	Connecticut ...	Connecticut ...	Commandant Navy yard, Washington.
Isaac Chauncey	do	Sept. 17, 1798.	April 24, 1806.	do	New York	New York	Commissioner Navy Board.
Jacob Jones	Midshipman,	April 10, 1799.	March 3, 1813.	Delaware	Delaware	Delaware	Commanding naval officer, Baltimore.
Charles Morris ..	Acting midshipman,	July 1, 1799.	March 5, 1813.	Connecticut ...	Connecticut ...	New York	Commissioner Navy Board.
Lewis Warrington	Midshipman,	Jan. 6, 1800.	Nov. 22, 1814.	Virginia	Virginia	Virginia	Commanding Navy yard, Norfolk.
William M. Crane	do	May 23, 1799.	Nov. 24, 1814.	New Jersey ...	New Jersey ...	New Jersey ...	Commandant Navy yard, Portsmouth.
James Biddle	do	Feb. 12, 1800.	Feb. 28, 1815.	Pennsylvania ...	Pennsylvania ..	Pennsylvania ..	Waiting orders.
Charles G. Ridgely	do	Oct. 17, 1799.	do	Maryland	Maryland	Maryland	Commandant Navy yard, New York.
Daniel T. Patterson	do	Aug. 20, 1800.	do	New York	New York	Louisiana	Commanding Mediterranean squadron.
Melanethon T. Woolsey	do	April 9, 1800.	April 27, 1816.	do	do	New York	Waiting orders.
John O. Creighton	do	June 25, 1800.	do	do	do	do	Waiting orders.
John Downes	do	June 1, 1802.	March 5, 1817.	Massachusetts..	Massachusetts..	Massachusetts..	Waiting orders.
John D. Henley	do	Oct. 14, 1799.	do	Virginia	Virginia	Maryland	Commanding West India squadron.
Jesse D. Elliott	do	April 2, 1804.	March 27, 1818.	Maryland	Pennsylvania ..	Pennsylvania ..	Commandant Navy yard, Charlestown.
Stephen Cassin	do	Feb. 21, 1800.	March 3, 1825.	Pennsylvania ..	do ..	Dist. Columbia.	Waiting orders.
James Renshaw	do	July 7, 1800.	do	do ..	do ..	Pennsylvania ..	Commanding Brazilian squadron.
Alex. S. Wadsworth	do	April 2, 1804.	do	Maine	Maine	Maine	Commanding Pacific squadron.
George C. Read	do	April 2, 1804.	do	Ireland	Pennsylvania ..	Pennsylvania ..	Leave of absence.
Henry E. Ballard	do	April 2, 1804.	do	Maryland	Maryland	Maryland	Commanding frigate United States.
David Deacon	do	Oct. 10, 1799.	Jan. 24, 1826.	New Jersey ...	New Jersey ...	New Jersey ...	Commanding frigate Brandywine.
Samuel Woodhouse	do	May 2, 1801.	March 3, 1827.	Pennsylvania ...	Pennsylvania ...	Pennsylvania ...	Waiting orders.
Joseph J. Nicholson	do	April 2, 1804.	do	Maryland	Maryland	Maryland	Commanding frigate Potomac.
Wolcott Chauncey	do	June 23, 1804.	April 24, 1828.	Connecticut ...	New York	New York	Commandant Navy yard, Pensacola.
Edmund P. Kennedy	do	Nov. 22, 1805.	do	Maryland	Dist. Columbia.	Virginia	Waiting orders.
Alex. J. Dallas	do	Nov. 22, 1805.	do	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Waiting orders.
John B. Nicholson	do	July 4, 1805.	do	Virginia	Virginia	Virginia	Commanding Delaware 74.
B. V. Hoffman	do	July 4, 1805.	March 11, 1829.	New York	New York	New York	Waiting orders.
Jesse Wilkinson	do	July 10, 1805.	do	Virginia	Virginia	Virginia	Waiting orders.
T. Ap Catesby Jones	do	Nov. 22, 1805.	do	do	do	do	Waiting orders.
Wm. Compton Bolton	do	June 20, 1806.	Feb. 21, 1831.	England	Dist. Columbia.	Dist. Columbia.	Waiting orders.
Wm. B. Shubrick	do	June 20, 1806.	do	South Carolina .	South Carolina .	South Carolina .	Inspector of ordnance and ammunition.
Alex. Claxton	do	June 20, 1806.	do	Pennsylvania ...	Dist. Columbia.	Pennsylvania ..	Leave of absence.
Charles W. Morgan	do	Jan. 1, 1808.	do	Virginia	Virginia	Virginia	Waiting orders.
Lawrence Kearny	do	July 24, 1807.	Dec. 20, 1832.	New Jersey ...	New Jersey ...	New Jersey ...	Waiting orders.

Captains—37.

NOTE.—Those officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1835—Continued.—MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Budd	Nov. 22, 1805	March 28, 1820	Maryland	Maryland	Maryland	Navy yard, Boston.
Foxhall A. Parker	Jan. 1, 1808	March 3, 1825	Virginia	Virginia	Virginia	Navy yard, Norfolk.
Edward R. McCall	do	do	South Carolina	South Carolina	South Carolina	Waiting orders.
Daniel Turner	do	do	New York	Rhode Island	Rhode Island	Waiting orders.
David Connor	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Commanding sloop John Adams.
John Gallagher	do	do	Maryland	Maryland	Maryland	Navy yard, Washington.
Thomas H. Stevens	Feb. 8, 1808	do	South Carolina	South Carolina	Connecticut	Rendezvous, Boston.
William M. Hunter	Jan. 16, 1809	March 21, 1826	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
John D. Sloat	Feb. 12, 1800	do	New York	New York	New York	Rendezvous, New York.
Matthew C. Perry	March 1, 1809	do	Rhode Island	Rhode Island	do	Navy yard, New York.
Charles W. Skinner	Jan. 16, 1809	March 3, 1827	Maine	Pennsylvania	Virginia	Waiting orders.
John T. Newton	do	do	Virginia	Virginia	New York	Rendezvous, Philadelphia.
Joseph Smith	do	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Lawrence Rousseau	do	April 24, 1828	Louisiana	Louisiana	Louisiana	Commanding sloop Falmouth.
George W. Storer	do	do	New Hampshire	Maine	New Hampshire	Navy yard, Portsmouth, New Hampshire.
Beverly Kennon	May 18, 1809	do	Virginia	Virginia	Virginia	Waiting orders.
Edward R. Shubrick	Jan. 16, 1809	do	South Carolina	South Carolina	South Carolina	Waiting orders.
F. H. Gregory	do	do	Connecticut	Connecticut	Connecticut	Waiting orders.
John H. Clack	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Rendezvous, Norfolk.
P. F. Voorhees	do	do	New Jersey	New Jersey	New Jersey	Waiting orders.
Benjamin Cooper	Jan. 16, 1809	do	do	do	New York	Waiting orders.
David Geisinger	Nov. 15, 1809	March 11, 1829	Maryland	Maryland	Maryland	Waiting orders.
Robert F. Stockton	Sept. 1, 1811	May 27, 1830	New Jersey	New Jersey	New Jersey	Furlough.
Isaac McKeever	Feb. 1, 1809	do	Pennsylvania	Louisiana	Pennsylvania	Rendezvous, Baltimore.
John P. Zantinger	Nov. 15, 1809	March 3, 1831	do	Pennsylvania	do	Commanding sloop Natchez.
Wm. D. Salter	do	do	New York	New Jersey	New Jersey	Commanding sloop Ontario.
Charles S. McCauley	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Commanding sloop St. Louis.
Thomas M. Newell	Sept. 11, 1813	do	Georgia	Georgia	Georgia	Under suspension.
Elio A. F. Valetto	Jan. 25, 1812	do	Virginia	Pennsylvania	Pennsylvania	Commanding sloop Fairfield.
Wm. A. Spencer	Nov. 15, 1809	do	New York	New York	New York	Furlough.
Thomas T. Webb	Jan. 1, 1808	do	Virginia	Virginia	Virginia	Commanding sloop Vandalia.
John Percival	March 9, 1809	do	Massachusetts	Massachusetts	Massachusetts	Commanding sloop Erie.
John H. Aulick	Nov. 15, 1809	do	Virginia	Maryland	Virginia	Commanding sloop Vincennes.
Wm. V. Taylor	April 28, 1813	do	Rhode Island	Rhode Island	Rhode Island	Waiting orders.
Mervine P. Mix	Sept. 22, 1812	do	Connecticut	New York	Connecticut	Commanding receiving ship, New York.
Bladen Dulany	May 18, 1809	do	Virginia	District of Columbia	Virginia	Waiting orders.
Stias H. Stringham	Nov. 15, 1809	do	New York	New York	New York	Waiting orders.
Isaac Mayo	do	Dec. 20, 1832	Maryland	Maryland	Maryland	Waiting orders.
Wm. K. Lutimer	do	March 2, 1833	do	do	do	Waiting orders.
William Mervine	Jan. 16, 1812	June 12, 1834	Pennsylvania	Pennsylvania	New York	Navy yard, Pensacola.

Masters commandant—40.

Naval register for 1835—Continued.
ALPHABETICAL LIST OF LIEUTENANTS.

Names.	Date of present commission.	Names.	Date of present commission.
A.		F.	
Armstrong, James.....	April 27, 1816.	Farragut, William A. C.	December 9, 1814.
Abbot, Joel.....	April 1, 1818.	Fitzhugh, Andrew.....	April 27, 1816.
Armstrong, William M.....	March 3, 1821.	Forrest, French.....	March 5, 1817.
Adams, H. A.....	January 13, 1825.	Freelon, Thomas W.....	March 28, 1820.
Adams, George.....	March 3, 1827.	Farragut, D. G.....	January 13, 1825.
Auchmuty, H. J.....	May 17, 1828.	Foot, Andrew H.....	May 27, 1830.
Armstrong, Charles M.....	March 3, 1831.	Farrand, Ebenezer.....	March 3, 1831.
Ashton, Gurdon C.....	June 21, 1832.	Ferris, Jonathan.....	July 13, 1832.
B.		Fairfax, A. B.....	do
Babbitt, Edward B.....	May 1, 1815.	G.	
Breese, Samuel L.....	April 27, 1816.	Gwinn, John.....	April 27, 1816.
Boorman, Charles.....	March 5, 1817.	Gauntt, Charles.....	March 5, 1817.
Belt, William J.....	do	Graham, John H.....	do
Boerum, William.....	do	Goodrum, James.....	April 1, 1818.
Bell, Charles H.....	March 28, 1820.	Gardner, William H.....	January 13, 1825.
Bigelow, Abraham.....	do	Glyn, James.....	do
Byrne, Edmund.....	January 13, 1825.	Gedney, Thomas R.....	do
Bubier, John.....	do	Goldsborough, L. M.....	do
Buchanan, Franklin.....	do	Gerry, James T.....	April 28, 1826.
Bruce, Henry.....	do	Glendy, William M.....	March 3, 1827.
Blake, George S.....	March 3, 1827.	Green, William.....	do
Barron, Samuel.....	do	Gordon, Alexander G.....	do
Benham, Timothy G.....	do	Graham, John.....	May 17, 1828.
Bullus, Oscar.....	do	H.	
Bailey, Theodorus, Jr.....	do	Henry, Henry.....	March 5, 1817.
Boutwell, Edward B.....	May 17, 1828.	Hull, Joseph B.....	January 13, 1825.
Bispham, John E.....	do	Harris, William S.....	do
Blanchard, Edward O.....	do	Hobbs, H. H.....	do
Ball, John L.....	May 27, 1830.	Hollins, George N.....	do
Bell, Henry H.....	March 3, 1831.	Hudson, William L.....	April 28, 1826.
Boyle, Junius L.....	June 21, 1832.	Howard, William L.....	do
Browning, Robert L.....	do	Harwood, A. A.....	March 3, 1827.
Burns, Owen.....	April 8, 1834.	Homans, James T.....	May 17, 1828.
C.		Hunter, William W.....	May 27, 1830.
Crowley, Charles E.....	December 9, 1814.	Hoff, Henry.....	March 3, 1831.
Champlin, Stephen.....	do	Hunt, William E.....	June 21, 1832.
Crabb, Thomas.....	February 4, 1815.	Howison, Neil M.....	July 13, 1832.
Conover, Thomas A.....	March 5, 1817.	Hooe, George M.....	December 31, 1833.
Campbell, A. S.....	do	Houston, H. M.....	June 24, 1834.
Cocke, H. H.....	April 1, 1818.	Hunter, Charles G.....	do
Cooper, James B.....	April 22, 1822.	I.	
Carpender, E. W.....	January 13, 1825.	Inman, William.....	April 1, 1818.
Chauncey, John S.....	do	Ingraham, D. N.....	January 13, 1825.
Cunningham, R. B.....	do	Ingersoll, Jonathan.....	March 3, 1831.
Crowninshield, Jacob.....	do	Ingersoll, Harry.....	April 8, 1834.
Campbell, William H.....	April 28, 1826.	J.	
Carr, John A.....	do	Jameson, William.....	March 5, 1817.
Cocke, Samuel B.....	March 3, 1827.	Jarvis, Joseph R.....	March 28, 1820.
Cassin, John.....	May 17, 1828.	Johnson, Edward S.....	January 13, 1825.
Colhoun, John.....	May 27, 1830.	Jones, Richard A.....	April 28, 1826.
Chauncey, Charles W.....	do	Johnston, Z. F.....	March 3, 1827.
Craven, Thomas T.....	do	Jones, Robert W.....	do
Chatard, Frederick.....	March 29, 1834.	Jackson, Charles H.....	do
D.		Johnston, Stephen.....	March 3, 1831.
Downing, Samuel W.....	March 5, 1817.	Jenkins, John T.....	December 20, 1832.
Dale, John M.....	April 1, 1818.	K.	
Dornin, Thomas A.....	January 13, 1825.	Kelly, John.....	January 13, 1825.
Dallas, Alexander.....	do	Knight, James D.....	do
Dupont, Samuel F.....	April 28, 1826.	Kennon, William H.....	April 28, 1826.
Downes, A. E.....	March 3, 1827.	L.	
Deas, Fitz Allen.....	May 27, 1830.	Levy, Uriah P.....	March 5, 1817.
Duke, Nathaniel W.....	March 3, 1831.	Long, John C.....	do
Davis, Charles H.....	do	Le Compte, Samuel W.....	March 28, 1820.
Davis, John A.....	February 27, 1833.	Lowndes, Charles.....	January 13, 1825.
Duryee, Charles H.....	December 31, 1833.	Leib, Thomas J.....	April 28, 1826.
E.		Lewis, Arthur.....	do
Evans, John.....	April 27, 1816.	Long, A. K.....	March 3, 1827.
Ellery, Frank.....	March 28, 1820.	Little, John H.....	do
Engle, Frederick.....	January 13, 1825.	Lynch, William F.....	May 17, 1828.
Eagle, Henry, jr.....	March 3, 1827.	Lee, Sidney Smith.....	do
Ellison, Francis B.....	May 17, 1828.		

Naval register for 1835—LIEUTENANTS—Continued.

Names.	Date of present commission.	Names.	Date of present commission.
Lockwood, Samuel	May 17, 1828.	Randolph, V. M.	January 13, 1825.
Lardner, James L.	do	Rudd, John.	do
Lawrence, N. C.	March 3, 1831.	Ritchie, Robert	do
Lyne, William B.	July 13, 1832.	Ringgold, Cadwallader	do
		Rhodes, H. H.	do
M.		Russell, Edward M.	May 27, 1828.
McKenney, William E.	March 5, 1817.	Robb, Robert G.	May 27, 1830.
McIntosh, James M.	April 1, 1818.	Rowan, James H.	December 31, 1833.
McCluney, William I.	do		
Montgomery, J. B.	do	S.	
Moorehead, Joseph	January 13, 1825.	Smoot, Joseph.	April 27, 1816.
Myers, Joseph	do	Simonds, Lewis E.	April 1, 1818.
McKean, William H.	do	Sawyer, H. B.	do
Mercer, Samuel	do	Stribling, C. K.	do
Marston, John, jr.	do	Sands, Joshua R.	do
Mattison, Joseph	do	Shields, William F.	March 3, 1821.
Magruder, George A.	April 28, 1826.	Saunders, John L.	January 13, 1825.
Manning, Thomas I.	do	Shubrick, Irvine	do
Marshall, John	March 3, 1827.	Smith, John H.	do
Morris, H. W.	May 17, 1828.	Stewart, David R.	do
Marshall, John H.	do	Slidell, Alexander.	do
Morris, Richard H.	do	Selfridge, T. O.	March 3, 1827.
Mooers, John W.	do	Slaughter, A. G.	do
Manning, John	do	Sterrett, Isaac S.	May 17, 1828.
Mason, Murray	March 3, 1831.	Shaw, Thompson D.	do
McBlair, Charles H.	July 12, 1831.	Stallings, Joseph	do
Munn, Samuel E.	December 31, 1833.	Stockton, Samuel W.	May 27, 1830.
McBlair, William	do	Skipwith, Grey	March 3, 1831.
Missroon, John S.	do	Swift, Jonathan W.	do
Marbury, A. H.	June, 1834.	Smith, William	do
		T.	
N.		Ten Eick, Abraham S.	April 27, 1816.
Nicholson, Wm. C.	March 3, 1821.	Taylor, William	March 5, 1817.
Newman, William D.	January 13, 1825.	Tattnall, Josiah	April 1, 1818.
Nicholas, John S.	April 28, 1826.	Thorburn, R. D.	May 17, 1828.
Newell, Lloyd B.	May 17, 1828.	Turner, Charles C.	do
Neville, Frederick A.	do	Tilton, Edward G.	March 3, 1831.
Noland, William H.	December 31, 1833.	Turk, John W.	June 21, 1832.
Noble, James	do	Turner, Peter	December 20, 1832.
		Thatcher, Henry K.	February 28, 1833.
O.		Totten, B. J.	March 29, 1834.
Oellers, James P.	July 24, 1813.		
Ogden, Henry W.	March 5, 1817.	U.	
Ogden, William S.	May 17, 1828.	Upshur, George P.	March 3, 1827.
		V.	
P.		Voorhees, Ralph	March 5, 1817.
Paine, Thomas	December 1, 1815.	Varnum, Frederick	March 28, 1820.
Page, Benjamin, jr.	April 27, 1816.	Van Brunt, G. J.	March 3, 1827.
Paulding, Hiram	do	Vail, Edward M.	May 27, 1830.
Page, Hugh N.	April 1, 1818.		
Platt, Charles T.	March 28, 1820.	W.	
Pendergrast, G. J.	March 3, 1821.	Wyman, Thomas W.	April 27, 1816.
Paine, John Stone	January 13, 1825.	White, John	do
Prentiss, John E.	do	Williamson, Jonathan D.	do
Pettigru, Thomas	do	Williamson, Charles L.	March 5, 1817.
Pinekney, R. S.	do	Williams, James	March 28, 1820.
Pinkham, Alexander B.	do	Wilson, Stephen B.	January 13, 1825.
Pearson, George F.	do	Wetmore, William C.	do
Pope, John	April 28, 1826.	Walker, William S.	do
Powell, Levin M.	do	Wilson, James P.	April 28, 1826.
Peck, Elisha	do	Wilkes, Charles, jr.	do
Pearson, William	do	Woolsey, William G.	do
Piercy, William P.	do	West, John W.	March 3, 1827.
Pinkham, R. R.	March 3, 1827.	Whittle, William C.	May 17, 1823.
Pinkney, Henry	do	Westcott, Hampton	do
Parviance, H. Y.	do	Ward, James H.	March 3, 1831.
Pennington, Lawrence	May 27, 1830.	Watson, James M.	December 30, 1831.
Paine, Amasa	March 3, 1831.	Williamson, Gabriel G.	March 29, 1834.
Porter, William D.	December 31, 1833.		
Page, Richard L.	March 26, 1834.	Y.	
		Young, John J.	March 28, 1820.
R.			
Ramsay, William	March 5, 1817.		
Ridgeway, Ebenezer	do		
Rutledge, Edward C.	January 13, 1825.		

Naval register for 1835—Continued.

LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James P. Oellers, sailingmaster.....	Feb. 28, 1809....	July 24, 1813....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Ordinary, Philadelphia.
1814.						
Charles E. Crowley.....	Jan. 16, 1809....	Dec. 9, 1814....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Wm. A. C. Farragut.....	do.....	do.....	Tennessee.....	Louisiana.....	Mississippi.....	Pascagoula. Sisk.
Stephen Champlin, sailingmaster.....	May 22, 1812....	do.....	Rhode Island.....	Connecticut.....	Connecticut.....	Invalid.
1815.						
Thomas Crabb.....	Nov. 15, 1809....	Feb. 4, 1815....	Maryland.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Edward B. Babbit.....	do.....	May 1, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy Yard, Charlestown.
Thomas Paine, sailingmaster.....	Oct. 10, 1812....	Dec. 1, 1815....	Rhode Island.....	South Carolina.....	Georgia.....	Commanding schooner Experiment.
1816.						
James Armstrong.....	Nov. 15, 1809....	April 27, 1816....	Kentucky.....	Mississippi.....	Massachusetts.....	Commanding receiving ship, Boston.
Joseph Smoot.....	Dec. 1, 1809....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Samuel L. Breese.....	Dec. 17, 1810....	do.....	New York.....	New York.....	New York.....	Navy yard, Philadelphia.
John Evans.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Benjamin Page, jr.....	do.....	do.....	England.....	New York.....	New York.....	Leave of absence.
John Gwinn.....	May 18, 1809....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Thomas W. Wyman.....	Dec. 17, 1810....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
Andrew Fitzhugh.....	June 9, 1811....	do.....	Virginia.....	Virginia.....	Virginia.....	Commanding receiving ship, Norfolk.
Abraham S. Ten Eyck.....	Sept. 1, 1811....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
John White, sailingmaster.....	Dec. 2, 1813....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Commanding schooner Grampus.
Hiram Paulding.....	Sept. 1, 1811....	do.....	New York.....	New York.....	New York.....	Commanding schooner Shark.
Jonathan D. Williamson.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
1817.						
Uriah P. Lovy, sailingmaster.....	Oct. 21, 1812....	March 5, 1817....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Charles Boorman.....	June 9, 1811....	do.....	Maryland.....	District of Columbia	Virginia.....	Waiting orders.
Fronch Forrest.....	do.....	do.....	do.....	do.....	District of Columbia.	Navy yard, Norfolk.
William E. McKenney.....	do.....	do.....	New York.....	New York.....	New York.....	Delaware 74—flag lieutenant.
William J. Belt.....	Sept. 1, 1811....	do.....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Washington.
William Jameson.....	do.....	do.....	Virginia.....	District of Columbia	Virginia.....	Rondezvous, Norfolk.
William Boorum.....	do.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
Charles L. Williamson.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
Charles Gauntt.....	do.....	do.....	do.....	do.....	Pennsylvania.....	Leave of absence.
William Ramsay.....	do.....	do.....	Virginia.....	Virginia.....	District of Columbia.	Commanding receiving ship, Baltimore.
Ralph Voorhees.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Commanding schooner Dolphin.
Henry Henry, sailingmaster.....	July 1, 1812....	do.....	Maryland.....	Virginia.....	Pennsylvania.....	Leave of absence.
Samuel W. Downing.....	Sept. 1, 1811....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
Henry W. Ogden.....	do.....	do.....	do.....	Pennsylvania.....	do.....	Waiting orders.

Naval register for 1835—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Ebenezer Ridgway.....	Jan. 1, 1812....	March 5, 1817....	Massachusetts.....	New Hampshire....	New Hampshire....	Leave of absence.
Thomas A. Conover.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	On furlough.
Archibald S. Campbell.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Commanding schooner <i>Enterprise</i> .
William Taylor.....	do.....	do.....	do.....	do.....	do.....	Waiting orders.
John C. Long.....	June 18, 1812....	do.....	New Hampshire....	New Hampshire....	New Hampshire....	Leave of absence.
John H. Graham.....	do.....	do.....	Vermont.....	New York.....	New York.....	Leave of absence.
1818.						
James M. McIntosh.....	Sept. 1, 1811....	April 1, 1818....	Georgia.....	Georgia.....	Georgia.....	Navy yard, Pensacola.
Josiah Tatnall.....	Jan. 1, 1812....	do.....	do.....	do.....	do.....	Waiting orders.
Hugh N. Pago.....	Sept. 1, 1811....	do.....	Virginia.....	Virginia.....	Virginia.....	Commanding schooner <i>Boxer</i> .
William Inman.....	Jan. 1, 1812....	do.....	New York.....	New York.....	New Jersey.....	Frigate <i>Brandywine</i> .
Joel Abbot.....	June 18, 1812....	do.....	Massachusetts.....	Massachusetts.....	Rhode Island.....	Waiting orders.
Lewis E. Simonds.....	Jan. 1, 1812....	do.....	do.....	South Carolina....	Massachusetts....	Ordinary, Boston.
John M. Dale.....	June 18, 1812....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
H. H. Cocke.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate <i>Potomac</i> .
William J. McClunoy.....	Jan. 1, 1812....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
James Goodrum.....	June 18, 1812....	do.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
J. B. Montgomery.....	June 4, 1812....	do.....	New Jersey.....	New York.....	New Jersey.....	Rendezvous, New York.
Horace B. Sawyer.....	Jan. 1, 1812....	do.....	Vermont.....	Vermont.....	Vermont.....	Waiting orders.
C. K. Stribling.....	June 18, 1812....	do.....	South Carolina....	South Carolina....	Virginia.....	Assistant inspector of ordnance, &c.
Joshua R. Sands.....	do.....	do.....	New York.....	New York.....	New York.....	Rendezvous, New York.
1820.						
John J. Young.....	Jan. 1, 1812....	March 28, 1820....	New York.....	New York.....	New York.....	Superintendent Navy hospital, Norfolk.
Charles H. Bell.....	June 18, 1812....	do.....	do.....	do.....	do.....	Sloop <i>Vincennes</i> .
Abraham Bigelow.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Frank Ellery.....	Jan. 1, 1812....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Frederick Varnum.....	June 18, 1812....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Joseph R. Jarvis.....	do.....	do.....	do.....	Maine.....	Maine.....	Navy yard, Portsmouth, N. H.
Thomas W. Freelon.....	do.....	do.....	New York.....	New York.....	Vermont.....	Waiting orders.
James Williams.....	Sept. 1, 1812....	do.....	West Indies.....	District of Columbia	Virginia.....	Sloop <i>Erie</i> .
Samuel W. Le Compto.....	June 4, 1812....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Charles T. Platt.....	June 18, 1812....	do.....	New York.....	New York.....	New York.....	Waiting orders.
1821.						
Wm. M. Armstrong.....	Nov. 30, 1814....	March 3, 1821....	Kentucky.....	Mississippi.....	Kentucky.....	Leave of absence.
Wm. F. Shields.....	Feb. 2, 1814....	do.....	Georgia.....	Louisiana.....	Georgia.....	Leave of absence.
G. J. Pendergrast.....	Jan. 1, 1812....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Waiting orders.
Wm. C. Nicholson.....	June 18, 1812....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.

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Naval register for 1835—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
1822.						
James B. Cooper, sailingmaster	July 9, 1812....	April 22, 1822....	New Jersey	New Jersey	New Jersey	Naval asylum, Philadelphia.
1825.						
E. W. Carpender	July 10, 1813....	Jan. 13, 1825....	New York	New York	New York	Rendezvous, Boston.
John L. Saunders	Nov. 15, 1809....	do	Virginia	Virginia	Virginia	Waiting orders.
Joseph B. Hull	Nov. 9, 1813....	do	New York	Connecticut	Connecticut	Frigate Potomac.
John Stone Paine	do	do	Maine	Maine	Maine	Ordinary, Boston.
John E. Prentiss	do	do	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
Joseph Morehead	do	do	Maryland	Ohio	Ohio	Leave of absence.
Thomas Pettigru	Jan. 1, 1812....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
John S. Chauncey	do	do	New York	New York	New York	Delaware 74.
Irvine Shubriek	May 12, 1814....	do	South Carolina	South Carolina	Delaware	Leave of absence.
John Kelly	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
Edmund Byrne	do	do	do	do	do	Leave of absence.
Edward S. Johnson	Nov. 30, 1814....	do	Rhode Island	Rhode Island	Rhode Island	Frigate Brandywine.
William H. Gardner	Dec. 6, 1814....	do	Maryland	Maryland	Virginia	Sloop John Adams.
David G. Farragut	Dec. 17, 1810....	do	Tennessee	Tennessee	Tennessee	Leave of absence.
Richard S. Pinckney	August 3, 1814....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Stephen B. Wilson	Jan. 1, 1812....	do	New York	New York	New York	Leave of absence.
Edward C. Rutledge	Nov. 30, 1814....	do	South Carolina	South Carolina	South Carolina	Furlough.
William S. Harris	do	do	Kentucky	Kentucky	Kentucky	Waiting orders.
Thomas Aloysius Dornin	May 2, 1815....	do	Ireland	Maryland	Maryland	Commanding receiving ship, Philadelphia.
Robert B. Cunningham	Nov. 30, 1814....	do	Virginia	Virginia	Virginia	Waiting orders.
James Glynn	March 4, 1815....	do	Pennsylvania	do	Connecticut	Leave of absence.
Joseph Myers	Dec. 6, 1814....	do	North Carolina	do	North Carolina	Leave of absence.
William C. Wetmore	June 18, 1812....	do	New York	New York	New York	Leave of absence.
Thomas R. Gedney	March 4, 1815....	do	South Carolina	South Carolina	South Carolina	On survey of the coast.
John Bubier	Nov. 9, 1813....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Victor M. Randolph	June 11, 1814....	do	Virginia	Virginia	Virginia	Furlough.
Jacob Crowninshield	March 11, 1815....	do	Massachusetts	Massachusetts	Massachusetts	Frigate Potomac.
Frederick Engle	Dec. 6, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Philadelphia.
Alex. J. Dallas	Dec. 17, 1810....	do	Connecticut	Connecticut	Massachusetts	Leave of absence.
John H. Smith	Jan. 1, 1815....	do	New York	New York	New York	Furlough.
John Rudd	Nov. 30, 1814....	do	Rhode Island	Virginia	Virginia	Leave of absence.
Robert Ritchie	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Falmouth.
David K. Stewart	do	do	Maryland	Maryland	Maryland	Delaware 74.
William W. McKean	Nov. 30, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Natchez.
Franklin Buchanan	Jan. 28, 1815....	do	Maryland	do	do	Frigate United States.
Hubbard H. Hobbs	March 4, 1815....	do	Virginia	Virginia	Alabama	Frigate Brandywine.

Naval register for 1835—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Samuel Mercer.....	March 4, 1815....	Jan. 13, 1825....	Maryland	Maryland	Maryland	Sloop St. Louis.
Charles Lowndes.....	March 18, 1815....	do	do	do	do	Leave of absence.
L. M. Goldsborough	June 18, 1812....	do	District of Columbia.	District of Columbia.	do	Leave of absence.
George N. Hollins.....	Feb. 1, 1814....	do	Maryland.....	Maryland	do	Rendezvous, Baltimore.
D. N. Ingraham.....	June 18, 1812....	do	South Carolina	South Carolina	South Carolina	Furlough.
John Marston, jr.....	April 15, 1813....	do	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
Henry Bruce.....	Nov. 9, 1813....	do	Maine	do	do	Frigate Brandywine.
William D. Newman.....	Feb. 1, 1814....	do	New York.....	New York.....	New York.....	Waiting orders.
Henry A. Adams	March 14, 1814....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Alexander B. Pinkham.....	June 17, 1814....	do	Massachusetts.....	Ohio.....	Massachusetts.....	Sloop Natchez.
James D. Knight.....	Nov. 30, 1814....	do	South Carolina	South Carolina	South Carolina	Schooner Enterprise.
Joseph Mattison.....	do	do	New Jersey	New Jersey	New Jersey	Sloop Vandalia.
William S. Walker	do	do	New Hampshire	New Hampshire.....	Massachusetts.....	Rendezvous, Boston.
Alexander Slidell.....	Jan. 1, 1815....	do	New York	New York	New York.....	Leave of absence.
George F. Pearson	March 11, 1815....	do	New Hampshire	Massachusetts.....	Massachusetts	Waiting orders.
1826.						
James T. Gorry.....	Dec. 20, 1815....	April 23, 1826....	Massachusetts.....	Massachusetts	Massachusetts	Ordinary, Boston.
John S. Nicholas	June 6, 1815....	do	Virginia	Virginia	Virginia	Navy yard, New York.
Samuel F. Dupont.....	Dec. 19, 1815....	do	New Jersey	Delaware	Delaware	Leave of absence.
William L. Hudson	Jan. 1, 1816....	do	New York.....	New York	New York.....	Ordinary, New York.
William H. Campbell	May 30, 1816....	do	Maryland	Maryland	Maryland	Waiting orders.
James P. Wilson	Jan. 1, 1817....	do	do	do	do	Sloop Fairfield.
George A. Magruder.....	do	do	Virginia	Virginia	Virginia	Leave of absence.
John Pope	May 30, 1816....	do	Massachusetts.....	Maine	Maine	Sloop Erie.
Levin M. Powell	March 1, 1817....	do	Virginia	Virginia	Virginia	Leave of absence.
Charles Wilkes, jr.....	Jan. 1, 1818....	do	New York	New York.....	New York.....	In charge of chronometers, &c.
Elisha Peck.....	March 4, 1817....	do	Connecticut	Connecticut	Connecticut	Leave of absence.
John A. Carr.....	July 4, 1817....	do	Maryland	Virginia	Virginia	Sloop Fairfield.
Thomas J. Manning.....	Jan. 1, 1817....	do	New Jersey	New Jersey.....	New Jersey	Receiving ship, New York.
William Pearson.....	Jan. 1, 1818....	do	do	do	do	Sloop Falmouth.
William L. Howard.....	Jan. 10, 1815....	do	do	New York.....	do	Receiving ship, Boston.
William P. Pieroy.....	March 15, 1815....	do	Pennsylvania.....	District of Columbia	District of Columbia.	Waiting orders.
Richard A. Jones.....	June 18, 1812....	do	New York.....	New York	New York.....	Frigate Potomac.
Thomas J. Leib	Sept. 1, 1811....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William G. Woolsey.....	Jan. 1, 1817....	do	At sea.....	Maryland	Maryland	Schooner Shark.
William H. Kennon.....	Jan. 11, 1817....	do	Virginia	Virginia	Virginia	Waiting orders.
Arthur Lewis.....	do	do	do	do	do	Leave of absence.
1827.						
John W. West	Nov. 3, 1818....	March 3, 1827....	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Sl p Ontario.

Naval register for 1835—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
T. O. Selfridge	Jan. 1, 1818....	March 3, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate United States. Leave of absence.
R. R. Pinkham.....	do	do	do	Ohio.....	Ohio.....	Sloop Erie.
Henry Eagle	do	do	New York.....	New York.....	New York.....	Frigate United States.
A. K. Long	do	do	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
G. J. Van Brunt	Nov. 3, 1818....	do	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Potomac.
Henry Pinkney.....	do	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William M. Glendy.....	Jan. 1, 1818....	do	Virginia.....	do	Virginia.....	Leave of absence.
John H. Little	do	do	Maryland.....	do	Maryland.....	Leave of absence.
George P. Upshur	April 23, 1818....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel B. Cooke	Jan. 1, 1818....	do	do	do	do	Leave of absence.
George S. Blake.....	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Z. T. Johnston	do	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William Greene.....	do	do	Virginia.....	Virginia.....	Virginia.....	Rendezvous, Norfolk.
Samuel Barron	Jan. 1, 1812....	do	do	do	do	Sloop Natchez.
Timothy G. Benham.....	Nov. 30, 1814....	do	Connecticut.....	Connecticut.....	Connecticut.....	Receiving ship, New York.
Robert W. Jones	Jan. 1, 1818....	do	New York.....	New York.....	New York.....	Frigate Potomac.
Alexander G. Gordon	do	do	District of Columbia.....	District of Columbia.....	Virginia.....	Leave of absence.
A. G. Slaughter.....	Nov. 3, 1818....	do	Virginia.....	Virginia.....	do	Receiving ship, Norfolk.
A. E. Downes.....	Jan. 1, 1818....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
Oscar Bullus	Jan. 1, 1817....	do	District of Columbia.....	New York.....	New York.....	Navy yard, Boston.
John Marshall	Jan. 1, 1818....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Charles H. Jackson.....	March 4, 1818....	do	Georgia.....	Georgia.....	Georgia.....	Schooner Boxer.
Andrew A. Harwood	Jan. 1, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Furlough.
Theodore Bailey, jr.....	do	do	New York.....	New York.....	New York.....	Sloop Vincennes.
H. Y. Purviance.....	Nov. 3, 1818....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
George Adams.....	Jan. 1, 1818....	do	Delaware.....	do	do	Leave of absence.
1828.						
Cad'r Ringgold.....	March 4, 1819....	May 17, 1828....	Maryland.....	Maryland.....	Maryland.....	Sloop John Adams.
John Graham	Feb. 27, 1819....	do	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
William F. Lynch	Jan. 26, 1819....	do	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
Henry W. Morris	Aug. 21, 1819....	do	New York.....	New York.....	New York.....	Sloop Fairfield.
Isaac S. Sterrett.....	March 24, 1819....	do	Maryland.....	Maryland.....	Maryland.....	Sloop John Adams.
Francis B. Ellison	May 28, 1819....	do	New York.....	New York.....	New York.....	Leave of absence.
Edward B. Boutwell.....	March 3, 1819....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
James T. Homans	Dec. 3, 1819....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John E. Bispham	Dec. 13, 1819....	do	Pennsylvania.....	New Jersey.....	New Jersey.....	Sloop Erie.
Sidney Smith Lee.....	Dec. 30, 1820....	do	Virginia.....	Virginia.....	Virginia.....	Frigate United States.
William C. Whittle.....	May 10, 1820....	do	do	do	do	Leave of absence.
John H. Marshall	do	do	do	Louisiana.....	Louisiana.....	Delaware 74.

Naval register for 1835—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Richard H. Morris.....	May 10, 1820....	May 17, 1823....	Vermont	Vermont	Vermont	Sloop St. Louis.
Thompson D. Shaw.....	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Rendezvous, Philadelphia.
Robert D. Thorburn	March 30, 1820....	do	Virginia	Virginia	Virginia	Sloop Vandalia.
Samuel Lockwood.....	July 12, 1820....	do	Connecticut.....	New York.....	New York.....	Sloop Fairfield.
Lloyd B. Newell.....	May 10, 1820....	do	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
John Cassin	do	do	Pennsylvania.....	District of Columbia.	District of Columbia.	Sloop Vandalia.
Hillary H. Rhodes.....	do	do	District of Columbia.	do	do	Leave of absence.
William S. Ogden.....	July 26, 1820....	do	New York.....	New York.....	New York.....	Sloop Vandalia.
Edward O. Blanchard.....	May 10, 1820....	do	Virginia	Mississippi.....	Louisiana	Waiting orders.
H. J. Auchmuty	do	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Frederick A. Neville.....	do	do	Virginia	Ohio.....	Ohio.....	Waiting orders.
John W. Mooers.....	do	do	New York	New York	New York.....	Leave of absence.
Edmund M. Russell.....	June 18, 1812....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
Hampton Wescott.....	May 10, 1820....	do	District of Columbia.	New Jersey	New Jersey	Leave of absence.
Charles C. Turner.....	do	do	Virginia	Virginia	Virginia	Leave of absence.
Joseph Stallings.....	do	do	Maryland	Maryland	Maryland	Leave of absence.
John Manning.....	do	do	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
James L. Lardner.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
1830.						
Robert G. Robb.....	Sept. 6, 1821....	May 27, 1830....	Virginia	Virginia	Virginia	Waiting orders.
Edward M. Vail.....	Dec. 1, 1821....	do	France.....	District of Columbia.	District of Columbia.	Leave of absence.
Fitz Allen Deas	July 4, 1821....	do	New York.....	South Carolina.....	South Carolina.....	Waiting orders.
Samuel W. Stockton.....	Dec. 1, 1821....	do	New Jersey.....	New Jersey	New Jersey	Receiving ship, New York.
John Colhoun	Jan. 25, 1821....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Charles W. Chauncey.....	May 1, 1822....	do	New York.....	New York.....	New York.....	Sloop John Adams.
Lawrence Pennington.....	Nov. 22, 1822....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.
Thomas T. Craven.....	May 1, 1822....	do	District of Columbia.	New Hampshire.....	New York.....	Leave of absence.
Andrew H. Foot.....	Dec. 4, 1822....	do	Connecticut.....	Connecticut.....	Connecticut.....	Delaware 74.
John L. Ball	do	do	Virginia	Virginia	Virginia	Leave of absence.
William W. Hunter.....	May 1, 1822....	do	Pennsylvania.....	Louisiana.....	Louisiana.....	Leave of absence.
1831.						
N. C. Lawrence	May 1, 1822....	March 3, 1831....	New York.....	New York.....	New York.....	Sloop St. Louis.
Amasa Paine.....	do	do	Vermont	Vermont	Vermont	Receiving ship, Boston.
Nathaniel W. Duke.....	do	do	Kentucky	Kentucky	Kentucky	Leave of absence.
Edward G. Tilton.....	do	do	Delaware	Delaware	Delaware	Sloop Ontario.
James H. Ward.....	March 4, 1823....	do	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Falmouth.
Henry Hoff.....	Oct. 28, 1823....	do	Pennsylvania.....	South Carolina.....	South Carolina.....	Leave of absence.
Jonathan Ingersoll	March 4, 1823....	do	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
Grey Skipwith.....	do	do	Rhode Island.....	Tennessee.....	Tennessee.....	Leave of absence.

Naval register for 1835—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Murray Mason.....	Nov. 14, 1823....	March 3, 1831....	District of Columbia.	District of Columbia.	District of Columbia.	Waiting orders.
Charles H. Davis.....	Aug. 12, 1823....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
Stephen Johnston.....	June 28, 1823....	do.....	Indiana.....	Ohio.....	Ohio.....	Leave of absence.
Jonathan W. Swift.....	Aug. 25, 1823....	do.....	Massachusetts.....	North Carolina.....	New York.....	Leave of absence.
Charles M. Armstrong.....	March 4, 1823....	do.....	New York.....	New Jersey.....	New Jersey.....	Sloop St. Louis.
Ebenezer Farrand.....	do.....	do.....	do.....	do.....	do.....	Receiving ship, New York.
Henry H. Bell.....	Aug. 4, 1823....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Waiting orders.
William Smith.....	March 4, 1823....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Waiting orders.
Charles H. McBlair.....	do.....	July 12, 1831....	Maryland.....	Maryland.....	Maryland.....	Rendezvous, Baltimore.
James M. Watson.....	Feb. 1, 1823....	Dec. 30, 1831....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
1832.						
John W. Turk.....	March 4, 1823....	June 21, 1832....	New York.....	New York.....	New York.....	Schooner Dolphin.
Junius J. Boyle.....	Aug. 27, 1823....	do.....	Maryland.....	District of Columbia.	District of Columbia.	Delaware 74.
Wm. E. Hunt.....	Oct. 28, 1823....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vandalia.
Gurden C. Ashton.....	Dec. 9, 1823....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Robert L. Browning.....	March 4, 1823....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Vincennes.
Jona D. Ferris, sailingmaster.....	Feb. 28, 1809....	July 13, 1832....	New York.....	New York.....	Louisiana.....	Waiting orders.
A. B. Fairfax.....	Aug. 4, 1823....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop St. Louis.
Neil M. Howison.....	Feb. 1, 1823....	do.....	do.....	do.....	do.....	Waiting orders.
William B. Lyne.....	March 4, 1823....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Grampus.
Peter Turner.....	do.....	Dec. 20, 1832....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Schooner Boxer.
John T. Jenkins.....	do.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
1833.						
John A. Davis.....	March 4, 1823....	Feb. 27, 1833....	North Carolina.....	Tennessee.....	Louisiana.....	Leave of absence.
Henry K. Thatcher.....	do.....	Feb. 28, 1833....	Maine.....	Maine.....	Maine.....	Sloop Falmouth.
James H. Rowan.....	Aug. 19, 1823....	Dec. 31, 1833....	New York.....	New York.....	New York.....	Ordinary, New York.
Samuel E. Munn.....	Aug. 27, 1823....	do.....	Maryland.....	do.....	Maryland.....	Schooner Experiment.
William H. Noland.....	Dec. 31, 1823....	do.....	Virginia.....	Virginia.....	Arkansas.....	Schooner Enterprise.
Charles H. Duryeo.....	Aug. 19, 1823....	do.....	New York.....	New York.....	New York.....	Leave of absence.
William McBlair.....	Nov. 16, 1824....	do.....	Maryland.....	Maryland.....	Maryland.....	Sloop Vandalia.
George M. Hooe.....	Oct. 21, 1824....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Jno. S. Missroon.....	June 27, 1824....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Vincennes.
James Noble.....	May 27, 1824....	do.....	Kentucky.....	Indiana.....	Indiana.....	Sloop St. Louis.
1834.						
Richard L. Page.....	March 1, 1824....	March 26, 1834....	Virginia.....	Virginia.....	Virginia.....	Schooner Enterprise.
Frederick Chatard.....	Nov. 16, 1824....	March 29, 1834....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Gabriel G. Williamson.....	June 2, 1824....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Benjamin J. Totten.....	March 4, 1823....	do.....	West Indies.....	New York.....	New York.....	Leave of absence.
Owen Burns.....	Dec. 1, 1824....	April 8, 1834....	North Carolina.....	North Carolina.....	North Carolina.....	Mediterranean squadron.

Naval register for 1835—LIEUTENANTS—Continued.

Namos.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Harry Ingersoll.....	Feb. 23, 1824....	April 8, 1834....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
Alox. H. Marbury.....	July 14, 1824....	June, 1834....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Ontario.
H. M. Houston.....	May 12, 1824....	June 24, 1834....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Boxer.
Charles G. Hunter.....	Nov. 10, 1824....	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Falmouth.

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SURGEONS.

Jonathan Cowdory.....	Jan. 1, 1800....	Nov. 27, 1804....	Massachusetts.....	New York.....	Virginia.....	Waiting orders.
William P. C. Barton.....	April 10, 1809....	June 28, 1809....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Thomas Harris.....	July 6, 1812....	July 6, 1812....	do	do	do	Waiting orders.
William Turk.....	May 15, 1800....	July 24, 1813....	New York.....	New York.....	New York.....	Fleet surgeon, Mediterranean.
Hydo Ray.....	July 20, 1809....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Gerard Dayers.....	March 15, 1809....	do	Flanders.....	District of Columbia.	Virginia.....	Rendezvous, Boston.
John A. Kearney.....	March 3, 1809....	do	Ireland.....	do	District of Columbia.	Marine barracks, Washington.
Bailey Washington.....	May 9, 1810....	do	Virginia.....	Virginia.....	Virginia.....	Naval hospital and Medical Bureau, Wash- ington.
William Swift.....	May 14, 1813....	April 15, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy hospital, New York.
Thomas B. Saltor.....	May 19, 1813....	May 22, 1815....	New Jersey.....	New Jersey.....	New Jersey.....	Navy yard, Portsmouth, N. H.
Peter Christie.....	July 8, 1812....	April 27, 1816....	do	do	Pennsylvania.....	Rendezvous, New York.
Samuel Jackson.....	July 10, 1812....	March 27, 1818....	New York.....	New York.....	New York.....	Leave of absence.
Andrew B. Cooko.....	Dec. 21, 1812....	do	do	do	do	Fleet surgeon, in Pacific.
Leonard Osborne.....	April 29, 1813....	do	England.....	District of Columbia.	Maryland.....	Fleet surgeon, West Indies.
Thomas Williamson.....	May 13, 1813....	do	Maryland.....	Maryland.....	do	Naval hospital, Norfolk.
George S. Sproston.....	Nov. 8, 1813....	do	do	do	do	Baltimore station.
Benajah Ticknor.....	Dec. 10, 1814....	July 10, 1824....	Vermont.....	Connecticut.....	Connecticut.....	Navy yard, Boston.
Mordecai Morgan.....	Dec. 28, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Thomas J. Boyd.....	March 28, 1820....	do	Delaware.....	Delaware.....	Delaware.....	Leave of absence.
James Cornick.....	Sept. 11, 1819....	March 5, 1825....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Charles Chase.....	Dec. 10, 1814....	May 3, 1825....	Maine.....	Maine.....	Maine.....	Fleet surgeon, coast of Brazil.
D. S. Edwards.....	July 30, 1818....	May 5, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Falmouth.
Isaac Hulse.....	May 12, 1823....	May 6, 1825....	New York.....	New York.....	Maryland.....	Naval hospital, Pensacola.
George Terrill.....	March 28, 1820....	May 22, 1826....	Virginia.....	Virginia.....	Virginia.....	Frigate Potomac.
John Haslett.....	June 30, 1823....	May 23, 1826....	South Carolina.....	South Carolina.....	South Carolina.....	Navy yard, New York.
Waters Smith.....	June 5, 1820....	Jan. 3, 1828....	New York.....	Florida.....	Florida.....	Naval hospital, Philadelphia.
Benjamin F. Bacho.....	July 9, 1824....	do	Virginia.....	Pennsylvania.....	New Jersey.....	Navy yard, Pensacola.
A. A. Adeo.....	July 16, 1824....	do	New York.....	New York.....	New York.....	Frigate Brandywine.
Thomas Dillard.....	Nov. 15, 1824....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Stephen Rapalje.....	June 30, 1823....	Dec. 4, 1828....	New York.....	New York.....	New York.....	Frigate United States.
James M. Greene.....	April 29, 1825....	do	Ireland.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
John R. Chandler.....	Nov. 14, 1824....	do	District of Columbia.	District of Columbia.	District of Columbia.	Rendezvous, Norfolk.
B. R. Tinslar.....	Feb. 1, 1823....	do	New York.....	New York.....	New York.....	Sloop John Adams.

Naval register for 1835—SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William Plumstead.....	May 13, 1825....	Dec. 4, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
George W. Codwise.....	May 14, 1825....	do	West Indies.....	New York.....	New York.....	Sloop Ontario.
G. R. B. Horner.....	May 26, 1826....	April 4, 1831....	Virginia	Virginia	Virginia	Rendezvous, Philadelphia.
W. S. W. Ruschenberger.....	Aug. 10, 1826....	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Samuel W. Ruff.....	Aug. 12, 1836....	do	Virginia	Virginia	Virginia	Sloop St. Louis.
William Johnson.....	Aug. 16, 1826....	do	Delaware	Delaware	Delaware	Leave of absence.
Samuel Moseley.....	Aug. 17, 1826....	do	Virginia	Virginia	Virginia	Sloop Natchez.
Robert J. Dodd.....	May 29, 1826....	do	Pennsylvania	Pennsylvania.....	Pennsylvania	Waiting orders.
William Fairlie Patton.....	Aug. 17, 1826....	do	Virginia	Virginia	Virginia	Sloop Fairfield.
Henry S. Coulter.....	May 26, 1826....	Nov. 4, 1834....	Maryland	Maryland	Maryland	Waiting orders.
John F. Brooke.....	May 16, 1825....	do	Virginia	Pennsylvania	Virginia	Leave of absence.

Surgeons—40.

PASSED ASSISTANT SURGEONS.

Mifflin Coulter.....	Aug. 15, 1826....	Aug. 15, 1826....	Maryland	Maryland	Maryland	Leave of absence.
George W. Palmer.....	Aug. 18, 1826....	Aug. 18, 1826....	New York.....	New York.....	New York.....	Navy yard, Norfolk.
William Whelan.....	Jan. 3, 1828....	Jan. 3, 1828....	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Hospital and receiving ship, Boston.
Samuel Barrington.....	do	do	do	do	do	Naval hospital, Philadelphia.
Thomas L. Smith.....	do	do	New Jersey	New York.....	New York.....	Schooner Boxer.
George Blacknell.....	do	do	North Carolina	North Carolina	North Carolina	Naval hospital, Norfolk.
H. N. Glentworth.....	March 11, 1829....	March 11, 1829....	Pennsylvania	Pennsylvania.....	New Jersey	Leave of absence.
Lewis B. Hunter.....	Jan. 3, 1828....	Jan. 3, 1828....	New Jersey	New Jersey	do	Sloop John Adams.
Isaac Brinkerhoff.....	July 1, 1829....	July 1, 1829....	New York.....	New York.....	New York.....	Waiting orders.
William M. Wood.....	May 16, 1829....	May 16, 1829....	Maryland	Maryland	Maryland	Leave of absence.
John V. Smith.....	June 27, 1829....	June 27, 1829....	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Jones W. Plummer.....	June 20, 1829....	June 20, 1829....	do	do	do	Leave of absence.
George B. McKnight.....	May 16, 1829....	May 16, 1829....	New York.....	do	District of Columbia.	Waiting orders.
Solomon Sharpe.....	Sept. 15, 1829....	Sept. 15, 1829....	Pennsylvania.....	Maryland	Maryland	Naval hospital, New York.
Daniel Egbert.....	Aug. 22, 1829....	Aug. 22, 1829....	New Jersey	Ohio.....	Pennsylvania.....	Leave of absence.

Passed assistant surgeons—15.

ASSISTANT SURGEONS.

William A. W. Spotswood.....	Dec. 2, 1828....	Dec. 2, 1828....	Virginia	Virginia	Virginia	Navy yard, Pensacola.
John C. Spencer.....	Dec. 16, 1828....	Dec. 16, 1828....	Ohio.....	Ohio.....	Ohio	Frigate United States.
John B. Elliot.....	May 20, 1829....	May 20, 1829....	New Jersey	District of Columbia.	Maryland	Rendezvous, Baltimore.
Amos G. Gambrill.....	June 20, 1829....	June 20, 1829....	Maryland.....	Maryland	do	Frigate Brandywine.
George Clymer.....	July 1, 1829....	July 1, 1829....	.....	.....	.....	Leave of absence.
Jonathan M. Foltz.....	April 4, 1831....	April 4, 1831....	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Medical Bureau, Washington.
Hugh Morson.....	do	do	Virginia	Virginia	Virginia	Frigate Potomac.
William L. Vanhorn.....	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Receiving ship, Norfolk.

Naval register for 1835—ASSISTANT SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John C. Mercer.....	Feb. 8, 1832....	Feb. 8, 1832....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel C. Lawrason.....	do.....	do.....	District of Columbia.	Maryland.....	Maryland.....	Leave of absence.
William J. Powell.....	do.....	do.....	New York.....	New York.....	New York.....	Navy yard, New York.
Edward Gilchrist.....	Jan. 26, 1832....	Jan. 26, 1832....	Massachusetts.....	do.....	New Hampshire.....	Leave of absence.
John A. Lockwood.....	Feb. 8, 1832....	Feb. 8, 1832....	Delaware.....	Delaware.....	Delaware.....	Schooner Enterprise.
Daniel C. McLeod.....	do.....	do.....	New York.....	Georgia.....	Georgia.....	Naval hospital, Pensacola.
Lewis W. Minor.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Schooner Experiment.
Robert M. Baltzer.....	do.....	do.....	District of Columbia.	District of Columbia.	District of Columbia.	Delaware 74.
Lewis Wolfley.....	June 21, 1832....	June 21, 1832....	Pennsylvania.....	Ohio.....	Ohio.....	Delaware 74.
J. Frederick Siekels.....	Feb. 28, 1833....	Feb. 28, 1833....	New York.....	New York.....	New York.....	Sloop Vincennes.
Napoleon C. Barrabino.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
M. G. Delaney.....	do.....	do.....	Ireland.....	New York.....	New York.....	Sloop Fairfield.
Henry S. Rennolds.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Schooner Dolphin.
Wm. F. McClanahan.....	do.....	do.....	do.....	do.....	do.....	Sloop Natchez.
Daniel S. Green.....	Oct. 18, 1833....	Oct. 18, 1833....	do.....	do.....	do.....	Sloop Ontario.
James C. Palmer.....	March 26, 1834....	March 26, 1834....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
Ninian Pinckney.....	do.....	do.....	do.....	do.....	do.....	Sloop Erie.
Robert T. Barry.....	do.....	do.....	Pennsylvania.....	District of Columbia.	Pennsylvania.....	Frigate Potomac.
George W. Peeto.....	May 2, 1834....	May 2, 1834....	Virginia.....	Virginia.....	Virginia.....	Sloop St. Louis.
George W. Evans.....	June 30, 1834....	June 30, 1834....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Grampus.
Thomas A. Parsons.....	Nov. 4, 1834....	Nov. 4, 1834....	Georgia.....	Georgia.....	Georgia.....	Receiving ship, New York.
Charles A. Hassler.....	do.....	do.....	New York.....	New York.....	New York.....	Sloop Vandalia.
John R. Peekworth.....	do.....	do.....	Pennsylvania.....	Ohio.....	Ohio.....	Waiting orders.

Assistant surgeons—31.

PURSERS.

Clement S. Huntt.....	June 7, 1803....	April 25, 1812....	Maryland.....	Maryland.....	Rhode Island.....	Navy yard, Pensacola.
Samuel Hambleton.....	Dec. 6, 1806....	do.....	do.....	District of Columbia.	Maryland.....	Waiting orders.
Francois A. Thornton.....	Jan. 29, 1811....	do.....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
James M. Halsey.....	March 2, 1811....	do.....	New York.....	New York.....	New York.....	Navy yard, New York.
Edward Fitzgerald.....	March 22, 1811....	do.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.	Receiving ship Norfolk.
Samuel P. Todd.....	July 20, 1812....	March 1, 1813....	do.....	do.....	Pennsylvania.....	Sloop Natchez.
George Beale.....	Jan. 8, 1812....	July 24, 1813....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
James H. Clark.....	July 24, 1813....	do.....	Connecticut.....	New York.....	New York.....	Not in readiness for orders.
Joseph Wilson.....	do.....	do.....	Massachusetts.....	Massachusetts.....	New Hampshire.....	Navy yard, Portsmouth, N. H.
William Sinclair.....	March 26, 1814....	March 26, 1814....	do.....	Georgia.....	Georgia.....	Waiting orders.
John N. Todd.....	March 1, 1815....	March 1, 1815....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate United States.
Timothy Winn.....	June 20, 1799....	May 17, 1815....	Massachusetts.....	Massachusetts.....	District of Columbia.	Navy yard, Washington.
Joseph H. Terry.....	June 6, 1815....	June 6, 1815....	New York.....	New York.....	New York.....	Frigate Brandywine.
Thomas Breese.....	July 8, 1815....	July 8, 1815....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.

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Naval register for 1835—PURSERS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John De Bree	Dec. 29, 1817	Dec. 29, 1817	New Jersey	Pennsylvania	Virginia	Navy yard, Norfolk.
Charles O. Handy	do	do	Rhode Island	Rhode Island	Rhode Island	Receiving ship, New York.
Silas Butler	April 6, 1799	do	Connecticut	Connecticut	New York	Furlough.
Edward N. Cox	do	March 2, 1820	Maryland	New York	do	Sloop Vincennes, and special agent.
John N. Hambleton	Oct. 26, 1819	May 26, 1824	do	Maryland	Maryland	Waiting orders.
William McMurtrie	Nov. 14, 1823	do	Pennsylvania	New Jersey	New Jersey	Leave of absence.
Garret R. Barry	Jan. 15, 1824	March 3, 1825	do	Pennsylvania	Pennsylvania	Frigate Potomac.
D. McF. Thornton	Dec. 30, 1824	do	Virginia	Kentucky	Virginia	Sloop John Adams.
Josiah Colston	May 20, 1825	May 28, 1825	Maryland	District of Columbia	District of Columbia	Leave of absence.
Dudley Walker	March 4, 1819	Aug. 21, 1826	do	Massachusetts	Massachusetts	Leave of absence.
McKean Buchanan	Aug. 21, 1826	do	do	District of Columbia	Pennsylvania	Navy yard, Philadelphia.
Henry Etting	Jan. 1, 1818	Nov. 7, 1826	do	Pennsylvania	do	Navy yard, Boston.
James Brooks	Dec. 28, 1818	Jan. 7, 1828	Virginia	New York	Virginia	Sloop Vandalia.
Gronville C. Cooper	March 11, 1829	March 11, 1829	Massachusetts	Massachusetts	District of Columbia	Sloop Erie.
Francis B. Stockton	do	do	New Jersey	New York	New York	Sloop St. Louis.
Francis G. McCauley	May 27, 1829	May 27, 1829	Pennsylvania	Tennessee	Pennsylvania	Leave of absence.
William A. Slocum	June 8, 1829	June 8, 1829	Virginia	Florida	Florida	Waiting orders.
Nathaniel Wilson	Oct. 6, 1829	Oct. 6, 1829	Maine	Louisiana	Louisiana	Sloop Falmouth.
Benjamin J. Cahoon	Nov. 12, 1830	Nov. 12, 1830	Rhode Island	New York	New York	Sloop Ontario.
Sterrett Ramsey	Nov. 18, 1830	Nov. 18, 1830	Pennsylvania	Pennsylvania	Pennsylvania	Schooner Grampus.
Edward T. Dunn	Feb. 21, 1831	Feb. 21, 1831	District of Columbia	District of Columbia	District of Columbia	Schooner Boxer.
John A. Bates	March 2, 1831	March 2, 1831	Massachusetts	Massachusetts	Massachusetts	Sloop Fairfield.
Andrew J. Watson	May 1, 1831	May 1, 1831	Virginia	District of Columbia	District of Columbia	Baltimore station.
Peyton A. Southall	March 23, 1832	March 23, 1832	do	Virginia	Virginia	Schooner Experiment.
Andrew McD. Jackson	do	May 23, 1832	New York	New York	New York	Schooner Shark.
William P. Zantzing	July 24, 1813	June 25, 1832	Pennsylvania	Pennsylvania	Pennsylvania	Under suspension.
William A. Bloodgood	March 2, 1821	May 2, 1834	New York	New York	New York	Schooner Enterpriso.
D. Fauntleroy	July 7, 1834	July 7, 1834	Virginia	Virginia	Virginia	Waiting orders.
Thomas Marston Taylor	Nov. 3, 1834	Nov. 3, 1834	do	New Jersey	do	do

Pursers—43.

CHAPLAINS.

James Everett	Dec. 28, 1818	Dec. 28, 1818	Massachusetts	Massachusetts	Massachusetts	Navy yard, Boston.
Addison Searle	April 27, 1820	April 27, 1820	New Hampshire	New Hampshire	New York	Furlough.
John W. Grier	March 3, 1825	March 3, 1825	Pennsylvania	Pennsylvania	Pennsylvania	Philadelphia station.
Charles S. Stowart	Nov. 1, 1825	Nov. 1, 1825	New Jersey	New York	New York	Frigate United States.
William Ryland	May 23, 1829	May 23, 1829	Ireland	Maryland	District of Columbia	Navy yard, Washington.
Timothy J. Harrison	Oct. 2, 1829	Oct. 2, 1829	Connecticut	Virginia	Virginia	Navy yard, Norfolk.
Walter Colton	Nov. 6, 1830	Nov. 6, 1830	Vermont	Connecticut	District of Columbia	Leave of absence.
George Jones	April 20, 1833	April 20, 1833	do	do	do	Delaware 74.
Thomas R. Lambert	Dec. 31, 1833	Dec. 31, 1833	Maine	New Hampshire	New Hampshire	Frigate Brandywine.

Chaplains—0.

Naval register for 1835—Continued.
ALPHABETICAL LIST OF PASSED MIDSHIPMEN.

Names.	Date of warrant.	Names.	Date of warrant.
A.			
Alden, James, jr.....	June 14, 1834.	Hazard, Samuel F.	June 4, 1831.
B.			
Brent, Thomas W.....	June 4, 1831.	Hurst, George.....	do
Bache, George M.....	do	Heywood, Charles.....	April 28, 1832.
Berrien, John M.....	do	Handy, Robert.....	do
Bissell, Simon B.....	do	Handy, Edward L.....	do
Boggs, Charles S.....	April 28, 1832.	Huger, Francis.....	do
Bleecker, Wm. W.....	June 10, 1833.	Hawkins, George N.....	do
Bartlett, Francis.....	do	Holland, Zachariah.....	June 10, 1833.
Bowie, James K.....	June 14, 1834.	Hunter, Bushrod W.....	do
Bryan, Lloyd J.....	do	Harlstone, H. J.....	June 14, 1834.
Brown, William H.....	do	Henderson, James L.....	do
Borden, John F.....	do	Hooe, Robert Emmet.....	do
Ball, William H.....	do	Herndon, William Lewis.....	do
Brown, James E.....	do	Hunter, Thomas T.....	do
Barton, Charles C.....	do	Holcomb, A. A.....	do
Brown, Joseph R.....	do	Handy, Levin.....	do
C.			
Cox, John W.....	June 4, 1831.	J.	
Cutting, John B.....	do	Jarvis, Joseph W.....	June 4, 1831.
Carter, Jno. C.....	do	Johnson, Robert E.....	June 10, 1833.
Chaplin, Wm. C.....	April 28, 1832.	Jenkins, Thornton A.....	June 14, 1834.
Carr, Overton.....	June 10, 1833.	K.	
Cotton, Charles H.....	June 14, 1834.	Kennedy, Charles H. A. H.....	June 4, 1831.
Clinton, Franklin.....	do	Keith, Lewis G.....	do
Case, A. L.....	do	Kilty, Augustus H.....	April 28, 1832.
Cooke, James W.....	do	L.	
D.			
Doughty, Ezra T.....	June 4, 1831.	Lanman, Joseph.....	June 4, 1831.
Duncan, James F.....	do	Lee, Samuel P.....	do
Dahlgren, Jno. A.....	April 28, 1832.	Lambert, William.....	April 28, 1832.
Daracantel, Henry.....	do	Ludlow, William B.....	June 10, 1833.
Drayton, Percival.....	June 10, 1833.	Leigh, William.....	June 14, 1834.
Dove, Benjamin More.....	do	Larkin Samuel.....	do
DeCamp, John.....	do	Lockert, James M.....	do
Darlington, B. S. B.....	June 14, 1834.	Lewis, Montgomery.....	do
Dulaney, Daniel F.....	do	M.	
E.			
Emmons, George F.....	June 14, 1834.	Moore, Edwin W.....	June 4, 1831.
F.			
Farrar, Wm. C.....	April 28, 1834.	Moor, Henry.....	do
French, Henry.....	June 14, 1834.	Mitchell, John K.....	do
Forrest, Richard.....	do	Maury, Matthew F.....	do
Flagg, H. C.....	do	Miller, James F.....	April 28, 1832.
G.			
Godon, Sylvanus.....	June 4, 1831.	McKinstry, James P.....	do
Gillis, John P.....	do	Maury, Alexander C.....	do
Glasson, John J.....	do	McDonough, James T.....	do
Gillet, Samuel T.....	April 18, 1832.	Mull, Thomas A.....	do
Gardner, John M.....	do	Minor, George.....	June 10, 1833.
Gist, Spencer C.....	do	McLaughlin, J. T.....	do
Glisson, Oliver S.....	do	McCreery, George.....	do
Gansevoort, Guert.....	do	Moeller, B. J.....	do
Green, Charles.....	do	Marchand, J. B.....	June 14, 1834.
Griffith, Alberto.....	do	Muse, William T.....	do
Goldsborough, John R.....	do	Middleton, Edward.....	do
Green, Theodore P.....	do	McDougal, David.....	do
Griffin, William C.....	June 10, 1833.	McIntosh, Charles F.....	do
Gilliss, James M.....	do	Moorehead, Joseph.....	do
Gibson, Alexander.....	do	Mercer, John F.....	do
Green, Joseph F.....	do	Meade, R. W.....	do
Gray, George R.....	do	N.	
Graham, John C.....	June 14, 1834.	Norvell, Hendrick.....	June 14, 1834.
Griffin, Charles E. L.....	do	P.	
H.			
Hitchcock, Robert B.....	June 4, 1831.	Poor, Charles H.....	June 4, 1831.
Hunt, Timothy A.....	do	Palmer, James S.....	do
		Prentiss, George A.....	do
		Price, Cicero.....	April 28, 1832.
		Page, Thomas J.....	June 10, 1833.
		Pinkney, R. F.....	do
		Piper, Ferdinand.....	do
		Pickering, Charles W.....	do
		Prevost, Augustin W.....	June 14, 1834.
		Paul, Henry J.....	do

Naval register for 1835—MIDSHIPMEN—Continued.

Names.	Date of warrant.	Names.	Date of warrant.
Parker, John P.....	June 14, 1834.	Scott, Gustavus H.	June 14, 1834.
Perry, Roger.....	do	Spotswood, C. F. M.....	do
Pennock, A. M.	do	Selden, George L.....	do
		Stull, Elie W.....	do
R.		T.	
Radford, William.....	June 4, 1831.	Turner, Thomas.....	June 4, 1831.
Rowan, Stephen C.	April 28, 1832.	Taylor, Alfred.....	do
Russ, John A.....	do	Thomson, Edward R.....	April 28, 1832.
Rootes, Thomas R.....	June 10, 1833.	Tod, Oliver.....	June 10, 1833.
Ridgely, Charles S.....	do	Tucker, John R.....	do
Robertson, W. J. H.....	do	Taylor, William R.....	June 14, 1834.
Rogers, John.....	June 14, 1834.		
Ridgely, Daniel B.....	do	W.	
Ring, John L.....	do	Washington, T. M.....	June 4, 1831.
Ringgold, William S.....	do	Wurts, William A.....	April 28, 1832.
Revere, Joseph W.....	do	Wood, Harry P. T.....	do
		Ward, William.....	do
S.		Worth, Algernon S.....	June 10, 1833.
Sinclair, Arthur.....	June 4, 1831.	Walker, William M.....	do
Schenck, James F.....	do	Weems, John.....	do
Sharpe, John C.....	do	Winslow, Jno. A.....	do
Swartwout, Samuel.....	do	Walke, Henry.....	do
Semmes, Raphael, jr.....	April 28, 1832.	White, Jno. J.....	do
Steele, Henry A.....	do	Walsh, Joseph C.....	June 14, 1834.
Shepard, Burritt.....	do	Williams John T.....	do
Smith, Melancton.....	do	White, George M.....	do
Spencer, William C.....	June 10, 1833.	Wilkinson, S. W.....	do
Sully, James R.....	do	Walbach, John J. B.....	do
Stoddard, Luther.....	do		
Sands, Benjamin F.....	June 14, 1834.	Y.	
Stellwagen, Henry S.....	do	Yard, Edward M.....	June 10, 1833.
Steedman, Charles.....	do	Young, William S.....	do
Swann, William S.....	do		

Naval register for 1835—Continued.

PASSED MIDSHIPMEN.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1831.						
Arthur Sinclair.....	March 4, 1823....	June 4, 1831....	Virginia	Virginia	Virginia	Sloop Natchez.
Edwin W. Moore	Jan. 1, 1825....	do	District of Columbia.	do	do	Waiting orders.
Robert B. Hitchcock.....	do	do	Connecticut	Connecticut	Connecticut	Frigate United States.
C. H. A. H. Kennedy.....	Feb. 10, 1810....	do	Virginia	Virginia	Virginia	Leave of absence.
Thomas W. Brent	March 1, 1825....	do	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
George M. Bache.....	Jan. 1, 1825....	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Leave of absence.
Ezra T. Doughty	May 3, 1824....	do	New York.....	New York.....	New York.....	Leave of absence.
Joseph Lanman.....	Jan. 1, 1825....	do	Connecticut	Connecticut	Connecticut	Schooner Dolphin.
John W. Cox.....	March 1, 1825....	do	Louisiana	Ohio.....	Ohio.....	Receiving ship, New York.
John K. Mitchell	Feb. 1, 1825....	do	North Carolina	Florida	Florida	Leave of absence.
Thomas Turner.....	April 21, 1825....	do	Virginia	Virginia	Virginia	Delaware 74.
Henry Moor.....	March 1, 1825....	do	Maine	Maine	Maine	Receiving ship, Boston.
Charles H. Poor	do	do	Massachusetts.....	Massachusetts	District of Columbia.	District of Columbia.
James F. Schenek	do	do	Ohio.....	Ohio	Ohio.....	Leave of absence.
John B. Cutting.....	Jan. 1, 1825....	do	Virginia	Virginia	Virginia	Ordinary, at Norfolk.
T. M. Washington.....	Oct. 21, 1824....	do	do	do	do	Leave of absence.
Lewis G. Keith.....	July 1, 1825....	do	do	do	do	Frigate Potomac.
Matthew F. Maury	Feb. 1, 1825....	do	do	Tennessee.....	Tennessee	Leave of absence.
Timothy A. Hunt.....	March 1, 1825....	do	Connecticut	Connecticut	Connecticut	Frigate United States.
Sylvanus Godon	March 4, 1819....	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Leave of absence.
James S. Palmer	Jan. 1, 1825....	do	New Jersey	New Jersey	New Jersey	Schooner Shark.
William Radford.....	March 1, 1825....	do	Virginia	Missouri	Missouri	Sloop John Adams.
Samuel F. Hazard	Jan. 1, 1823....	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Brandywine.
John M. Borrien.....	March 1, 1825....	do	Georgia.....	Georgia.....	New Jersey	Navy yard, Norfolk.
George A. Prentiss.....	do	do	New Hampshire	New Hampshire	New Hampshire	Pacific squadron.
John C. Sharpe.....	Jan. 1, 1825....	do	Virginia	Virginia	Virginia	Schooner Enterprise.
John C. Carter.....	do	do	do	Kentucky	Kentucky	Frigate Potomac.
George Hurst.....	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Alfred Taylor	do	do	Virginia	Virginia	Virginia	Sloop Erie.
Samuel P. Lee	Nov. 22, 1825....	do	do	do	do	Frigate Brandywine.
John P. Gilliss.....	Dec. 12, 1825....	do	Delaware	Illinois	Illinois	Leave of absence.
Joseph W. Jarvis.....	Jan. 1, 1825....	do	Connecticut	North Carolina	North Carolina	Schooner Experiment.
Simon B. Dissell.....	March 1, 1825....	do	Vermont	New Hampshire	New Hampshire.....	Delaware 74.
Samuel Swartwout.....	May 10, 1820....	do	New York.....	New York.....	New York.....	Sloop St. Louis.
John J. Glasson	Feb. 1, 1823....	do	do	do	do	Mediterranean squadron.
James F. Duncan.....	Nov. 12, 1825....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
1832.						
Samuel T. Gillet.....	Dec. 1, 1826....	April 28, 1832....	New York	Indiana.....	Indiana	Leave of absence.

Naval register for 1835—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Raphael Sommes, jr.	April 1, 1826	April 23, 1832	Maryland	Maryland	Maryland	Leave of absence.
James F. Miller	Nov. 1, 1826	do	New Hampshire	Massachusetts	New Hampshire	Leave of absence.
James B. McKinstry	Feb. 1, 1826	do	New York	Michigan	Michigan	Furlough.
William A. Wirts	April 1, 1826	do	New Jersey	Kentucky	Kentucky	Frigate United States.
Henry A. Steelo	Nov. 1, 1826	do	Delaware	Delaware	Delaware	Ordinary, New York.
John M. Gardner	June 1, 1826	do	Pennsylvania	Maryland	Pennsylvania	Schooner Grampus.
Sponcer C. Gist	May 1, 1826	do	Tennessee	Tennessee	Tennessee	Furlough.
Charles Heywood	Nov. 1, 1826	do	Maine	Maine	Maine	Rendezvous, New York.
Alexander C. Maury	Feb. 1, 1826	do	Tennessee	Tennessee	Tennessee	Leave of absence.
Oliver S. Glisson	Nov. 1, 1826	do	Ohio	Indiana	Indiana	Delaware 74.
John A. Dahlgren	Feb. 1, 1826	do	Pennsylvania	Pennsylvania	Pennsylvania	On survey of the coast.
Stephen C. Rowan	do	do	Ireland	Ohio	Ohio	Sloop Vandalia.
Edw. R. Thomson	Dec. 1, 1826	do	Pennsylvania	New Jersey	Pennsylvania	Leave of absence.
James T. McDonough	April 1, 1826	do	Delaware	Connecticut	Delaware	Receiving ship Norfolk.
Guert Gansevoort	March 4, 1823	do	New York	New York	New York	Leave of absence.
William Lambert	Dec. 1, 1826	do	District of Columbia	Alabama	Alabama	Sloop Falmouth.
Harry P. T. Wood	March 1, 1825	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
William C. Farrar	April 1, 1826	do	Missouri	Missouri	Missouri	Leave of absence.
William Ward	Feb. 1, 1826	do	New York	New York	New York	Assistant in charge of chronometers.
Robert Handy	do	do	Rhode Island	Rhode Island	Rhode Island	Sloop Vincennes.
Henry Darcantel	April 1, 1826	do	Louisiana	Louisiana	Louisiana	Leave of absence.
Burritt Shepard	Feb. 1, 1826	do	Connecticut	New York	New York	Leave of absence.
Charles Green	May 1, 1826	do	do	Connecticut	Connecticut	Frigate Brandywine.
Edward L. Handy	June 1, 1826	do	Maryland	Maryland	Maryland	Sloop Fairfield.
Melanethon Smith	March 1, 1826	do	New York	New York	New York	Leave of absence.
Fras. Huger	June 1, 1826	do	South Carolina	South Carolina	South Carolina	On survey of the coast.
William C. Chaplin	Nov. 1, 1826	do	Pennsylvania	Pennsylvania	Pennsylvania	Schooner Dolphin.
Cicero Price	Feb. 1, 1826	do	Kentucky	Kentucky	Kentucky	Schooner Boxer.
Alberto Griffith	Nov. 1, 1826	do	Virginia	Virginia	Virginia	Schooner Shark.
John R. Goldsborough	Nov. 16, 1824	do	District of Columbia	District of Columbia	District of Columbia	Sloop Natchez.
Charles S. Boggs	Nov. 1, 1826	do	New Jersey	New Jersey	New Jersey	Furlough.
Augustus H. Kilty	July 4, 1821	do	Maryland	Maryland	Maryland	Receiving ship, Philadelphia.
Thomas A. Mull	Dec. 1, 1824	do	do	do	do	Schooner Grampus.
George N. Hawkins	March 1, 1826	do	Kentucky	Kentucky	Kentucky	On furlough.
John A. Russ	March 1, 1825	do	Maine	Maine	Maine	Sloop Erie.
Theodore P. Green	Nov. 1, 1826	do	Vermont	Vermont	Vermont	Sloop Vincennes.
Thomas J. Paigo	1833. Oct. 1, 1827	June 10, 1833	Virginia	Virginia	Virginia	Survey of the coast.
George Minor	April 1, 1827	do	do	do	do	Frigate Potomac.

Naval register for 1835—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Percival Drayton	Dec. 1, 1827	June 10, 1833	South Carolina	South Carolina	South Carolina	Furlough.
William C. Griffin	Oct. 1, 1827	do	Virginia	Virginia	Virginia	Frigate Potomac.
Oliver Tod	May 1, 1827	do	Pennsylvania	Pennsylvania	Pennsylvania	Schooner Grampus.
Robert F. Pinkney	Dec. 1, 1827	do	Maryland	Maryland	Maryland	Receiving ship, Baltimore.
Thomas R. Rootes	March 1, 1827	do	Virginia	Georgia	Virginia	Schooner Enterprise.
Edward M. Yard	Nov. 1, 1827	do	New Jersey	New Jersey	New Jersey	Frigate Brandywine.
J. T. McLanghlin	Dec. 1, 1827	do	Maryland	Alabama	Alabama	Survey of the coast.
James M. Gilliss	March 1, 1827	do	District of Columbia.	District of Columbia.	District of Columbia.	Sloop John Adams.
Alexander Gibson	July 4, 1822	do	Virginia	Virginia	Virginia	Sloop Ontario.
William S. Young	March 1, 1827	do	District of Columbia.	District of Columbia.	District of Columbia.	Sloop John Adams.
William W. Bleecker	May 1, 1827	do	New York	New York	New York	Leave of absence.
Joseph F. Green	Nov. 1, 1827	do	Maine	Maine	Maine	Frigate Potomac.
Algernon S. Worth	Feb. 1, 1827	do	Massachusetts	New York	New York	Survey of the coast.
Zachariah Holland	June 1, 1827	do	Maryland	Maryland	Maryland	Leave of absence.
John DeCamp	Oct. 1, 1827	do	New Jersey	Florida	Florida	Frigate Potomac.
Bushrod W. Hunter	Nov. 1, 1827	do	District of Columbia.	Virginia	Virginia	Survey of the coast.
William C. Spencer	Dec. 1, 1827	do	Maryland	Pennsylvania	Maryland	Frigate Brandywine.
Wm. I. H. Robertson	Nov. 1, 1827	do	Virginia	Virginia	District of Columbia.	Leave of absence.
Charles W. Pickering	May 1, 1823	do	New Hampshire	New Hampshire	New Hampshire	Leave of absence.
Overton Carr	March 1, 1827	do	District of Columbia.	Indiana	District of Columbia.	Sloop John Adams.
William B. Ludlow	May 1, 1827	do	Delaware	Maryland	Massachusetts	Frigate Brandywine.
Luther Stoddard	April 1, 1827	do	New York	New York	New York	Frigate Brandywine.
John R. Tucker	June 1, 1826	do	District of Columbia.	Indiana	District of Columbia.	Sloop Erie.
William M. Walker	Nov. 1, 1827	do	Maryland	Maryland	do	Sloop Vandalia.
Francis Bartlett	March 1, 1825	do	Massachusetts	Vermont	Massachusetts	Furlough.
George R. Gray	Nov. 1, 1826	do	Delaware	Pennsylvania	Pennsylvania	Sloop Vandalia.
John Weems	Aug. 4, 1827	do	District of Columbia.	District of Columbia.	Maryland	Leave of absence.
Charles S. Ridgely	Nov. 1, 1826	do	Maryland	Maryland	do	Schooner Grampus.
Robert E. Johnson	Oct. 1, 1827	do	North Carolina	North Carolina	North Carolina	Leave of absence.
George McCreery	Nov. 1, 1827	do	Virginia	Virginia	Virginia	Schooner Grampus.
John A. Winslow	Feb. 1, 1827	do	North Carolina	North Carolina	Massachusetts	Furlough.
Benjamin More Dove	Dec. 1, 1826	do	Virginia	Virginia	District of Columbia.	Frigate Potomac.
James R. Sully	Feb. 1, 1827	do	South Carolina	do	Virginia	Leave of absence.
Bernard J. Moeller	April 1, 1827	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, New York.
Ferdinand Piper	Nov. 1, 1827	do	do	do	do	Schooner Shark.
Henry Walke	Feb. 1, 1827	do	Virginia	Ohio	Ohio	Receiving ship, Philadelphia.
John J. White	July 1, 1826	do	Georgia	Georgia	Georgia	Frigate Brandywine.
Thornton A. Jenkins	1834. Nov. 1, 1828	June 14, 1834	Virginia	Virginia	Virginia	On survey of the coast.

Naval register for 1835—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Joseph C. Walsh.....	Nov. 1, 1828....	June 14, 1834....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, New York.
Charles H. Cotton.....	Jan. 1, 1828....	do.....	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
Augustin W. Prevost.....	Nov. 1, 1828....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Boxer.
Franklin Clinton.....	April 1, 1828....	do.....	New York.....	New York.....	New York.....	Leave of absence.
James K. Bowie.....	Nov. 1, 1828....	do.....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Norfolk.
John Rodgers.....	April 18, 1828....	do.....	do.....	District of Columbia.	do.....	Leave of absence.
John B. Marchand.....	May 1, 1828....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
William Rogers Taylor.....	April 1, 1828....	do.....	Rhode Island.....	Rhode Island.....	Massachusetts.....	Receiving ship, New York.
H. J. Harlstone.....	do.....	do.....	South Carolina.....	Georgia.....	South Carolina.....	Schooner Enterprise.
Lloyd J. Bryan.....	Jan. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Benjamin F. Sands.....	April 1, 1828....	do.....	Maryland.....	Kentucky.....	Kentucky.....	Leave of absence.
Henry French.....	Jan. 1, 1828....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
William Leigh.....	Nov. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Samuel Larkin, jr.....	April 1, 1828....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
Henry S. Stellwagen.....	do.....	do.....	Virginia.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Philadelphia.
James L. Henderson.....	June 1, 1828....	do.....	do.....	District of Columbia.	Virginia.....	Navy yard, Boston.
Daniel B. Ridgely.....	April 1, 1828....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
John L. Ring.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	On survey of the coast.
Henry J. Paul.....	do.....	do.....	Ireland.....	North Carolina.....	North Carolina.....	Leave of absence.
Robert Emmet Hooe.....	Jan. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
James M. Lookert.....	April 1, 1828....	do.....	South Carolina.....	Tennessee.....	Tennessee.....	Sloop John Adams.
William T. Muso.....	June 1, 1828....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
William H. Brown.....	Jan. 1, 1828....	do.....	Maryland.....	Maryland.....	District of Columbia.	Leave of absence.
Charles Stoodman.....	April 1, 1828....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
William Lewis Herndon.....	Nov. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John C. Graham.....	April 1, 1828....	do.....	District of Columbia.....	Kentucky.....	District of Columbia.	Assistant in charge of chronometers, &c.
John P. Parker.....	do.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Rendezvous, Boston.
John F. Borden.....	do.....	do.....	Pennsylvania.....	Ohio.....	Ohio.....	Leave of absence.
James Alden, jr.....	do.....	do.....	Maine.....	Maine.....	Maine.....	Navy yard, Boston.
Augustus L. Case.....	do.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Roger Perry.....	July 1, 1828....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William S. Ringgold.....	Nov. 1, 1828....	do.....	do.....	District of Columbia.	District of Columbia.	Leave of absence.
John T. Williams.....	April 1, 1828....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Navy yard, Norfolk.
Joseph W. Revere.....	do.....	do.....	Massachusetts.....	New York.....	New York.....	Navy yard, Boston.
Alex. M. Pennock.....	do.....	do.....	Virginia.....	Tennessee.....	Tennessee.....	Frigate Potomac.
B. S. B. Darlington.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
George F. Emmons.....	do.....	do.....	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
Edward Middleton.....	July 1, 1828....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Montgomery Lewis.....	Nov. 1, 1828....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
George M. White.....	do.....	do.....	Georgia.....	Georgia.....	District of Columbia.	Leave of absence.

Naval register for 1835—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Charles E. L. Griffin	Nov. 1, 1828	June 14, 1834	Virginia	New York	New York	Receiving ship, New York.
William S. Swann	July 1, 1828	do	do	Virginia	Virginia	Leave of absence.
Thomas T. Hunter	do	do	do	do	do	Leave of absence.
Albert A. Holecomb	April 1, 1828	do	New Jersey	Kentucky	Kentucky	Leave of absence.
Gustavus H. Scott	Aug. 1, 1828	do	Virginia	Virginia	Virginia	Sloop Vandalia.
Richard Forrest	Nov. 1, 1828	do	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Vandalia.
Levin Handy	June 1, 1828	do	Maryland	Maryland	Maryland	Leave of absence.
David McDougal	April 1, 1828	do	Ohio	Ohio	Ohio	Navy yard, New York.
Charles F. McIntosh	Nov. 1, 1828	do	Virginia	Virginia	Virginia	Sloop Vandalia.
James W. Cook	April 1, 1828	do	North Carolina	North Carolina	North Carolina	Leave of absence.
C. F. M. Spotswood	Nov. 1, 1828	do	Virginia	Virginia	Virginia	Leave of absence.
Henry C. Flagg	April 1, 1828	do	Connecticut	South Carolina	South Carolina	Frigate Potomac.
Joseph Moorehead	do	do	Ohio	Ohio	Ohio	Leave of absence.
Daniel F. Dulany	do	do	Virginia	Maine	Virginia	Leave of absence.
George L. Selden	do	do	do	Ohio	District of Columbia.	Leave of absence.
William H. Ball	do	do	District of Columbia.	do	do	Leave of absence.
Elio W. Stull	June 1, 1828	do	Maryland	District of Columbia.	do	Leave of absence.
John F. Moreer	Oct. 1, 1828	do	New Jersey	Connecticut	Connecticut	Navy yard, New York.
Stephen W. Wilkinson	April 1, 1828	do	North Carolina	Tennessee	Tennessee	Leave of absence.
James E. Brown	Dec. 1, 1827	do	Virginia	Virginia	Virginia	Sloop John Adams.
Hendrick Norvell	April 1, 1828	do	Kentucky	Tennessee	Kentucky	Sloop Erie.
Charles C. Barton	Dec. 1, 1824	do	Pennsylvania	Pennsylvania	Pennsylvania	Receiving ship, Philadelphia.
Jno. J. B. Wallbach	Dec. 1, 1827	do	do	New Hampshire	do	Leave of absence.
Joseph R. Brown	July 10, 1819	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Richard W. Meade	April 1, 1826	do	Spain	do	do	Sloop St. Louis.

Passed midshipmen—173.

MIDSHIPMEN.

A.						
John J. Almy	Feb. 2, 1829	Feb. 2, 1829	Rhode Island	Rhode Island	Rhode Island	Sloop Ontario.
John P. B. Adams	do	do	Delaware	Delaware	Delaware	Sloop Ontario.
James Anderson	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
John G. Anthony	July 1, 1830	July 1, 1830	New York	New York	New York	Schooner Grampus.
Benjamin Franklin Anderson	March 3, 1831	March 3, 1831	Massachusetts	Virginia	Virginia	Schooner Boxer.
William M. E. Adams	June 7, 1831	June 7, 1831	Georgia	Georgia	Georgia	Sloop St. Louis.
Joseph Herrod Adams	Dec. 8, 1831	Dec. 8, 1831	Massachusetts	Massachusetts	Massachusetts	Frigate United States.
Charles A. Auze	Dec. 13, 1831	Dec. 13, 1831	New York	Georgia	Georgia	Delaware 74.
*Latham B. Avery	Dec. 19, 1831	Dec. 19, 1831	Connecticut	Connecticut	Connecticut	Schooner Dolphin.
*James F. Armstrong	March 7, 1832	March 7, 1832	New Jersey	New Jersey	New Jersey	Delaware 74.

Those midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

Naval register for 1835—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*William H. Adams.....	April 27, 1832....	April 27, 1832....	Tennessee.....	Mississippi.....	Mississippi.....	West India squadron.
Edwin C. Anderson.....	Nov. 25, 1832....	Nov. 25, 1832....	.....	Georgia.....	.....	Not yet accepted.
B.						
Thomas A. Budd.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Leave of absence.
John Bannister.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
Edward C. Bowers.....	do.....	do.....	.....	Connecticut.....	.....	Leave of absence.
Nathaniel Greene Bay.....	do.....	do.....	New York.....	New York.....	New York.....	Navy yard, Boston.
Augus. S. Baldwin.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Navy yard, New York.
Otway H. Berryman.....	do.....	do.....	Virginia.....	District of Columbia.	District of Columbia.	Sloop Ontario.
John Shaw Booth.....	May 27, 1829....	May 27, 1829....	New York.....	New York.....	Connecticut.....	Sloop St. Louis.
Richard Bache, jr.....	June 3, 1829....	June 3, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
Francis B. Barry.....	June 22, 1829....	June 22, 1829....	Teneriffe.....	do.....	do.....	Naval school, Norfolk.
Eugene Boyle.....	May 10, 1831....	May 10, 1831....	Maryland.....	District of Columbia.	District of Columbia.	Frigate Potomac.
Thomas M. Brasher.....	June 6, 1831....	June 6, 1831....	New York.....	New York.....	New York.....	Frigate Potomac.
Simon F. Blunt.....	Sept. 7, 1831....	Sept. 7, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
William P. Bradburn.....	Dec. 31, 1831....	Dec. 31, 1831....	Tennessee.....	Tennessee.....	Tennessee.....	Sloop St. Louis.
Theodore B. Barrett.....	May 8, 1832....	May 8, 1832....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
*Charles Burdett.....	May 16, 1832....	May 16, 1832....	Massachusetts.....	New York.....	New York.....	Sloop Fairfield.
Frederick A. Bacon.....	May 25, 1832....	May 25, 1832....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Erie.
*William B. Beverly.....	June 9, 1832....	June 9, 1832....	Virginia.....	Alabama.....	Alabama.....	Delaware 74.
Francis E. Baker.....	July 17, 1832....	July 17, 1832....	do.....	Virginia.....	Virginia.....	Sloop Natchez.
*Washington A. Bartlett.....	Jan. 22, 1833....	Jan. 22, 1833....	Maine.....	Maine.....	Maine.....	Sloop Fairfield.
William G. Bonham.....	Feb. 26, 1833....	Feb. 26, 1833....	Ohio.....	Ohio.....	Ohio.....	Sloop Ontario.
John W. Bryce.....	March 2, 1833....	March 2, 1833....	Virginia.....	Kentucky.....	Kentucky.....	Frigate Potomac.
*Joseph W. Brackett.....	March 14, 1833....	March 14, 1833....	New York.....	New York.....	New York.....	Sloop Falmouth.
Robert Burts.....	May 31, 1833....	May 31, 1833....	Maryland.....	Ohio.....	Ohio.....	Sloop Ontario.
*George Butterfield.....	Oct. 8, 1833....	Oct. 8, 1833....	New York.....	New York.....	New York.....	Sloop Vincennes.
*James S. Biddle.....	Oct. 18, 1833....	Oct. 18, 1833....	Pennsylvania.....	Tennessee.....	Tennessee.....	Frigate Brandywino.
*William L. Blanton.....	Jan. 2, 1834....	Jan. 2, 1834....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Vandalia.
*Oliver Perty Baldwin.....	Jan. 8, 1834....	Jan. 8, 1834....	New York.....	New York.....	New York.....	Leave of absence.
*R. L. Browning, jr.....	Feb. 8, 1834....	Feb. 8, 1834....	Kentucky.....	Ohio.....	Ohio.....	Schooner Enterprise.
*Nathan Barnes, jr.....	Feb. 22, 1834....	Feb. 22, 1834....	Maine.....	Maine.....	Maine.....	Sloop Erie.
*James M. Bankhead.....	Feb. 28, 1834....	Feb. 28, 1834....	South Carolina.....	At large.....	South Carolina.....	Frigate Potomac.
*Isaac N. Brown.....	March 15, 1834....	March 15, 1834....	Kentucky.....	Tennessee.....	Tennessee.....	Waiting orders.
*Robert M. Bowland.....	do.....	do.....	Pennsylvania.....	Ohio.....	Ohio.....	Frigate Potomac.
*Alexander C. Blount.....	April 12, 1834....	April 12, 1834....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Vandalia.
C.						
M. G. L. Claiborne.....	Feb. 1, 1827....	Feb. 1, 1827....	Tennessee.....	Tennessee.....	Tennessee.....	Norfolk yard and school.

Naval register for 1835—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George R. Carroll.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland	Maryland.....	Maryland	Leave of absence.
Tunis A. M. Craven.....	do	do	New Hampshire	New York.....	New York.....	Leave of absence.
Richard C. Cogdell	May 19, 1829....	May 19, 1829....	South Carolina	South Carolina	South Carolina	On furlough.
William T. Cook.....	April 25, 1831....	April 25, 1831....	Virginia	Virginia	Virginia	Leave of absence.
David R. Crawford	Dec. 9, 1831....	Dec. 9, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.
*John Carroll	Dec. 13, 1831....	Dec. 13, 1831....	Kentucky	Kentucky.....	Kentucky.....	Sloop Vincennes.
*William Craney.....	Jan. 11, 1832....	Jan. 11, 1832....	New York	New York.....	New York.....	Leave of absence.
*Henry Logan Chipman	Jan. 14, 1832....	Jan. 14, 1832....	South Carolina	Michigan	Michigan	Delaware 74.
George Colvocorressis.....	Feb. 21, 1832....	Feb. 21, 1832....	Greece.....	Vermont.....	Vermont.....	Frigate United States.
*Albert G. Clary.....	May 8, 1832....	May 8, 1832....	Massachusetts.....	Massachusetts	Massachusetts	Sloop Vincennes.
Thomas W. Cumming.....	May 19, 1832....	May 19, 1832....	Maryland	Georgia.....	Georgia.....	Frigate United States.
George W. Chapman	Sept. 20, 1832....	Sept. 20, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
*John Contee.....	Oct. 27, 1832....	Oct. 27, 1832....	Maryland	Maryland	Maryland	Frigate United States.
*Henry Cadwalader.....	Dec. 13, 1833....	Dec. 13, 1833....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Enterprise.
*William H. Carns	Dec. 31, 1833....	Dec. 31, 1833....	Maryland	Arkansas	Arkansas	Sloop Falmouth.
*Johnston B. Carter	do	do	North Carolina	Florida	Virginia	Sloop John Adams.
*Napoleon Collins	Jan. 2, 1834....	Jan. 2, 1834....	Pennsylvania.....	Indiana	Indiana.....	West India squadron.
*James T. S. Collins.....	June 17, 1834....	June 17, 1834....	New York	New York.....	Georgia.....	West India squadron.
*Charles M. Collier.....	Nov. 25, 1834....	Nov. 25, 1834....	Virginia	Indiana.....	Indiana.....	Sloop Vandalia.
*William Nott Callender	Dec. 3, 1833....	Dec. 3, 1833....	.....	New York.....	.....	Not yet accepted.
D.						
Francis V. Delberghe	April 1, 1828....	April 1, 1828....	Georgia	Georgia.....	Georgia.....	Leave of absence.
Townshend Dado	May 1, 1828....	May 1, 1828....	Virginia	Virginia	Virginia	Sloop Erie.
Thomas F. Davis	Feb. 2, 1829....	Feb. 2, 1829....	Maine	Maine	Maine	Sloop Erie.
John B. Dale	do	do	Massachusetts	Massachusetts	Massachusetts.....	Sloop Vincennes.
Stephen Dod	do	do	New Jersey	New Jersey	New Jersey	Sloop St. Louis.
Stephen Decatur	March 17, 1829....	March 17, 1829....	do	New Hampshire	New Hampshire	Sloop Vincennes.
Edwin J. De Haven.....	Oct. 2, 1829....	Oct. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
Alonzo B. Davis.....	April 25, 1831....	April 25, 1831....	Louisiana.....	do	do	Leave of absence.
James A. Doyle	Jan. 4, 1832....	Jan. 4, 1832....	Virginia	Indiana.....	Indiana.....	Leave of absence.
William S. Drayton.....	July 16, 1832....	July 16, 1832....	South Carolina	South Carolina	South Carolina	Leave of absence.
*George W. Doty.....	Jan. 4, 1833....	Jan. 4, 1833....	New York	New York.....	New York.....	Schooner Dolphin.
*Jesse Elliott Duncan.....	July 9, 1833....	July 9, 1833....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
*Edwin A. Drake.....	June 26, 1834....	June 26, 1834....	Canada	Kentucky.....	Kentucky	Sloop Vandalia.
E.						
*Henry Eld, jr.....	Jan. 1, 1832....	Jan. 1, 1832....	Connecticut	Connecticut	Connecticut	Delaware 74.
*Alexander B. Eustis.....	Jan. 4, 1833....	Jan. 4, 1833....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
F.						
Octavius Fairfax.....	Jan. 1, 1828....	Jan. 1, 1828....	Virginia	Virginia	Virginia	Naval school, Norfolk.

Naval register for 1835—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James M. Frailley	May 1, 1828....	May 1, 1828....	Maryland	Maryland	Maryland	Frigate United States.
John W. D. Ford.....	Feb. 2, 1829....	Feb. 2, 1828....	do	Virginia	Virginia	Leave of absence.
James I. Forbes	Aug. 30, 1831....	Aug. 30, 1831....	do	Pennsylvania.....	Pennsylvania.....	Schooner Enterprise.
*Charles E. Fleming.....	Oct. 24, 1833....	Oct. 24, 1833....	New Jersey	New York.....	New York.....	Not yet accepted.
G.						
Andrew F. V. Gray.....	Oct. 15, 1829....	Oct. 15, 1829....	West Indies.....	Louisiana.....	United States.....	Delaware 74.
*William Ross, Gardner.....	Dec. 29, 1831....	Dec. 29, 1831....	Georgia.....	Georgia.....	Georgia.....	Sloop Natchez.
*Thomas W. Gibson.....	Feb. 8, 1832....	Feb. 8, 1832....	Pennsylvania.....	Indiana.....	Indiana.....	Schooner Experiment.
*Hunn Gansevoort.....	May 8, 1832....	May 8, 1832....	New York.....	New York.....	New York.....	Sloop Vincennes.
Thomas O. Glassecock	July 17, 1832....	July 17, 1833....	South Carolina	Georgia.....	Georgia.....	Leave of absence.
Washington Gwathmoy.....	July 21, 1832....	July 21, 1832....	England.....	Virginia.....	Virginia.....	Sloop Fairfield.
William P. Gamble	Oct. 10, 1832....	Oct. 10, 1832....	Tennessee.....	Tennessee.....	Tennessee.....	Sloop Fairfield.
*Gough W. Grant	May 30, 1833....	May 30, 1833....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Falmouth.
*John Julius Guthrie	Feb. 26, 1834....	Feb. 26, 1834....	do	do	do	Sloop John Adams.
*Benjamin Stoddert Gantt.....	June 16, 1834....	June 16, 1834....	District of Columbia.	Tennessee.....	Maryland.....	Sloop St. Louis.
H.						
Henry C. Hart.....	Sept. 1, 1827....	Sept. 1, 1827....	Kentucky	Kentucky	Kentucky.....	Leave of absence.
Horace N. Harrison	April 1, 1828....	April 1, 1828....	Georgia.....	Georgia.....	Georgia.....	Navy yard, Boston.
William D. Hurst.....	Feb. 2, 1829....	Feb. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
Parry W. Humphreys	Feb. 18, 1829....	Feb. 18, 1829....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Joshua Humphreys	do	do	Pennsylvania.....	Pennsylvania.....	District of Columbia	Leave of absence.
James L. Heap.....	June 5, 1830....	June 5, 1830....	Delaware.....	do	Pennsylvania.....	Frigate United States.
Richard M. Harvey.....	July 24, 1830....	July 24, 1830....	North Carolina	North Carolina	North Carolina	Leave of absence.
Charles Hunter.....	April 25, 1831....	April 25, 1831....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
*Francis P. Hoban.....	April 28, 1831....	April 28, 1831....	District of Columbia.	District of Columbia.	District of Columbia.	Survey of the coast.
*Baldwin M. Hunter.....	Dec. 13, 1831....	Dec. 13, 1831....	Pennsylvania.....	Georgia.....	Georgia.....	Sloop John Adams.
John Hall,	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Sloop Vincennes.
Montgomery Hunt, jr.	Jan. 17, 1832....	Jan. 17, 1832....	do	do	do	Sloop St. Louis.
George W. Harrison	Jan. 20, 1832....	Jan. 20, 1832....	West Indies.....	Virginia.....	Georgia.....	Schooner Grampus.
Francis S. Hagerly.....	Feb. 17, 1832....	Feb. 17, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Edward S. Hutter	Feb. 24, 1832....	Feb. 24, 1832....	do	do	do	Leave of absence.
*Daniel D. Henrio.....	Jan. 4, 1833....	Jan. 4, 1833....	Ohio.....	Ohio.....	Ohio.....	Schooner Dolphin.
*John Cassin Henry.....	March 6, 1833....	March 6, 1833....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
*James L. Hannegan	Jan. 2, 1834....	Jan. 2, 1834....	Kentucky	Kentucky.....	Kentucky.....	Sloop Vincennes.
*Abram Harrell	Jan. 4, 1834....	Jan. 4, 1834....	Virginia.....	Tennessee.....	Tennessee.....	Schooner Boxer.
*Charles R. Howard	May 28, 1834....	May 28, 1834....	.....	At largo .....	.....	Delaware 74.
I.						
William H. Inskeep	April 1, 1828....	April 1, 1828....	Ohio.....	Ohio.....	Ohio.....	Under orders.
*R. Delaney Izard.....	Nov. 7, 1834....	Nov. 7, 1834....	Pennsylvania	South Carolina	South Carolina	Waiting orders.

Naval register for 1835—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
J.						
Edmund Jenkins.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Sloop Natchez.
John A. Jarvis.....	Dec. 3, 1830....	Dec. 3, 1830....	New York.....	Massachusetts.....	New York.....	Mediterranean squadron.
*William A. Jones.....	July 13, 1831...	July 13, 1831...	Pennsylvania.....	Ohio.....	Ohio.....	Sloop Vincennes.
*William H. B. Johnson.....	Feb. 10, 1832....	Feb. 16, 1832....	Maryland.....	Maryland.....	Maryland.....	Frigate United States.
James D. Johnson.....	June 30, 1832....	June 30, 1832....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop St. Louis.
*A. Hubley Jenkins.....	Nov. 25, 1834....	Nov. 25, 1834....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
K.						
Samuel R. Knox.....	April 1, 1828....	April 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	On furlough.
Edmund G. Kennedy.....	Sept. 17, 1830....	Sept. 17, 1830....	Virginia.....	Virginia.....	Virginia.....	Frigate United States.
*Daniel Murray Key.....	Nov. 28, 1833....	Nov. 28, 1833....	District of Columbia.	New York.....	New York.....	Frigate Brandywine.
L.						
Levi Lincoln, jr.....	Feb. 1, 1828....	Feb. 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Ninian E. Lane.....	April 1, 1828....	April 1, 1828....	Missouri.....	Illinois.....	Missouri.....	Furlough.
*Henry H. Lewis.....	May 1, 1828....	May 1, 1828....	Virginia.....	Kentucky.....	Kentucky.....	Leave of absence.
Dominick Lynch, jr.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Frigate United States.
Richard L. Lovo.....	Sept. 17, 1830....	Sept. 17, 1830....	Virginia.....	Virginia.....	Virginia.....	Mediterranean squadron.
*James B. Lewis.....	March 31, 1831....	March 31, 1831....	do.....	Tennessee.....	do.....	Leave of absence.
Richard H. Lowndes.....	June 25, 1831....	June 25, 1831....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Edmund Lanier.....	July 9, 1831....	July 9, 1831....	Virginia.....	Tennessee.....	Tennessee.....	Sloop Vandalia.
Francis Lowry.....	Aug. 3, 1831....	Aug. 3, 1831....	Vermont.....	Vermont.....	Vermont.....	Frigate Brandywine.
*William Edgar Le Roy.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Delaware 74.
Robert Poinsett Lovell.....	May 1, 1833....	May 1, 1833....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Natchez.
M.						
Thomas W. Magruder.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Frigate United States.
William Lewis Maury.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Naval school, Norfolk.
Charles W. Morris.....	Sept. 12, 1829....	Sept. 12, 1829....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop St. Louis.
John M. Mason.....	March 31, 1831....	March 31, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop Fairfield.
Allen M'Lane.....	April 25, 1831....	April 25, 1831....	Delaware.....	Delaware.....	Delaware.....	Frigate United States.
William May.....	May 2, 1831....	May 2, 1831....	District of Columbia.	Mississippi.....	District of Columbia	Survey of the coast.
Peter U. Murphy.....	May 12, 1831....	May 12, 1831....	North Carolina.....	North Carolina.....	North Carolina.....	Delaware 74.
John Mooney.....	Dec. 13, 1831....	Dec. 13, 1831....	Maine.....	Maine.....	Maine.....	Navy yard, Boston.
*Richard D. McDonald.....	Dec. 17, 1831....	Dec. 17, 1831....	New York.....	New York.....	New York.....	Frigate United States.
James M' Cormick.....	Dec. 24, 1831....	Dec. 24, 1831....	Ohio.....	Ohio.....	Ohio.....	Sloop Vandalia.
Matthias Marino.....	Jan. 3, 1832....	Jan. 3, 1832....	Florida.....	Florida.....	Florida.....	Sloop John Adams.
Thomas M. Mix.....	Jan. 6, 1832....	Jan. 6, 1832....	New York.....	New York.....	New York.....	Receiving ship, New York.
*J. R. Madison Mullany.....	Jan. 7, 1832....	Jan. 7, 1832....	do.....	New Jersey.....	New Jersey.....	Leave of absence.
Lafayette Maynard.....	Feb. 4, 1832....	Feb. 4, 1832....	Virginia.....	Virginia.....	Virginia.....	Sloop Vandalia.
William P. McArthur.....	Feb. 11, 1832....	Feb. 11, 1832....	Missouri.....	Missouri.....	Missouri.....	Sloop Fairfield.

Naval register for 1835—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John N. Maffit.....	Feb. 25, 1832....	Feb. 25, 1832....	Ireland.....	New York.....	New York.....	Navy yard, Boston.
James D. Morrison.....	March 8, 1832....	March 8, 1832....	Illinois.....	Illinois.....	Illinois.....	Sloop Fairfield.
Wm. H. Macomb.....	April 10, 1832....	April 10, 1832....	Michigan.....	New York.....	New York.....	Frigate Potomac.
*Wilson R. McKinney.....	March 20, 1834....	March 20, 1834....	Tennessee.....	Alabama.....	Alabama.....	Waiting orders.
*Jennings Fenner Marrast.....	March 20, 1834....	March 20, 1834....	Maryland.....	do.....	do.....	Waiting orders.
N.						
James H. North.....	May 20, 1820....	May 20, 1820....	South Carolina.....	South Carolina.....	South Carolina.....	Naval school, Norfolk.
*John S. Neville.....	May 2, 1832....	May 2, 1832....	Pennsylvania.....	Ohio.....	Ohio.....	Delaware 74.
William E. Newton.....	Sept. 24, 1832....	Sept. 24, 1832....	New York.....	New York.....	New York.....	Leave of absence.
*Benjamin Romaine Nichols.....	July 8, 1833....	July 8, 1833....	do.....	Illinois.....	Illinois.....	Frigate Brandywine.
*Joseph Norvell.....	Jan. 13, 1834....	Jan. 13, 1834....	Pennsylvania.....	Michigan.....	Michigan.....	Frigate Brandywine.
*Callendar St. George Noland.....	June 16, 1834....	June 16, 1834....	Virginia.....	Arkansas.....	Arkansas.....	Schooner Boxer.
O.						
Frederick Oakes.....	May 8, 1832....	May 8, 1832....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
James O'Shannessy.....	July 9, 1833....	July 9, 1833....	New York.....	New York.....	New York.....	Schooner Experiment.
P.						
William H. Pondleton.....	Sept. 1, 1827....	Sept. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Robert B. Pogram.....	Feb. 2, 1820....	Feb. 2, 1820....	do.....	do.....	do.....	Naval school, Norfolk.
*Robert Patton, jr.....	do.....	do.....	do.....	District of Columbia.....	do.....	Waiting orders.
William Pope.....	do.....	do.....	do.....	Illinois.....	Illinois.....	Leave of absence.
David D. Porter.....	do.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
Oliver H. Perry.....	Feb. 24, 1820....	Feb. 24, 1820....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Vincennes.
Matthew S. Pitcher.....	March 13, 1820....	March 13, 1820....	New York.....	New York.....	New York.....	Frigate United States.
Carlisle P. Patterson.....	Sept. 2, 1830....	Sept. 2, 1830....	Mississippi.....	District of Columbia.....	Mississippi.....	Delaware 74.
*James B. Parker.....	June 6, 1831....	June 6, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Pacific squadron.
Carter B. Poindexter.....	Nov. 16, 1831....	Nov. 16, 1831....	Virginia.....	New York.....	New York.....	Sloop Erie.
*Enoch G. Parrott.....	Dec. 18, 1831....	Dec. 18, 1831....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Natchez.
William Ross Postell.....	Dec. 31, 1831....	Dec. 31, 1831....	South Carolina.....	South Carolina.....	Georgia.....	Leave of absence.
*Ferdinand Popin.....	April 13, 1832....	April 13, 1832....	Pennsylvania.....	Florida.....	Florida.....	Delaware 74.
*William Albert Parker.....	July 3, 1832....	July 3, 1832....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
William L. Parkinson.....	Sept. 20, 1832....	Sept. 20, 1832....	New Jersey.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
*Samuel Pearce.....	March 30, 1833....	March 30, 1833....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Brandywine.
*Jn. Smith Patterson.....	April 18, 1833....	April 18, 1833....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Brandywine.
*Charles H. Piper.....	Nov. 7, 1833....	Nov. 7, 1833....	Maryland.....	Ohio.....	Ohio.....	Frigate Brandywine.
*Thaddeus Kosciusko Perlee.....	Feb. 12, 1834....	Feb. 12, 1834....	Pennsylvania.....	Louisiana.....	Louisiana.....	Schooner Experiment.
R.						
Francis B. Renshaw.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Naval school, New York.
Nathaniel Reeder.....	do.....	do.....	Ohio.....	Ohio.....	Ohio.....	Sloop Ontario.

Naval register for 1835—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Alexander R. Rose.....	Sept. 26, 1830....	Sept. 26, 1830....	Virginia.....	Virginia.....	Virginia.....	Sloop Fairfield.
George W. Randolph.....	March 31, 1831....	March 31, 1831....	do.....	do.....	do.....	Naval school, Norfolk.
James W. E. Reid.....	Sept. 26, 1831....	Sept. 26, 1831....	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
William Reynolds.....	Nov. 17, 1831....	Nov. 17, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
William Bainbridge Renshaw.....	Dec. 22, 1831....	Dec. 22, 1831....	New York.....	New York.....	New York.....	Mediterranean squadron.
Washington Reid.....	do.....	do.....	do.....	do.....	do.....	Naval school, New York.
William Ronkendorff.....	Feb. 17, 1832....	Feb. 17, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
*Charles Robinson.....	May 1, 1832....	May 1, 1832....	do.....	Massachusetts.....	Massachusetts.....	Frigate Brandywine.
*Charles Richardson.....	May 19, 1832....	May 19, 1832....	New York.....	New York.....	New York.....	Frigate United States.
*Ilen y P. Robertson.....	June 28, 1832....	June 28, 1833....	Tennessee.....	Tennessee.....	Tennessee.....	Leave of absence.
*James Withers Read.....	May 30, 1833....	May 30, 1833....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Brandywine.
James Riddle, jr.....	May 31, 1833....	May 31, 1833....	Delaware.....	Delaware.....	Delaware.....	Schooner Shark.
*John B. Randolph.....	June 11, 1833....	June 11, 1833....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
*C. R. P. Rodgers.....	Oct. 5, 1833....	Oct. 5, 1833....	New York.....	Connecticut.....	Connecticut.....	Frigate Brandywine.
*Eugeno Edmund Rogers.....	Nov. 25, 1834....	Nov. 25, 1834....	Delaware.....	Delaware.....	Delaware.....	Waiting orders.
S.						
William O. Slado.....	April 1, 1828....	April 1, 1828....	District of Columbia.....	Illinois.....	Virginia.....	Leave of absence.
James H. Strong.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Naval school, New York.
Louis C. Sartori.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Montfort S. Stokes.....	May 12, 1829....	May 12, 1829....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
E. T. Shubrick.....	June 22, 1829....	June 22, 1829....	New York.....	South Carolina.....	South Carolina.....	Mediterranean squadron.
John H. Shorburne.....	Oct. 5, 1829....	Oct. 5, 1829....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
*Charles Sperry.....	Feb. 23, 1830....	Feb. 23, 1830....	Vermont.....	Vermont.....	New York.....	Schooner Dolphin.
George T. Sinclair.....	April 23, 1831....	April 23, 1831....	Virginia.....	Virginia.....	Virginia.....	Naval school, Norfolk.
William Scandrott Smith.....	April 25, 1831....	April 25, 1831....	do.....	do.....	do.....	Sloop John Adams.
James G. Stanly.....	April 30, 1831....	April 30, 1831....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Henry Skipwith.....	June 25, 1831....	June 25, 1831....	Virginia.....	Louisiana.....	Virginia.....	Leave of absence.
Benjamin F. Shattuck.....	do.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
*Fabius Stanly.....	Dec. 20, 1831....	Dec. 20, 1831....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Woodhull S. Schenek.....	Dec. 30, 1831....	Dec. 30, 1831....	Ohio.....	Ohio.....	Ohio.....	Frigate United States.
Joseph P. Sanford.....	Feb. 11, 1832....	Feb. 11, 1832....	Virginia.....	Missouri.....	Missouri.....	Sloop Ontario.
Roger N. Stembel.....	March 27, 1832....	March 27, 1832....	Maryland.....	Ohio.....	Ohio.....	Sloop Vandalia.
*William Taylor Smith.....	July 17, 1832....	July 17, 1832....	Virginia.....	District of Columbia.....	District of Columbia.....	Sloop Natchez.
*Samuel J. Shipley.....	Jan. 14, 1834....	Jan. 14, 1834....	Delaware.....	Indiana.....	Indiana.....	Schooner Enterpriso.
*James H. H. Sands.....	April 19, 1834....	April 19, 1834....	Maryland.....	do.....	do.....	Sloop St. Louis.
*Blaney H. Sheppard.....	May 13, 1834....	May 13, 1834....	North Carolina.....	Tennessee.....	Tennessee.....	Waiting orders.
*Samuel Smith.....	June 16, 1834....	June 16, 1834....	Maryland.....	At large.....	Maryland.....	Sloop John Adams.
T.						
Henry C. Tilghman.....	Feb. 1, 1828....	Feb. 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.

Naval register for 1835—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John G. Tod	April 1, 1828....	April 1, 1828....	Kentucky	Kentucky.....	Kentucky	Naval hospital, Norfolk. Sick.
*John W. Taylor	do	do	South Carolina	Georgia	Georgia.....	Leave of absence.
Thruston M. Taylor.....	do	do	Kentucky	Kentucky	Kentucky	Schooner Grampus.
Addison R. Taliaferro.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia	Virginia	Virginia	Naval school, Norfolk.
Charles Thomas	do	do	Maryland	Maryland	Maryland	Naval school, Norfolk.
*Samuel A. Turner.....	do	do	Pennsylvania.....	Massachusetts	Massachusetts.....	Receiving ship, Boston.
John J. Thurston.....	do	do	District of Columbia.	Alabama.....	District of Columbia.	Leave of absence.
*Richard L. Tilghman	Oct. 27, 1830....	Oct. 27, 1830....	Maryland	Maryland	Maryland	Frigate United States.
*George M. Totten	May 5, 1831....	May 5, 1831....	New York	Rhode Island.....	Rhode Island.....	Leave of absence.
William Paul Taylor.....	June 13, 1831....	June 13, 1831....	do	New York.....	New York.....	Leave of absence.
*Richard S. Trapier	Dec. 21, 1831....	Dec. 21, 1831....	South Carolina.....	South Carolina	South Carolina	Leave of absence.
*Strong B. Thompson	April 13, 1832....	April 13, 1832....	Vermont	Vermont	Vermont	Sloop Fairfield.
*Richard M. Tillotson.....	May 29, 1833....	May 29, 1833....	do	New York.....	New York.....	Mediterranean squadron.
*Stephen Decatur Trenchard.....	Oct. 23, 1834....	Oct. 23, 1834....	New York.....	do	do	Waiting orders.
Joseph A. Underwood	Feb. 2, 1829....	Feb. 2, 1829....	Maine	Massachusetts	Maine	Leave of absence.
Cornelius Van Alstine	Feb. 27, 1833....	Feb. 27, 1833....	New York.....	New York.....	New York.....	Frigate Brandywine.
*Philip Cortlandt Van Wyck.....	Dec. 4, 1834....	Dec. 4, 1834....	do	do	do	Waiting orders.
Robert P. Welsh	April 1, 1823....	April 1, 1828....	Ohio	Ohio	Ohio	Sloop St. Louis.
William B. Whiting.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	District of Columbia.	Leave of absence.
George J. Wyche	do	do	Virginia	Alabama	Pennsylvania	Sloop Falmouth.
Edward C. Ward.....	do	do	New York	New York	District of Columbia.	Leave of absence.
John O. Wilson.....	do	do	New Jersey.....	New Jersey	New Jersey	Leave of absence.
William S. Williamson.....	do	do	do	do	do	Frigate United States.
Richard Wainwright.....	May 11, 1831....	May 11, 1831....	Massachusetts	Virginia	South Carolina	Delaware 74.
Lewis Morris Wilkins.....	June 13, 1831....	June 13, 1831....	New York	New York.....	New York	Frigate Brandywine.
*M. D. E. W. Watson	Oct. 26, 1831....	Oct. 26, 1831....	Vermont	Ohio.....	Ohio.....	Frigate Brandywine.
*Henry Tingey Wingate.....	Dec. 13, 1831....	Dec. 13, 1831....	Maine	Maine	Maine	Receiving ship, New York.
John Brooks Wood.....	do	do	do	do	do	Leave of absence.
A. H. Wells.....	Dec. 14, 1831....	Dec. 14, 1831....	District of Columbia.	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
George Wickham	Jan. 5, 1832....	Jan. 5, 1832....	Virginia	Virginia	Virginia	Leave of absence.
*James C. Williamson	Jan. 7, 1832....	Jan. 7, 1832....	New Jersey	New York.....	New York.....	Leave of absence.
*Maxwell Woodhull	June 4, 1832....	June 4, 1832....	New York.....	do	do	Schooner Shark.
*William H. Wallace	July 7, 1832....	July 7, 1832....	Ohio	Indiana.....	Indiana.....	Sloop Ontario.
Melancthon B. Woolsey	Sept. 24, 1832....	Sept. 24, 1832....	New York.....	New York.....	New York.....	Leave of absence.
Henry Waddell.....	Sept. 29, 1832....	Sept. 29, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Fairfield.
*William Anderson Wayne	April 27, 1833....	April 27, 1833....	Georgia.....	Georgia.....	Georgia.....	Delaware 74.

Naval register for 1835—MIDSHIPMEN—Continued.

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Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
•Fras. Winslow.....	July 8, 1833....	July 8, 1833....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Brandywine.
•Albert Smith Whittier.....	do	do	do	Maine	Maine	Sloop Falmouth.
•William M. Wallace.....	Dec. 18, 1833....	Dec. 18, 1833....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Enterprise.
•George Wells.....	Jan. 9, 1834....	Jan. 9, 1834....	Vermont.....	Vermont.....	Vermont.....	Sloop Erie.
•Reed Worden.....	Jan. 10, 1834....	Jan. 10, 1834....	Pennsylvania.....	Ohio.....	Ohio.....	Schooner Enterprise.
•John L. Worden.....	Feb. 8, 1834....	Feb. 8, 1834....	New York.....	New York.....	New York.....	Sloop Erie.
•Henry A. Wise.....	April 5, 1834....	April 5, 1834....	do	do	do	Sloop Erie.
•Rufus Stanley Wey.....	May 2, 1834....	May 2, 1834....	do	do	do	Frigate Potomac.
•Mayo Carrington Watkins.....	Oct. 15, 1834....	Oct. 15, 1834....	Virginia.....	At large.....	Virginia.....	Sloop Vandalin.
•Benjamin T. Wilson.....	Dec. 2, 1834....	Dec. 2, 1834....	Maryland.....	Maryland.....	Maryland.....	Schooner Boxer.
•Albert Wadsworth.....	Dec. 20, 1834....	Dec. 20, 1834....	North Carolina.....	North Carolina.....	North Carolina.....	West India squadron.
•William S. Weed.....	Dec. 20, 1834....	Dec. 20, 1834....	.....	Illinois.....	.....	Not yet accepted.

Midshipmen—272.

SAILINGMASTERS.

Salvadore Catalano.....	Aug. 9, 1809....	Aug. 9, 1809....	Siçily.....	District of Columbia.	District of Columbia.	Navy yard, Washington.
Augustus Ford.....	March 28, 1810....	March 28, 1810....	Rhode Island.....	New York.....	New York.....	Leave of absence.
A. B. Bloodgood.....	June 25, 1812....	June 25, 1812....	New York.....	do	do	New York station.
Robert Knox.....	July 20, 1812....	July 20, 1812....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Ordinary, Boston.
James B. Potts.....	July 24, 1812....	July 24, 1812....	England.....	District of Columbia.	Virginia.....	Navy yard, Gosport.
William Vaughan.....	Aug. 22, 1812....	Aug. 22, 1812....	Pennsylvania.....	New York.....	New York.....	Furlough.
Marmaduke Dove.....	Aug. 29, 1812....	Aug. 29, 1812....	Maryland.....	Maryland.....	District of Columbia.	Navy yard, Washington.
Cornelius Bennett.....	Dec. 9, 1812....	Dec. 9, 1812....	Massachusetts.....	Rhode Island.....	Rhode Island.....	Waiting orders.
Charles W. Waldo.....	March 10, 1813....	March 10, 1813....	do	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
John Clough.....	July 3, 1813....	July 3, 1813....	do	New York.....	New York.....	Leave of absence.
F. H. Ellison.....	do	do	England.....	do	do	Navy yard, New York.
Francis Mallaby.....	do	do	New York.....	do	do	Sackett's Harbor.
Samuel C. Hixon.....	April 30, 1814....	April 30, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
James Ferguson.....	May 27, 1814....	May 27, 1814....	New York.....	New York.....	do	Waiting orders.
Robert S. Tatum.....	July 21, 1814....	July 21, 1814....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
William Miller.....	Jan. 23, 1815....	Jan. 23, 1815....	Scotland.....	do	do	Philadelphia station.
Nahum Warren.....	Feb. 6, 1815....	Feb. 6, 1815....	New Hampshire.....	District of Columbia.	District of Columbia.	Navy yard, Pensacola.
Henry Worthington.....	May 2, 1815....	May 2, 1815....	Maryland.....	Maryland.....	Maryland.....	Receiving ship, Norfolk.
John Carlton.....	July 4, 1815....	July 4, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Naval asylum, Philadelphia.
Alexander Cunningham.....	Nov. 15, 1815....	Nov. 15, 1815....	South Carolina.....	Virginia.....	Virginia.....	Waiting orders.
John Robinson.....	Nov. 27, 1815....	Nov. 27, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, New York.
James Townsbury.....	Dec. 14, 1815....	Dec. 14, 1815....	do	do	do	Philadelphia station.
John Quin.....	Nov. 1, 1816....	Nov. 1, 1816....	Pennsylvania.....	Louisiana.....	Ohio.....	Furlough.
N. A. Prentiss.....	Jan. 22, 1823....	Jan. 22, 1823....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
Jacob Mull.....	Aug. 5, 1825....	Aug. 5, 1825....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Portsmouth, New Hampshire.

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NAVAL REGISTER.

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Naval register for 1835—SAILINGMASTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Frederick W. Mooers.....	May 19, 1827....	May 19, 1827....	New York.....	New York.....	New York.....	Frigate United States.
H. A. F. Young.....	May 16, 1829....	May 16, 1829....	.....	.....	.....	Navy yard, Norfolk.

Sailingmasters—27.

TEACHERS OF NAVAL SCHOOLS.

Names.	Profession.	Station.
P. J. Rodriguez.....	Mathematics and languages.....	Norfolk.
L. A. Bianchini.....	Languages.....	Norfolk.
Edward C. Ward.....	Mathematics and languages.....	New York.
Duncan Bradford.....	Mathematics and languages.....	Boston.

BOATSWAINS.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
David Eaton.....	Aug. 8, 1811....	Aug. 8, 1811....	Pennsylvania.....	District of Columbia.....	Pennsylvania.....	Navy yard, Washington.
John Woods.....	July 8, 1815....	July 8, 1815....	New Jersey.....	Pennsylvania.....	do.....	Ordinary, Norfolk.
James Banks.....	July 21, 1817....	July 21, 1817....	New York.....	New York.....	New York.....	Waiting orders.
John Smith.....	Dec. 7, 1817....	Dec. 7, 1817....	Maryland.....	do.....	do.....	Receiving ship New York.
Wm. Waters.....	April 21, 1827....	April 21, 1827....	.....	.....	do.....	Sloop John Adams.
Edward Crocker.....	June 16, 1828....	June 16, 1828....	.....	.....	.....	Sloop Eric.
John Morris.....	Oct. 28, 1828....	Oct. 28, 1828....	.....	.....	.....	Sloop Vincennes.
Thomas Ring.....	do.....	do.....	.....	.....	.....	Delaware 74.
Lawrence Gallagher, (acting).....	Nov. 15, 1828....	Nov. 15, 1828....	.....	.....	.....	New York station.
John Freeman.....	May 10, 1830....	May 10, 1830....	.....	.....	.....	Navy yard, Norfolk.
Robert H. O'Neal.....	June 13, 1831....	June 13, 1831....	North Carolina.....	New York.....	New York.....	Navy yard, New York.
William Brown.....	Aug. 29, 1831....	Aug. 29, 1831....	do.....	do.....	do.....	Leave of absence.
William Hart.....	Dec. 2, 1831....	Dec. 2, 1831....	Virginia.....	do.....	do.....	Navy yard, Boston.
John Patterson.....	April 2, 1832....	April 2, 1832....	England.....	Louisiana.....	Louisiana.....	Navy yard, Pensacola.
George Blanchard.....	May 19, 1832....	May 19, 1832....	New York.....	New York.....	New York.....	Mediterranean squadron.
John McNelly.....	April 9, 1833....	April 9, 1833....	Connecticut.....	.....	.....	Leave of absence.
James Springer.....	Aug. 13, 1833....	Aug. 13, 1833....	do.....	Virginia.....	Connecticut.....	Sloop Ontario.
Charles Woodland.....	Nov. 12, 1833....	Nov. 12, 1833....	.....	Maryland.....	Maryland.....	Sloop St. Louis.

Boatswains—18.

Naval register for 1835—Continued.

GUNNERS.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Marshall.....	July 15, 1809....	July 15, 1809....	Greece.....	District of Columbia	District of Columbia	Navy yard, Norfolk.
Stephen Jones.....	May 6, 1813....	May 6, 1813....	New York.....	New York.....	New York.....	Sick. At hospital, Norfolk.
John Blight.....	May 3, 1821....	May 3, 1821....	do.....	do.....	do.....	Navy yard, New York.
John R. Covington.....	May 1, 1824....	May 1, 1824....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Boston.
Asa Curtis.....	March 1, 1825....	March 1, 1825....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
William B. Brown.....	Dec. 9, 1825....	Dec. 9, 1825....	Germany.....	do.....	do.....	Frigate Potomac.
Thomas Ryley.....	Jan. 29, 1827....	Jan. 29, 1827....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
Thomas Barry.....	Dec. 27, 1827....	Dec. 27, 1827....	Pennsylvania.....	Pennsylvania.....	District of Columbia	Navy yard, Philadelphia.
Benjamin Towner.....	Feb. 7, 1828....	Feb. 7, 1828....	New Hampshire.....	Virginia.....	Virginia.....	Sick. At hospital, Norfolk.
John M. Green, (acting).....	Nov. 28, 1828....	Nov. 28, 1828....	New York.....	New York.....	District of Columbia	Navy yard, Pensacola.
Henry Keeling, (acting).....	Aug. 25, 1829....	Aug. 25, 1829....	.....	.....	.....	Leave of absence.
Lewis Parker.....	Feb. 13, 1832....	Feb. 13, 1832....	Italy.....	Pennsylvania.....	Pennsylvania.....	Sloop Fairfield.
Alexander Stephenson.....	Jan. 6, 1832....	Jan. 6, 1832....	New York.....	District of Columbia.	Virginia.....	Navy yard, Washington.
Samuel G. City.....	May 19, 1832....	May 19, 1832....	Maryland.....	Mediterranean.....	New York.....	Frigate United States.
Francis Gardner.....	Sept. 7, 1832....	Sept. 7, 1832....	.....	.....	.....	Schooner Enterprise.
Charles Cobb.....	Jan. 18, 1833....	Jan. 18, 1833....	Maine.....	New York.....	New York.....	Sloop Vincennes.
Samuel Daggett.....	Feb. 26, 1834....	Feb. 26, 1834....	.....	.....	.....	Sloop Vandalia.
David Taggart.....	June 18, 1834....	June 18, 1834....	Ireland.....	Virginia.....	Virginia.....	Sloop John Adams.
Charles Wado.....	Sept. 27, 1834....	Sept. 27, 1834....	Massachusetts.....	do.....	do.....	Sloop St. Louis.
Alexander Russell.....	Dec. 19, 1834....	Dec. 19, 1834....	.....	.....	.....	Schooner Shark.

Gunners—20.

CARPENTERS.

Richard Thomas.....	Jan. 22, 1814....	Jan. 22, 1814....	Maryland.....	Virginia.....	Maryland.....	Leave of absence.
John Snider.....	Jan. 1, 1818....	Jan. 1, 1818....	.....	Pennsylvania.....	.....	Navy yard, Pensacola.
Samuel Phillips.....	May 24, 1821....	May 24, 1821....	New Jersey.....	New York.....	New York.....	Navy yard, New York.
Thomas Armstrong.....	June 17, 1822....	June 17, 1822....	Pennsylvania.....	District of Columbia.	Virginia.....	Ordinary, Norfolk.
John Fisher.....	March 20, 1823....	March 20, 1823....	Virginia.....	New York.....	New York.....	Leave of absence.
John A. Dickason.....	Dec. 13, 1825....	Dec. 13, 1825....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Portsmouth.
John Southwick.....	Dec. 21, 1826....	Dec. 21, 1826....	do.....	do.....	do.....	Navy yard, Boston.
William E. Sheffield.....	Nov. 11, 1829....	Nov. 11, 1829....	.....	.....	.....	Ordinary, New York.
Wm. Hatch, (acting).....	Nov. 1, 1831....	Nov. 1, 1831....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Fairfield.
John Williston.....	Nov. 17, 1831....	Nov. 17, 1831....	Massachusetts.....	New York.....	Virginia.....	Navy yard, Norfolk.
Alonzo Jones.....	Nov. 18, 1831....	Nov. 18, 1831....	do.....	Virginia.....	Massachusetts.....	Sloop Ontario.
Patriek Deo.....	May 9, 1832....	May 9, 1832....	Ireland.....	Massachusetts.....	do.....	Frigate United States.
John Green.....	Jan. 23, 1833....	Jan. 23, 1833....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
Charles Bordman.....	Aug. 23, 1833....	Aug. 23, 1833....	Massachusetts.....	New York.....	Massachusetts.....	Frigate Brandywine.
Richard D. Berry.....	Oct. 12, 1833....	Oct. 12, 1833....	Maine.....	do.....	New York.....	Sloop St. Louis.
Elisha Ellis.....	Nov. 12, 1833....	Nov. 12, 1833....	Delaware.....	Virginia.....	Virginia.....	Sloop John Adams.

Naval register for 1835—CARPENTERS—Continued.

Names.	Original entry into the service.	Date of present warrant	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William L. Shuttloworth	April 19, 1834....	April 19, 1834....	New Jersey.....	New York.....	New York.....	Frigate Potomac.
Joseph Cox.....	May 20, 1834....	May 20, 1834....	Maine.....	do.....	do.....	Sloop Vandalia.
Lawrence Kervan, (acting).....	Oct. 14, 1834....	Oct. 14, 1834....	.....	.....	.....	Ordinary, Pensacola.
Francis Sageo.....	April 13, 1831....	April 13, 1831....	Pennsylvania.....	Virginia.....	Virginia.....	Waiting orders.

Carpenters—20.

SAILMAKERS.

James R. Childs.....	June 8, 1822....	June 8, 1822....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
Nathaniel B. Peed.....	Oct. 22, 1823....	Oct. 22, 1823....	Virginia.....	New York.....	New York.....	Sloop Erie.
Benjamin Crow.....	May 5, 1826....	May 5, 1826....	do.....	do.....	Virginia.....	Leave of absence.
Samuel B. Banister.....	July 17, 1826....	July 17, 1826....	Massachusetts.....	New York.....	Massachusetts.....	Navy yard, Boston.
Christian Nelson.....	Dec. 21, 1826....	Dec. 21, 1826....	Copenhagen.....	Massachusetts.....	do.....	Leave of absence.
William Ryan.....	Sept. 18, 1827....	Sept. 18, 1827....	New York.....	New York.....	New York.....	Navy yard, Pensacola.
James Davis.....	Nov. 4, 1828....	Nov. 4, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
J. G. Gallagher.....	Nov. 27, 1829....	Nov. 27, 1829....	.....	.....	.....	Navy yard, Portsmouth, New Hampshire.
John Beggs.....	Aug. 20, 1830....	Aug. 20, 1830....	.....	.....	.....	Frigate United States.
John Heckle.....	Nov. 9, 1831....	Nov. 9, 1831....	New York.....	New York.....	New York.....	Sloop Ontario.
Henry Bacon.....	Feb. 26, 1833....	Feb. 26, 1833....	Massachusetts.....	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
William Bennett.....	Aug. 23, 1833....	Aug. 23, 1833....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Thomas J. Boyce.....	Oct. 12, 1833....	Oct. 12, 1833....	New York.....	New York.....	New York.....	Sloop St. Louis.
John Røser.....	Nov. 13, 1833....	Nov. 13, 1833....	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
Richard Van Voorhis.....	Feb. 8, 1834....	Feb. 8, 1834....	New York.....	New York.....	New York.....	Navy yard, New York.
Samuel V. Hawkins.....	March 18, 1834....	March 18, 1834....	Maryland.....	do.....	do.....	Sloop Falmouth.
William Ward.....	Aug. 14, 1834....	Aug. 14, 1834....	.....	.....	.....	Frigate Potomac.
Madison Wheedon.....	Aug. 10, 1834....	Aug. 10, 1834....	Maryland.....	Maryland.....	Maryland.....	Sloop Vandalia.
George Thomas.....	Dec. 10, 1834....	Dec. 10, 1834....	.....	.....	.....	Schooner Shark.

Sailmakers—19.

MARINE CORPS.

Names.	Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
Archibald Henderson, lieut. colonel commandant	June 4, 1806....	July 1, 1834....	Oct. 17, 1830.	Virginia.....	Virginia.....	Virginia.....	Head-quarters.
R. D. Wainwright, brevet lieut. colonel	May 9, 1800....	do.....	March 3, 1827.	South Carolina..	South Carolina..	South Carolina..	Gosport, Virginia.

MAJORS.

Samuel Miller, brevet lieut. colonel.....	June 1, 1808....	July 1, 1834....	March 3, 1827.	Massachusetts..	Massachusetts..	Massachusetts..	Philadelphia.
John M. Gamble, brevet lieut. colonel.....	Jan. 16, 1809....	do.....	do.....	New Jersey....	New Jersey....	New Jersey....	New York.
Samuel E. Watson, brevet lieut. colonel.....	July 4, 1812....	do.....	March 28, 1830.	Virginia.....	Kentucky.....	Virginia.....	Portsmouth, New Hampshire.
William H. Freeman, brevet lieut. colonel.....	Aug. 17, 1812....	do.....	Feb. 20, 1832.	Connecticut....	Connecticut....	Connecticut....	Charlestown, Massachusetts.

Majors—4.

Naval register for 1835—Continued.

CAPTAINS.

Names.	Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
Charles R. Broom, paymaster, lieutenant colonel by brevet.....	July 27, 1813....	March 7, 1824....	March 7, 1834.	Delaware.....	Delaware.....	Delaware.....	Head-quarters.
Levi Twigg, captain by brevet.....	Nov. 10, 1813....	Feb. 23, 1830....	March 3, 1825.	Georgia.....	Georgia.....	Georgia.....	Navy yard, Washington.
John Harris do.....	do.....	June 13, 1830....	do.....	Pennsylvania...	Pennsylvania...	Pennsylvania...	Delaware 74.
Thomas A. Linton do.....	Feb. 28, 1815....	April 7, 1832....	April 18, 1827.	Virginia.....	Virginia.....	Virginia.....	Pensacola.
James Edclin, do.....	March 1, 1815....	July 1, 1834....	do.....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Washington.
P. G. Howle, adjutant and inspector, captain by brevet.....	do.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Head-quarters.
E. J. Weed, quartermaster and major, captain by brevet.....	Jan. 16, 1817....	do.....	Nov. 7, 1828.	Pennsylvania..	Pennsylvania..	Pennsylvania..	Head-quarters.
William W. Dulany, captain by brevet.....	June 10, 1817....	do.....	June 19, 1829.	Virginia.....	Virginia.....	Virginia.....	Recruiting service.
Thomas S. English, do.....	do.....	do.....	Aug. 11, 1820.	Massachusetts..	Massachusetts..	New Hampshire.	Charlestown, Massachusetts.
George W. Walker do.....	do.....	do.....	March 3, 1831.	Dist. of Colum..	Dist. of Colum..	Dist. of Colum..	Receiving ship Hudson, New York.
Ward Marston do.....	March 3, 1819....	do.....	Oct. 30, 1831.	Massachusetts..	Massachusetts..	Massachusetts..	Frigate Potomac.
Charles C. Tupper do.....	do.....	do.....	Jan. 21, 1832.	New York.....	New York.....	New York.....	Frigate Brandywine.
A. A. Nicholson, assistant quartermaster, captain by brevet.....	March 28, 1820....	July 25, 1822....	May 27, 1832.	South Carolina..	South Carolina..	South Carolina..	New York.

Captains—13.

FIRST LIEUTENANTS.

James M'Cauley, Captain by brevet.....	March 28, 1820....	Oct. 6, 1822....	Oct. 6, 1832.	Pennsylvania..	Pennsylvania..	Pennsylvania..	Gosport, Virginia.
Benjamin Macomber do.....	do.....	April 2, 1823....	April 2, 1833.	Rhode Island..	Rhode Island..	New York.....	Frigate United States.
A. N. Brevoort do.....	do.....	Sept. 26, 1823....	Sept. 20, 1833.	New York.....	New York.....	do.....	Sloop Vincennes.
Andrew Ross.....	March 3, 1821....	Oct. 1, 1824....	do.....	do.....	Louisiana.....	do.....	Sloop Falmouth.
Richard Douglas.....	May 7, 1822....	April 26, 1825....	do.....	Pennsylvania..	New Jersey....	do.....	Charlestown, Mass.
Job G. Williams.....	do.....	Dec. 27, 1825....	do.....	Massachusetts..	New York.....	Pennsylvania..	Furlough.
Alvin Edson.....	do.....	March 14, 1829....	do.....	Vermont.....	Vermont.....	Vermont.....	Portsmouth, New Hampshire.
Horatio N. Crabb.....	do.....	Feb. 23, 1830....	do.....	Pennsylvania..	Pennsylvania..	Pennsylvania..	Sloop Natchez.
Henry B. Tyler.....	March 3, 1823....	April 1, 1830....	do.....	Virginia.....	Virginia.....	Virginia.....	Navy yard, D. C.
Joseph L. C. Hardy.....	do.....	June 13, 1830....	do.....	New York.....	South Carolina.	South Carolina.	Philadelphia.
George F. Lindsay.....	April 1, 1823....	Sept. 23, 1831....	do.....	Virginia.....	Mississippi....	Mississippi....	Pensacola.
Landon N. Cartor.....	May 26, 1824....	April 7, 1832....	do.....	do.....	Virginia.....	Virginia.....	Gosport, Virginia.
John G. Reynolds.....	do.....	May 17, 1833....	do.....	New Jersey....	New York.....	New York....	New York.
Henry W. Fowler.....	do.....	May 2, 1834....	do.....	New York.....	Louisiana.....	Louisiana.....	Charlestown, Massachusetts.
Francis C. Hall.....	July 5, 1825....	July 1, 1834....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Thomas L. C. Watkins.....	May 22, 1826....	do.....	do.....	do.....	Dist. of Colum..	Dist. of Colum..	Charlestown, Massachusetts.
F. N. Armstead.....	Nov. 13, 1826....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Gosport, Virginia.
George H. Territt.....	April 1, 1830....	do.....	do.....	do.....	do.....	do.....	Gosport, Virginia.
William E. Stark.....	July 8, 1831....	do.....	do.....	do.....	do.....	do.....	Delaware 74.
Nathaniel S. Waldron.....	Sept. 23, 1831....	July 25, 1834....	do.....	New Hampshire	New Hampshire	New Hampshire	Philadelphia.

First lieutenants—20.

Naval register for 1835—Continued.

SECOND LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William Lang	Sept. 30, 1831....	Sept. 30, 1831....	New York	New York.....	New York.....	Delaware 74.
Jacob Zolin, jr.....	Oct. 1, 1831....	Oct. 1, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Eric.
Thomas M. W. Young	Feb. 20, 1832....	Feb. 20, 1832....	New York.....	New York.....	New York.....	Frigate United States.
George W. Robbins	April 26, 1832....	April 26, 1832....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Brandywine.
D. D. Baker	Oct. 20, 1832....	Oct. 20, 1832....	Massachusetts.....	South Carolina.....	South Carolina.....	Portsmouth, New Hampshire.
Archibald H. Gillespie	do	do	do	New Jersey.....	do	Sloop Fairfield.
George Washington McLean	May 8, 1833....	May 8, 1833....	New York.....	New York.....	New York.....	New York.
Benjamin E. Brook.....	July 8, 1833....	July 8, 1833....	Virginia	Virginia.....	District of Columbia.....	Philadelphia.
Edgar Irving.....	Oct. 1, 1833....	Oct. 1, 1833....	New York.....	New York.....	New York.....	On furlough.
Jabez C. Rich.....	June 12, 1834....	June 12, 1834....	Maine	Maine.....	Maine.....	Frigate Potomac.
Thomas Theodoro Sloan.....	Oct. 17, 1834....	Oct. 17, 1834....	Kentucky.....	Kentucky.....	Kentucky.....	New York.
Addison Garland.....	do	do	Virginia.....	Missouri.....	Virginia.....	Leave of absence.
John P. Dietrich.....	do	do	New York.....	New York.....	New York.....	Leave of absence.
Louis F. Whitney.....	do	do	Canada	Pennsylvania.....	Pennsylvania.....	Gosport, Virginia.
Frederick B. McNeill.....	do	do	Massachusetts.....	Alabama.....	Georgia.....	Waiting orders.
John T. Sprague.....	do	do	do	Michigan.....	Michigan.....	Head-quarters.
Edward Lloyd West.....	do	do	Maryland.....	Maryland.....	Maryland.....	Philadelphia.
Robert C. Caldwell.....	do	do	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
Lafayette Soutrey.....	Oct. 30, 1834....	Oct. 30, 1834....	Tennessee.....	Tennessee.....	Tennessee.....	Leave of absence.

Second Lieutenants—19.

PERMANENT NAVY AGENTS.

James K. Paulding	Jan. 8, 1832....	Jan. 8, 1832....	New York.....	New York.....	New York.....	New York.
Henry Toland	March 3, 1833....	March 3, 1833....	do	Pennsylvania.....	do	Philadelphia.
John Thomas	Oct. 11, 1833....	Oct. 11, 1833....	do	Maryland.....	do	Baltimore.
Nash Legrand	April 27, 1834....	April 27, 1834....	do	do	do	Norfolk.
John P. Henry.....	March 3, 1833....	March 3, 1833....	Georgia.....	Georgia.....	Georgia.....	Savannah.
Daniel D. Brodhead.....	May 27, 1834....	May 27, 1834....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston.
John Lighton.....	April 27, 1834....	April 27, 1834....	do	do	do	Portsmouth, New Hampshire.
John T. Robertson	March 3, 1833....	March 3, 1833....	do	do	do	Charleston, South Carolina.
Elias Kano.....	July 14, 1832....	July 14, 1832....	New York.....	District of Columbia.....	District of Columbia.....	Washington city.
Byrd O. Willis	Oct. 22, 1832....	Oct. 22, 1832....	Virginia.....	Florida.....	Florida.....	Pensacola.

Permanent navy agents—10.

TEMPORARY NAVY AGENTS.

Fitch, Brothers & Co.....	Dec. 7, 1833....	Dec. 7, 1833....	do	do	do	Marseilles.
Baring, Brothers & Co.....	do	do	do	do	do	London.
Wm. P. Furniss & Co.....	do	do	do	do	do	St. Thomas.

Temporary navy agents—3.

Naval register for 1835—Continued.

NAVAL STOREKEEPERS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station and salary.
Richard H. Ayer	May 1, 1829....	May 1, 1829....	.....	.....	.....	Portsmouth, New Hampshire..... \$1,400
George Bates.....	Dec. 1, 1818....	Dec. 1, 1818....	Massachusetts	Massachusetts	Massachusetts	Boston..... 1,700
Tunis Craven.....	March 15, 1813....	March 15, 1813....	New Jersey	New Hampshire....	New York	New York
Robert Kennedy .....	.....	.....	Pennsylvania	Pennsylvania	Pennsylvania	Philadelphia
Gabriel Galt.....	Nov. 14, 1822....	Nov. 14, 1822....	Virginia	Virginia	Virginia	Norfolk..... 1,700
Cary Selden.....	May 20, 1826....	May 20, 1826....	do	District of Columbia.	District of Columbia.	Washington
Robert Joyner.....	May 20, 1829....	May 20, 1829....	.....	.....	.....	Pensacola..... 1,700
Obediah Rich.....	.....	.....	.....	.....	.....	Port Mahon..... 1,200
John Martin Baker .....	.....	.....	.....	.....	.....	Rio de Janeiro..... 1,500

Naval storekeepers—9.

NAVAL CONSTRUCTORS.

Samuel Humphreys, chief naval constructor.....	Nov. 25, 1826....	Nov. 25, 1826....	Pennsylvania	Pennsylvania	Pennsylvania.....	Washington
John Floyd .....	.....	.....	Massachusetts	New York.....	Maine.....	Portsmouth, New Hampshire..... 900
Josiah Barker .....	.....	.....	do	Massachusetts	Massachusetts.....	Boston..... 2,300
Samuel Hart .....	.....	.....	do	do	do	New York..... 2,300
William Doughty.....	.....	.....	Pennsylvania	Pennsylvania.....	District of Columbia.	Washington
Francis Grice.....	May 7, 1817....	May 7, 1817....	Virginia	New Jersey	Virginia	Norfolk

Naval constructors—5.

Naval register for 1835—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
<i>Ships of the line—12.</i>				
Independence.....	74	Boston	1814...	In ordinary, at Boston.
Franklin.....	74	Philadelphia	1815...	In ordinary, at New York.
Washington.....	74	Portsmouth, N. H..	1816...	In ordinary, at New York.
Columbus.....	74	Washington.....	1819...	In ordinary, at Boston.
Ohio.....	74	New York.....	1820...	In ordinary, at New York.
North Carolina.....	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware.....	74	Gosport, Va.....	1820...	In commission, in the Mediterranean.
Alabama.....	74	.....	.....	On the stocks, at Portsmouth, N. H.
Vermont.....	74	.....	.....	On the stocks, at Boston.
Virginia.....	74	.....	.....	On the stocks, at Boston.
Pennsylvania.....	74	.....	.....	On the stocks, at Philadelphia.
New York.....	74	.....	.....	On the stocks, at Norfolk.
<i>Frigates, 1st class—14.</i>				
United States.....	44	Philadelphia	1797...	In commission, just returned from a cruise
Constitution.....	44	Boston	1797...	In ordinary, at Boston. [and refitting.]
Guerriere.....	44	Philadelphia	1814...	In ordinary, at New York.
Java.....	44	Baltimore.....	1814...	In ordinary, at Norfolk.
Potomac.....	44	Washington.....	1821...	In commission, in the Mediterranean.
Brandywine.....	44	Washington.....	1825...	In commission, in the Pacific.
Hudson.....	44	Purchased.....	1826...	In ordinary, at New York.
Santee.....	44	.....	.....	On the stocks, at Portsmouth, N. H.
Cumberland.....	44	.....	.....	On the stocks, at Boston.
Sabine.....	44	.....	.....	On the stocks, at New York.
Savannah.....	44	.....	.....	On the stocks, at New York.
Raritan.....	44	.....	.....	On the stocks, at Philadelphia.
Columbia.....	44	.....	.....	On the stocks, at Washington.
St. Lawrence.....	44	.....	.....	On the stocks, at Norfolk.
<i>Frigates, 2d class—3.</i>				
Constellation.....	36	Baltimore.....	1797...	In ordinary, at Norfolk.
Congress.....	36	Portsmouth, N. H..	1799...	In ordinary, at Norfolk.
Macedonian.....	36	Captured.....	1812...	On the stocks, rebuilding, at Norfolk.
<i>Sloops-of-war—15.</i>				
John Adams.....	24	Charleston, S. C...	1799...	In commission, in the Mediterranean.
Cyane.....	24	Captured.....	1815...	In ordinary, at Philadelphia.
Erie.....	18	Baltimore.....	1813...	In commission, coast of Brazil.
Ontario.....	18	Baltimore.....	1813...	In commission, coast of Brazil.
Peacock.....	18	New York.....	1813...	In ordinary, at New York.
Boston.....	18	Boston.....	1825...	In ordinary, at Boston.
Lexington.....	18	New York.....	1825...	In ordinary, at Portsmouth, N. H.
Vincennes.....	18	New York.....	1826...	In commission, Pacific.
Warren.....	18	Boston.....	1826...	In ordinary, at Philadelphia.
Natchez.....	18	Norfolk.....	1827...	In commission, coast of Brazil.
Falmouth.....	18	Boston.....	1827...	In commission, in the West Indies.
Fairfield.....	18	New York.....	1828...	In commission, Pacific.
Vandalia.....	18	Philadelphia.....	1828...	In commission, in the West Indies.
St. Louis.....	18	Washington.....	1828...	In commission, in the West Indies.
Concord.....	18	Portsmouth.....	1828...	In commission, Portsmouth, N. H.
<i>Schooners, &c.—8.</i>				
Dolphin.....	12	Philadelphia.....	1821...	In commission, Pacific.
Grampus.....	12	Washington.....	1821...	In commission, in the West Indies.
Shark.....	12	Washington.....	1821...	In commission, Mediterranean.
Enterprise.....	12	New York.....	1831...	In commission, coast of Brazil.
Boxer.....	12	Boston.....	1831...	In commission, Pacific ocean.
Experiment.....	12	Washington.....	1831...	In commission, in the West Indies.
Fox.....	3	Purchased.....	1823...	Receiving ship, Baltimore.
Sea Gull, galliot.....	.....	Purchased.....	1823...	Receiving ship, Philadelphia.

Recapitulation.

	In commission.	In ordinary.	On the stocks.
Ships of the line.....	1	6	5
Frigates of the 1st class.....	3	4	7
Frigates of the 2d class.....	..	2	1
Sloops-of-war.....	9	6	..
Schooners.....	6	2	..
	19	20	13

List of vessels attached to the several foreign stations, and the officers belonging to each vessel.

MEDITERRANEAN.

Commodore Daniel T. Patterson, Commanding.

Ship-of-the-line Delaware:

Captain—John B. Nicholson.

Lieutenants—Thomas W. Wyman, Wm. E. McKenney,* John S. Chauncey, David B. Stewart, A. E. Downes, Sidney John H. Marshall, James L. Lardner,* Andrew H. Foot, Junius J. Boyle.

Fleet surgeon—William Turk.

Assistant surgeons—Robert M. Baltzer, Lewis Wolfey, Napoleon C. Barrabino.

Purser—Francis A. Thornton.

Chaplain—George Jones.

Acting master—Passed Midshipman Thomas Turner.

Passed midshipmen—Simon B. Bissell, Oliver S. Glisson.

Midshipmen—Charles A. Auzé, James F. Armstrong, Richard Bache,* Wm. B. Beverley,* Henry Logan Chipman,† Henry Eld, jr., Andrew F. V. Gray, Chas. R. Howard, Wm. E. Le Roy, Peter U. Murphy, Jno. S. Neville, David D. Porter, Carlisle P. Patterson, Ferdinand Pepin, Richard Wainwright, Maxwell Woodhull,† Wm. Anderson Wayne.

Boatswain—Thomas Ring.

Gunner—Asa Curtis.

Sailmaker—James Davis.

Frigate United States: [Returned home since Register was put to press.]

Captain—Henry E. Ballard.

Lieutenants—Franklin Buchanan, George A. Magruder, T. O. Selfridge, A. K. Long, S. S. Lee.

Surgeon—Stephen Rapalje.

Assistant surgeon—John C. Spencer.

Purser—John N. Todd.

Chaplain—Charles S. Stewart.

Sailingmaster—Frederick W. Moores.

Passed midshipman—Timothy A. Hunt, second master.

Midshipmen—Richard Bache, jr., Jno. Contee, Thomas W. Cumming, James M. Frailey, James L. Heap, Edmund C. Kennedy, Dominick Lynch, Jr., Thomas W. Magruder, Richard D. McDonald, Allen McLane, Matthew S. Pitcher, Charles Richardson, Woodhull S. Schenck, Richard L. Tilghman, William S. Williamson.

Acting boatswain—J. Marsey.

Gunner—Samuel G. City.

Carpenter—Patrick Dee.

Sailmaker—Jno. Beggs.

Marine officers:

Brevet captain—Benjamin Macomber.

Lieutenant—T. M. W. Young.

Passengers:

Lieutenants—E. Ridgeway, Wm. G. Woolsey, James L. Lardner.

Passed midshipman—Samuel T. Gillett.

Midshipman—William B. Beverly.

Frigate Potomac:

Captain—John J. Nicholson.

Lieutenants—H. H. Cocke, Jos. B. Hull, Jacob Crowninshield, R. A. Jones, H. Pinkney, R. W. Jones.

Surgeon—George Terrill.

Assistant surgeons—Hugh Morson, Robert T. Barry.

Purser—Garrett R. Barry.

Passed midshipmen—L. G. Keith, acting master; John C. Carter, second master; George Minor, Wm. C. Griffin; Jos. F. Green, John De Camp, Benj. More Dove, John B. Marchand, A. M. Pennock, H. C. Flagg.

Midshipmen—Thomas M. Brasher, Wm. Reynolds, A. H. Wells, John W. Bryce, James M. Bankhead, Wm. H. Macomb, R. S. Wey, R. M. Bowland, Eugene Boyle, Jesse Elliott Duncan.

Acting boatswain—Theodore Fernald.

Gunner—Wm. B. Brown.

Carpenter—Wm. L. Shuttleworth.

Sailmaker—Wm. Ward.

Marine officers:

Captain—Ward Marston.

Lieutenant—Jabez C. Rich.

Sloop John Adams:

Master commandant—David Conner.

Lieutenants—Wm. H. Gardner, C. Ringgold, Wm. F. Lynch, Isaac S. Sterett, C. W. Chauncey.

Surgeon—B. R. Tinslar.

Assistant surgeon—Lewis B. Hunter.

Purser—D. McF. Thornton.

Passed midshipmen—Wm. Bradford, acting master; J. M. Gilliss, Wm. S. Young, Overton Carr, Jas. M. Lockert, James E. Brown.

Midshipmen—Wm. S. Smith, Johnston B. Carter, Simon F. Blunt, M. C. Marine, Samuel Smith, E. M. Hunter, John J. Guthrie.

* Returned in the frigate United States.

† Transferred to schooner Shark.

Boys acting as midshipmen—B. S. Porter, Wm. Callender, Wm. C. Brashears.
 Boatswain—William Waters.
 Gunner—David Taggart.
 Sailmaker—John Roser.
 Carpenter—Elisha Ellis.

Schooner Shark:

Lieutenant commanding—H. Paulding.
 Lieutenants—William G. Woolsey,* Owen Burns.
 Purser—Andrew McD. Jackson.
 Passed midshipmen—J. S. Palmer, acting master; Alberto Griffith, Ferdinand Piper.
 Midshipmen—James Riddle, Maxwell Woodhull, Henry L. Chipman.
 Gunner—Alexander Russell.
 Sailmaker—George Thomas.

WEST INDIA SQUADRON.

Commodore John D. Henley, commanding.

Sloop Vandalia:

Master commandant—Thomas T. Webb.
 Lieutenants—Joseph Mattison, R. D. Thorburn, Wm. S. Ogden, John Cassin, Wm. E. Hunt, Harry Ingersoll.
 Fleet surgeon—L. Osborne.
 Assistant surgeon—Charles A. Hassler.
 Purser—James Brooks.
 Passed midshipmen—S. C. Rowan, acting master; Wm. M. Walker, George R. Gray, G. H. Scott, Richard Forrest, Charles F. McIntosh.
 Midshipmen—Roger N. Stembel, Lafayette Maynard, E. A. Drake, A. C. Blount, G. M. Collier, Thomas O. Glascock.
 Acting boatswain—John Mills.
 Gunner—Samuel Daggett.
 Carpenter—Joseph Cox.
 Sailmaker—Maddison Wheeden.

Sloop St. Louis:

Master commandant—Chas. S. McCauly.
 Lieutenants—Samuel Mercer, Richard H. Morris, N. C. Lawrence, Chas. M. Armstrong, A. B. Fairfax, James Noble.
 Surgeon—Samuel W. Ruff.
 Assistant surgeon—Geo. W. Peete.
 Purser—F. B. Stockton.
 Passed midshipmen—Samuel Swartwout, acting master; R. W. Meade.
 Midshipmen—R. P. Welsh, Stephen Dod, John S. Booth, Charles W. Morris, William M. E. Adams, Edmund Lanier, D. Ross Crawford, Wm. P. Bradburn, Montgomery Hunt, jr., Jas. D. Johnston, J. H. H. Sands, B. S. Gantt, Jas. McCormick.
 Boatswain—Charles Woodland.
 Gunner—Charles Wade.
 Carpenter—Richard D. Berry.
 Sailmaker—Thomas J. Boyce.

Sloop Falmouth:

Master commandant—Lawrence Rousseau.
 Lieutenants—Robert Ritchie, William Pearson, James H. Ward, Henry K. Thatcher, Chas. G. Hunter.
 Surgeon—Henry S. Coulter.
 Assistant surgeon—John R. Peckworth.
 Purser—Nathaniel Wilson.
 Passed midshipman—Wm. Lambert, acting master.
 Midshipmen—Joseph W. Brackett, Wm. H. Carns, Gough W. Grant, Geo. J. Wyche, A. S. Whittier.
 Acting boatswain—Thos. Robinson.
 Sailmaker—Samuel V. Hawkins.

Marine officer:

Lieutenant—Andrew Ross.

Schooner Grampus:

Lieutenant commanding—John White.
 Lieutenant—Wm. B. Lyne.
 Assistant surgeon—Geo. W. Evans.
 Purser—Sterrett Ramsay.
 Passed midshipmen—John M. Gardner, acting master; Thos. A. Mull, Charles S. Ridgely, George McCreery.
 Midshipmen—John G. Anthony, George W. Harrison, Thruston M. Taylor.
 Passed midshipman Oliver Tod, transferred to schooner Experiment.

Schooner Experiment:

Lieutenant commanding—Thomas Paine.
 Lieutenants—Samuel E. Munn, Joseph W. Jarvis, acting.
 Passed midshipman—Oliver Tod, acting master.
 Midshipmen—Thomas W. Gibson, Jos. O'Shannessy, Thaddeus K. Perle.
 Acting gunner—Stephen McDermott.

NOTE.—There are several midshipmen ordered to the West India squadron for duty, but it is not yet known to what vessels they are attached.

COAST OF BRAZIL.

Commodore James Renshaw, commanding.

Sloop Natchez:

Master commandant—Jno. P. Zantzinger.

Lieutenants—William W. McKean, A. B. Pinkham, Samuel Barron, Arthur Sinclair, acting.

Surgeon—Samuel Mosely.

Assistant surgeon—William F. McClenahan.

Purser—Samuel P. Todd.

Passed midshipman—J. R. Goldsborough, acting master.

Midshipmen—Edmund Jenkins, William D. Hurst, Francis E. Baker, E. J. DeHaven, Francis Winslow, Wm. Ross Gardner, Wm. T. Smith, Jno. Banister, E. G. Parrott, R. P. Lovell.

Acting boatswain—William Burgin.

Acting gunner—Daniel Kelly.

Acting carpenter—Francis Russ.

Acting sailmaker—John Reece.

Marine officer:

Lieutenant—H. N. Crabb.

Sloop Ontario:

Master commandant—William D. Salter.

Lieutenants—John W. West, Law, Pennington, Edward G. Tilton, A. H. Marbury.

Surgeon—George W. Codwise.

Assistant surgeon—Daniel S. Green.

Purser—B. J. Cahoon.

Passed midshipman—Alexander Gibson, acting master.

Midshipmen—Jno. J. Almy, John P. B. Adams, Nathaniel Reeder, O. H. Berryman, Jos. P. Sanford, Robert Burts, Wm. G. Benham, William H. Wallace,

Boatswain—James Springer.

Acting gunner—John Martin.

Carpenter—Alonzo Jones.

Sailmaker—John Heckle.

Sloop Erie:

Master commandant—John Percival.

Lieutenants—James Williams, John Pope, Henry Eagle, John E. Bispham,

Fleet surgeon—Chas. Chase.

Assistant surgeon—Ninian Pinkney.

Purser—G. C. Cooper.

Passed midshipmen—Alfred Taylor, acting master; Jno. A. Russ, Jno. B. Tucker, Hendrick Norvell.

Midshipmen—Townsend Dale, C. B. Poindexter, Henry A. Wise, George Wells, John L. Worden, Nathan Barnes, Frederick A. Bacon, Thomas F. Davis.

Boatswain—Edward Crocker.

Acting gunner—William Phillips.

Acting carpenter—David Marple.

Sailmaker—Nathaniel B. Peed.

Marine officer:

Lieutenant—Jacob Zeelin, jr.

Schooner Enterprise:

Lieutenant commanding—Arch. S. Campbell.

Lieutenants—James D. Knight, William H. Noland, Richard L. Page.

Assistant surgeon—Jno. A. Lockwood.

Purser—William A. Bloodgood.

Passed midshipmen—Jno. C. Sharpe, acting master; Thomas R. Rootes, H. J. Harlestine.

Midshipmen—James J. Forbes, Samuel J. Shipley, Reed Werden, R. L. Browning, Henry Cadwallader, William M. Wallace.

Gunner—Francis Gardner.

PACIFIC SQUADRON.

Commodore Alexander S. Wadsworth, commanding.

Frigate Brandywine:

Captain—David Deacon.

Lieutenants—William Inman, Edward S. Johnson, H. H. Hobbs, Henry Bruce, G. J. Van Brunt.

Fleet surgeon—A. B. Cooke.

Assistant surgeons—A. G. Gambrill, J. C. Palmer.

Purser—Joseph H. Terry.

Chaplain—Thomas R. Lambert.

Passed midshipman—S. F. Hazard, acting master; Samuel P. Lee, second master; Luther Stoddard, William C. Spencer, William B. Ludlow, Charles Green, Edward M. Yard, John J. White.

Midshipmen—Charles Robinson, James S. Biddle, John S. Patterson, M. D. E. W. Watson, Charles H. Piper, Benjamin R. Nichols, Cornelius Vanalstine, Jas. W. Read, Lewis M. Wilkins, Sam'l Pearce, Francis Winslow,* Daniel M. Key, Francis Lowry, Joseph Norvell, C. R. P. Rodgers.

Acting boatswain—John Ball.

Gunner—Daniel James.

Carpenter—Charles Bordman.

Sailmaker—James R. Childs.

* Transferred to the Natchez, on Coast of Brazil.

Marine officers:

Captain—Charles C. Tupper.

Lieutenant—George W. Robbins.

Sloop Fairfield:

Master commandant—E. A. F. Vallette.

Lieutenants—James P. Wilson, John A. Carr, Henry W. Morris, Samuel Lockwood.

Surgeon—Wm. F. Patton.

Assistant surgeon—M. G. De Laney.

Purser—Jno. A. Bates.

Passed midshipmen—E. L. Handy, acting master.

Midshipmen—Alex. R. Rose, Washington Gwathmey, William P. Gamble, Charles Burdett, James D. Morrison, Henry Waddell, William P. McArthur, John M. Mason, Stroug B. Thompson, Washington A. Bartlett.

Acting boatswain—Henry P. Lunt.

Gunner—Lewis Parker.

Carpenter—Wm. Hatch.

Acting sailmaker—John Burdine.

Sloop Vincennes:

Master commandant—John H. Aulick.

Lieutenants—Charles H. Bell, Theodore Bailey, Edmund M. Russell, Robert L. Browning, Charles H. Davis, John S. Missroon.

Surgeon—A. A. Adeo (transferred from Brandywine).

Assistant surgeon—J. Frederick Sickels.

Purser—Edward N. Cox.

Passed midshipmen—Robert Handy, Theodore P. Green.

Midshipmen—John B. Dale, John H. Sherburne, Stephen Decatur, William A. Jones, A. G. Clarey, William A. Parker, John C. Henry, John Carrol, James L. Hannegan, John Hall, O. H. Perry, George Butterfield.

Boatswain—John Morris.

Gunner—Charles Cobb.

Acting carpenter—Henry P. Leslie.

Sailmaker—Henry Bacon.

Marine officer:

Lieutenant—A. N. Brevoort (brevet captain.)

Schooner Dolphin:

Lieutenant commanding—Ralph Voorhees.

Lieutenants—John W. Turk, Joseph Lanman, acting.

Assistant surgeon—Henry S. Reynolds.

Passed midshipman—Wm. C. Chapin, acting master.

Midshipmen—Chas. Sperry, George W. Doty, Latham B. Avery, Hun Gansevoort, Daniel D. Henrie.

Acting gunner—Jacob Carpenter.

Schooner Boxer:

Lieutenant commanding—Hugh N. Page.

Lieutenants—Charles H. Jackson, Peter Turner, H. M. Houston.

Passed Assistant Surgeon—Thomas L. Smith.

Purser—Edward T. Dunn.

Passed midshipmen—Cicero Price, acting master; A. W. Prevost.

Midshipmen—B. F. Anderson, A. Harrell, William L. Blanton (transferred from the Vandalia), C. St. George Noland.

Acting gunner—Benjamin F. Barber.

23D CONGRESS.]

No. 570.

[2D SESSION.]

ON THE CLAIM OF CAPTAIN JOHN DOWNES, OF THE NAVY, TO BE RELEASED FROM THE PAYMENT OF A SECOND CHARGE FOR THE SAME AMOUNT IMPROPERLY MADE AGAINST HIM BY THE FOURTH AUDITOR OF THE TREASURY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 14, 1835.

Mr. BANKS, from the Committee on Claims, to whom was referred the petition of John Downes, a captain in the navy of the United States, reported:

That it appears that, in the year 1825, the petitioner was ordered on from Boston to Washington, as a member of the court-martial which sat on the trial of Commodore Porter; that, while he was at Washington on this business, or public duty, he was informed by Tobias Watkins, who was then Fourth Auditor, that there was a balance due him from the Navy Department; that his account was accordingly made out, including pay, rations, traveling expenses, and attendance as a member of the court-martial, up to the date of said settlement; that there was a balance due him of seven hundred and twenty-three dollars and sixty cents; that, when the papers were prepared and ready, said Watkins asked him if he wanted to use the money in Washington, or whether he preferred the money or a draft on the navy agent at Boston;

that the petitioner replied that he did not wish to use the money in Washington, and would prefer a draft on the navy agent at Boston for the amount; Watkins then said, "Give me an order for the amount due you in favor of my messenger, and when you are ready to start for Boston I will give you the order for the amount"; that the petitioner did give the order for the amount of seven hundred and twenty-three dollars and sixty cents, and received a certificate of the amount due him; that, in a few days, when he was prepared to leave Washington, he called at the office for his money, and on presenting the certificate received the draft, which was duly paid by the navy agent at Boston, amounting to seven hundred and twenty-three dollars and sixty cents; that the petitioner soon after went to sea, and, when he returned to Washington in 1830, was informed, for the first time, that he stood charged on his account with the first sum of seven hundred and twenty-three dollars and sixty cents, which had been drawn on his order in favor of the messenger of the Fourth Auditor, and also with the same amount which he had received on the official draft on the navy agent at Boston, and that the present Fourth Auditor had directed the purser of his ship to stop its amount from his pay. This appears to be the history of the transaction, as disclosed by the petitioner. The petitioner laid his claim, to be relieved from this double charge for the same payment, before the Fourth Auditor; he refused to alter the charge under the belief that, in the first instance, the petitioner had, in substance, drawn his pay, and lent the money to Watkins, thereby making it a private debt, and that he had received the official draft, and drawn the money of the public from the navy agent, in payment of this private debt. The petitioner now asks Congress to pass a law granting him relief from this charge.

There is nothing in the case, so far as has come to the knowledge of the committee, which satisfies them that the petitioner had drawn and lent the money to Watkins. It does not appear that Watkins asked the petitioner for the loan of the money. It does not appear that he even intimated to him that he wanted to use it, or intended to use it. There is no proof that the petitioner took a note or other security from Watkins when he gave the order—not even a promise to pay the money. He took a certificate, as he states, of the amount due to him when he gave the order to the messenger. The whole arrangement was at the suggestion of the Fourth Auditor. The petitioner was ignorant of the forms of the office, and no doubt supposed that the directions of the officer were necessary to enable him to obtain the draft for his money. He might very readily suppose that the directions conformed to the rules of the office. He did not transact the business with Watkins in any other capacity than as Fourth Auditor. He placed confidence in him, and took his directions as an officer of the Treasury Department. He received payment but once: he did not intend to receive his claim more than once. He intended nothing more, and did nothing more, on his part, than he was led to believe necessary to enable him to get his draft for the amount due him from the government, and not a private debt due him from Watkins. We do not conceive that he intended to release the government by his order, and give credit to Watkins for the same. He appears to have been entirely innocent of any misplaced confidence in Watkins. There does not appear to have been any improper motive on the part of the petitioner. Under these circumstances it would be a stain upon the justice of the country to suffer this loss to fall upon the petitioner, without any fault whatever in him. The committee, therefore, report a bill in his favor for the sum of seven hundred and twenty-three dollars and sixty cents.

23D CONGRESS.]

No. 571.

[2D SESSION.

ON CLAIM OF LOAMMI BALDWIN, SUPERINTENDENT OF DRY DOCKS AND INSPECTOR OF NAVY YARDS, FOR A PER DIEM ALLOWANCE FOR EXTRA SERVICE WHILE RECEIVING AN ANNUAL SALARY.

COMMUNICATED TO THE SENATE JANUARY 20, 1835.

NAVY DEPARTMENT, *January 19, 1835.*

SIR: I have the honor, in compliance with the resolution of the Senate, dated the 14th instant, to send herewith sundry letters and papers, with a schedule enumerating them, which contain "so much of the correspondence of this Department with Loammi Baldwin as relates to his compensation as superintendent of dry docks and inspector of navy yards, together with copies of all accounts rendered by him connected with his services in the inspection of navy yards."

All which is respectfully submitted.

M. DICKERSON.

To THE PRESIDENT of the Senate of the United States.

Schedule of papers sent to the Senate of the United States, in the case of Loammi Baldwin, Esq., January 19, 1835.

- No. 1. Extract of a letter from Secretary of the Navy to Loammi Baldwin, Esq., dated March 13, 1827.
- No. 2. Extract of a letter from Loammi Baldwin, Esq., to Secretary of the Navy, dated March 18, 1827.
- No. 3. Extract of a letter from Secretary of the Navy to Loammi Baldwin, Esq., dated March 28, 1827.
- No. 4. Extract of a letter from Loammi Baldwin, Esq., to Secretary of the Navy, dated April 2, 1827.
- No. 5. Extract of a letter from Loammi Baldwin, Esq., to Secretary of the Navy, dated June 7, 1827.
- No. 6. Copy of a letter from Secretary of the Navy to Loammi Baldwin, Esq., dated June 15, 1827.
- No. 7. Letter of the Fourth Auditor of January 19, 1835, with accompanying papers therein referred to by letters and numbers, viz: A to D, and 1 to 7, inclusively.

No. 1.

Extract of a letter from S. L. Southard, Secretary of the Navy, to Loammi Baldwin, Esq., dated—

MARCH 3, 1827.

SIR: By the passage of a law at the last session of Congress, it has become the duty of the Executive to cause two dry docks to be erected.

The places selected are Charlestown and Gosport. To execute the work properly, it will be necessary that some one skillful and competent person should be appointed, who will direct and be responsible for it, and who will have, to aid him, a superintendent at each place, able to attend to and perform the duty in his absence.

It is the will of the President that you should be appointed, provided it be your pleasure to accept it upon such terms as will meet the views of the Executive.

I beg from you an early answer on this subject, stating the lowest annual compensation for which you will be willing to undertake it. There are other duties which will be required of you in the course of the year, and probably sufficient at all times to occupy you, and requiring your undivided attention to be devoted to the interests of the government.

No. 2.

Extract of a letter from Loammi Baldwin, Esq., to S. L. Southard, Secretary of the Navy, dated—

MARCH 18, 1827.

The proposed situation of engineer to superintend the construction of the dry docks will be very acceptable to me; and if I can be employed upon terms mutually satisfactory to the government and myself, I shall at once lay aside any other employment.

The annual compensation for my services would be four thousand dollars, paid quarterly, together with all proper and reasonable expenses of board and traveling, &c., when from home.

In this case I should call Boston or Charlestown (for I should probably reside in the latter place) my home; and when traveling to the south, or whenever I leave home on business connected with my official duties, I should expect the government to pay the necessary traveling and other expenses.

No. 3.

Extract of a letter from S. L. Southard, Secretary of the Navy, to Loammi Baldwin, Esq., dated—

MARCH 28, 1827.

SIR: I have received your letter of the 18th instant, and I have pleasure in accepting the terms offered by you, of *four thousand dollars* per year, paid quarterly, with proper and reasonable expenses of board and traveling when from home.

But, as it may be inconvenient to keep, render, and settle an account of your expenses, and as you will, on all the duties to be performed, probably be absent nearly or quite one half of the year, I would suggest whether it would not be best for you to fix some settled amount for these expenses, exclusive of traveling, and for that receive fifteen cents per mile, the sum allowed by regulation to the officers of the navy. On this point you will decide for yourself. I should prefer a fixed sum, with the traveling allowance of fifteen cents per mile.

No. 4.

Extract of a letter from Loammi Baldwin, Esq., to S. L. Southard, Secretary of the Navy, dated—

APRIL 2, 1827.

I perfectly agree in your suggestion, that it would be much better to have a sum stipulated for the expenses, when absent from home, rather than incur the embarrassment of long detailed accounts of small items, incurred by expenses of traveling. Such sum, in addition to the regular salary of four thousand dollars, to cover all extra charges of traveling and board when from home. But what this sum should be, I have no proper means at present to determine, and it will perhaps be best and satisfactory to both parties, to let that subject rest until I have made the proposed journey to Norfolk, &c., and until I shall have the honor of again seeing you. In this manner we may probably obtain sufficient data to estimate the gross sum which may be proper to allow per annum or per month.

No. 5.

Extract of a letter from Loammi Baldwin, Esq., to S. L. Southard, Secretary of the Navy, dated—

JUNE 7, 1827.

As to my pay when from home, I am willing to accept the common mileage which you propose, of 15 cents a mile, as paid to all naval officers for traveling expenses, and a fixed sum per month for board,

&c., while engaged at any place from home. What this sum should be, I can hardly state; but, as it will be convenient both for me and yourself to fix some sum, I propose eighty dollars per month, or twenty dollars a week, and at that rate for any other time. I first proposed to you one hundred dollars per month, as I thought it would cost that sum to live, as I should find it necessary at Norfolk, during five or six months of a year. Should I find that eighty dollars is too much, I will agree to any modification the Navy Board, or the board of naval officers shall suggest, after conversing with them.

No. 6.

NAVY DEPARTMENT, *June 15, 1827.*

Sir: Your letter of the 9th inst. is duly received.

I accept the proposition which you have made, and will allow to you when absent and actually engaged in the performance of your public duties, at the rate of eighty dollars per calendar month, on account of board and other incidental expenses, except those for traveling, for which you will be allowed 15 cents per mile.

I am, respectfully, &c.,
LOAMMI BALDWIN, Esq., *Boston.*

S. L. SOUTHARD.

No. 7.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 19, 1835.*

Sir: In compliance with the request contained in your letter of the 16th inst., enclosing a copy of the resolution of the Senate, calling for information relative to the account of Loammi Baldwin, Esq., I have the honor to transmit copies of the following papers, viz:

Letter of Loammi Baldwin, Esq., to Fourth Auditor, dated September 8th, 1827, marked A.

The Fourth Auditor's reply, dated 22d September, 1827, marked B.

Account for travel and board, rendered by Mr. Baldwin, and settled in this office, marked (1) to (7) inclusive.

Duplicate letter of the Secretary of the Navy, to Mr. Baldwin, dated 2d February, 1834, marked C; transmitted to this office, with the accompanying papers, viz: Letter of Mr. Baldwin to the Secretary, dated 3d February, 1832, marked C, 1, and the account therein referred to, marked C, 2.

Letter of the Fourth Auditor to Mr. Baldwin, dated 8th February, 1834, marked D.

These are all the papers on record or on file in this office, which appear to come within the scope of the Senate's call.

Very respectfully, your obedient servant,
Hon. MAHLON DICKERSON, *Secretary of the Navy.*

AMOS KENDALL.

A.

NAVY YARD, *Charleston, September 8, 1827.*

Sir: I had prepared an account as engineer, which Mr. Wilson, the purser at this yard, offered to pay; but upon conversation with him, I concluded to write to you for your instructions or approbation as to the mode of making it out. My salary, by an agreement with Mr. Southard, is \$4,000 per annum, to be paid quarterly. His letter, by which the agreement was closed, is dated March 8th last, from which I thought it just my salary should commence, and I accordingly made up my time from that day to the first of this month,

Amounting to 5 months, \$4,000 per annum.....	\$1,666 67
And 3 days.....	33 33
	<hr/>
	\$1,700 00
	<hr/>
I shall now wait until the 1st October, when the amount will be for 6 months.....	\$2,000 00
3 days.....	33 33
	<hr/>
	\$2,033 33
	<hr/>

Should this statement meet with your concurrence, you will oblige me by stating it; and if not, will you have the goodness to inform me how the account should be made up, to conform with the rules of your Department?

My expenses for travel, board, &c., when absent from home, on public service, have been settled with Mr. Southard as follows: 15 cents mileage for traveling expenses, as naval officers are usually paid; and \$80 per calendar month, for board, &c., when engaged at Norfolk, or elsewhere, on public service as engineer.

But I am not acquainted with the practice of making up these accounts. I went to Norfolk through Washington, last spring, and was there ten days with the Commissioners upon navy yards. I accompanied them to Portsmouth, where we were engaged four days; and on our recent visit to the New York yard, we were there six days. In making up the account, I should call a month thirty days; and cast the parts of a month accordingly.

In this view my account would stand thus:

To traveling expenses from Boston to New York, through Washington, — miles, at \$0.15 per mile.....	\$
To traveling expenses from New York to Boston, through Washington, — miles, at \$0.15 per mile	
To ten days' allowance for board, \$80 per month, \$2.66 per day	26 60
To traveling expenses from Boston to Portsmouth, — miles, at 15 per mile	
To traveling expenses from Portsmouth to Boston, returning, \$0.15 per mile	
To four days' allowance for board, \$80 per month	10 64
To traveling expenses from Boston to New York, — miles, at \$0.15 per mile	
To traveling expenses from New York to Boston, returning, \$0.15 per mile	
To six days' allowance for board, \$80 per month	<u>15 96</u>

The navy agent here, I presume, would pay this last account; but I do not know how many miles are commonly allowed in your office for those journeys, and I should probably not make one correctly. Is my mode of stating the account correct? If it is not, I shall be obliged by receiving your instructions how it should be made up, and whether the navy agent or the purser will be authorized to pay it.

I should not have troubled you upon this subject, were I not about writing on other points, but intended leaving it to be settled when in Washington, on my way to Norfolk this fall.

I have been called upon to assist the Board of Commissioners upon plans of the navy yards, in surveying, drawing plans, &c., and shall probably have considerable labor, together with assistants, in this service for a year. My own services will not be distinguished from the work of the docks, and my traveling expenses can be always so stated in the accounts as to indicate the object upon which they are incurred. But I am obliged to employ others to assist in this department; and I have sent a surveyor and two assistants to Portsmouth, to make some necessary surveys under directions of the board. Their daily pay will be, as it has hitherto been, kept on the rolls here, and paid by the purser, as other men employed under me are paid. But their actual traveling expenses and board, when absent on this duty, ought to be paid soon; and it would be most simple and convenient if their accounts of such expenses, when examined and approved by me, could be paid by the navy agent or the purser, to be put to a distinct account of "improvement of the navy," or "survey and plans of navy yards." They will return in four or five days, when I presume it will be desired by them to be paid their expenses. They will not expect anything besides their daily wages, more than the necessary expenses incurred. Although they will be paid their wages, in the same manner as other laborers are paid, a distinct account of the amount for this duty is kept, so that at any time the amount may be separated from the expenses connected with the dry dock.

I presume Mr. Southard will confirm the statements I make as to the salary, allowance for traveling, &c.

With sincere esteem, your obedient servant, L. BALDWIN.

TOBIAS WATKINS, Esq., *Fourth Auditor of the Treasury, Washington.*

B.

TREASURY DEPARTMENT, *Fourth Auditor's Office, September 22, 1827.*

SIR: I have received your letter of the 8th instant. The letter of the Secretary of the Navy, accepting the terms offered by you (agreeably to the copy received from him) bears date the 28th March, 1827; on that day your compensation will commence, at the rate of \$4,000 per annum, which you can make up to the 30th of the present month, inclusive, as suggested in your letter, and present it to the navy agent for payment. You will also make up your account for traveling expenses and board, as stated in your letter, and when approved by Commodore Morris, it will likewise, on presenting it, be paid by the agent. In charging the mileage, you will be governed by the distance published by the General Post Office; those mentioned by you as already traveled, are as follows, viz: from Boston to Norfolk, Virginia, 665 miles; from Boston to Portsmouth, New Hampshire, 64 miles; from Boston to New York, 210 miles. I am not in possession of any information respecting the compensation to be allowed to the assistant employed by you; but nothing more, however, can be allowed them in addition to their daily pay, than actual expenses of their transportation; and when their accounts are made out, certified by you, and approved by Commodore Morris, they may be presented to the navy agent for payment, who will charge them, as well as your accounts for salary, and traveling expenses, and board, to "improvement of the navy."

I am, sir, respectfully, your obedient servant, T. WATKINS.

LOAMMI BALDWIN, Esq., *Boston, Massachusetts.*

C.

NAVY DEPARTMENT, *February 3, 1834.*

SIR: Your letter of this date, claiming allowances for services in 1827, 1828, 1829, has been received, and referred to the Fourth Auditor.

If there be any rule of the Department which will justify the payment of any part of these claims, the Fourth Auditor is requested to admit them.

But if not, it is impossible for me, after this lapse of time, to decide properly upon them, and especially to sanction them in the absence of any written explanations, or approval by my predecessors, under whose administration of the Department the services appear to have been performed.

If accident, or oversight, produced the unusual delay in presenting these claims, or the omission to get them duly approved by my predecessors, I have no doubt that Congress, on application, and proof of the facts, would give any relief shown to be equitable and just.

I am, respectfully, sir, your obedient servant,

LEVI WOODBURY.

L. BALDWIN, Esq., *Washington, D. C.*

C, 1.

WASHINGTON, *February 3, 1834.*

SIR: I take the liberty of enclosing, for your consideration and allowance, an account for extra services rendered to the Navy Department, as engineer of the dry docks, under the following circumstances: The four first charges, amounting to \$500, were made while Mr. Southard was Secretary of the Navy, in February, 1829, by his consent and approbation, but while he was confined to his house by sickness, he having agreed to allow that amount. The next day after I had his agreement that such a charge was equitable and just, I presented the account at his office, and the clerk said it would be attended to, but that the Secretary was then too unwell to attend to business. The day following, I was obliged to leave Washington, and have never learned whether it had his signature approving it or not, but understood he had not acted upon it. I presume it will be found among the unsigned or incomplete papers of that time, left by him on file in the office. I should have received the amount then had he not have been confined by sickness.

The second sum is for my services in going to Pensacola with Commodore Rogers and Commodore Patterson, as Commissioners of the Navy, as stated in the account; and for the value of my services on that occasion, I can now only refer to Commodore Rogers. I present these claims with a perfect consciousness of their justness and equity, presuming, upon consideration, you will find it reasonable to allow them, and direct them to be paid.

With great respect, your obedient servant,

L. BALDWIN.

To Hon. LEVI WOODBURY, *Secretary of the Navy.*

C, 2.

The United States, Department of the Navy,

To L. Baldwin,

Dr.

1827.	To additional compensation for my services as engineer, assisting the board of commissioners for the improvement of the navy in survey and plans of the Navy yard at Portsmouth, N. H., at the request of the Secretary of the Navy, ten days, at five dollars per day	\$50 00
	To additional compensation for examination of Navy yard at New York, in company with the commissioners, ten days, at five dollars per day.....	50 00
1828.	March. To additional compensation for attending at Washington with said commissioners, making plans of Charlestown, Gosport, Philadelphia, Washington, and Portsmouth navy yards; twenty-three days, at five dollars.....	115 00
1829.	Feb. 10. To additional compensation for attending the Naval Commissioners at New York, surveying and making plans of Governor's Island and Navy yard, at New York, by direction of the Secretary of the Navy, fifty-seven days, at five dollars per day..	285 00
June 23.	To additional compensation to going to Pensacola Navy yard with Navy Commissioners, to survey and examine the yard for wharf and railway, and survey Dry Tortugas Island, by direction of the Navy Department, from April 6th to June 23d, inclusive, seventy-nine days, at five dollars	389 00
		<u>\$895 00</u>

D.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 8, 1834.*

SIR: The Secretary of the Navy has referred to me your letter of the 3d instant, enclosing an account for services performed in the years 1827, 1828, and 1829. I am not aware of any rule or regulation of the Navy Department which will justify the payment of your claim. It appears, by the files of this office, that during the whole period for which you claim a per diem allowance, you have been in the receipt of your salary of four thousand dollars per annum, as "civil engineer of dry docks." It also appears that you have been paid for your traveling expenses, going to and returning from the several places stated in your account, with the additional allowance of eighty dollars a month for board while engaged on the duties for which you claim a per diem; therefore, I consider your claim altogether inadmissible.

I am, sir, very respectfully, your obedient servant,

AMOS KENDALL.

L. BALDWIN, Esq., *Washington, D. C.*

No. 1.

The United States, Navy Department,

To Loammi Baldwin,

Dr.

For "improvement of the navy."

May, 1827.	To traveling expenses from Boston to Norfolk in May, through Washington, to meet commissioners for "improvement of the navy," 665 miles, at 15 cents per mile.....	\$99 75
May, 1827.	To traveling expenses returning.....	99 75
July, 1827.	To traveling expenses to Portsmouth, with commissioners, &c., 64 miles, at 15 cents per mile.....	9 60
July, 1827.	To traveling expenses returning.....	9 60
Aug. 1827.	To traveling expenses from Boston to New York, with commissioners, 210 miles, at 15 cents per mile.....	31 50
Aug. 1827.	To traveling expenses returning.....	31 50
Aug. 1827.	To ten days' expense of board while at Norfolk with commissioners, at \$80 per month—\$2.66 $\frac{2}{3}$ cents per day.....	26 66
Aug. 1827.	To four days' expense of board at Portsmouth.....	10 66
Aug. 1827.	To six days' expense of board at New York.....	16 00
		<u>\$335 02</u>

NAVY AGENT'S OFFICE, *Boston, September 29, 1827.*

Approved September 28, 1827.

C. MORRIS.

Received of R. D. Harris, navy agent, three hundred and thirty-five dollars and two cents, for payment of above, and have signed duplicates.

L. BALDWIN.

No. 2.

For dry dock, Gosport Navy yard.

The United States, Navy Department,

To Loammi Baldwin, *Engineer,*

Dr.

For building dry docks at the Navy yards at Charlestown and Gosport:

1828.	To traveling expenses from Norfolk to Richmond, to examine quarries, &c., for stone, 114 miles, at 15 cents per mile.....	\$17 10
Feb'y 14.	To traveling expenses returning.....	17 10
Feb'y 14.	To traveling expenses from Norfolk to Washington, with commissioners on navy yards, 229 miles, at 15 cents per mile.....	34 35
April 14.	To traveling expenses returning.....	34 35
	Expenses of board from January 1st to March 31, inclusive, at \$80 per calendar month.....	\$240 00
	Deduct two days for going to and returning from Richmond, at \$2.63 cents per day.....	\$5 26
	Deduct three days for going to and returning from Washington, at \$8.63 cents per day.....	7 89
		<u>13 15</u>
		<u>226 85</u>
		<u>\$329 75</u>

April 14, 1828. The above account, in duplicate, for three hundred and twenty-nine dollars and seventy-five cents, is approved.

JAMES BARRON.

NORFOLK, *April 16, 1828.*

Received of Miles King, Esq., navy agent, three hundred and twenty-nine dollars and seventy-five cents, in full for the above account, and signed duplicate receipts.

L. BALDWIN, *Engineer.*

No. 3.

For the dry dock, Gosport Navy yard.

The United States, Navy Department,

To Loammi Baldwin, *Engineer,*

Dr.

For building dry docks at the Navy yards at Charlestown and Gosport:

November.	To mileage for traveling expenses from Boston to Norfolk, 665 miles, at 15 cents per mile.....	\$99 75
November.	To mileage from Norfolk to and from Washington, 229 miles each way.....	68 70

November. To expenses of board at Norfolk, from November 14th to December 14th, both inclusive.....	31 days	
Deduct for going to Washington.....	2 days	
$\frac{360}{365} = \$2.63$ per day, and.....	29 days =	\$76 27
		<u>\$244 72</u>

December 13, 1828. The above account, in duplicate, for two hundred and forty-four dollars and seventy-two cents, is approved.

JAMES BARRON.

NORFOLK, December 13, 1828.

Received of Miles King, Esq., navy agent, two hundred and forty-four dollars and seventy-two cents, in full for the above account, and signed duplicate receipts.

L. BALDWIN.

No. 4.

For the dry dock, Gosport Navy yard.

The United States, Navy Department,

To Loammi Baldwin, *Engineer,*

Dr.

For building dry docks at the Navy yards at Charlestown and Gosport:		
Dec. 15, 1828. To mileage for traveling expenses from Norfolk to New York, to meet the commissioners on navy yards on survey and plans of Governor's Island, &c., 463 miles, at 15 cents per mile.....		\$69 45
Feb. 15, 1829. To mileage returning to Norfolk from New York.....		69 45
Feb. 15, 1829. To board expenses at New York on the above duty, from December 18th, 1828, to January 30th, 1829, both inclusive, one month and thirteen days, at \$80 per month—one month... ..	\$80 00	
Feb. 15, 1829. To 13 days $\frac{360}{365} = \$2.63$ per day.....	34 19	
		<u>\$114 19</u>
Feb. 15, 1829. To board at Washington, from February 5th to February 10th, both inclusive, six days, at \$2.63		15 78
Feb. 15, 1829. To cash paid W. S. Bunker, at New York, for use of room for the commissioners and myself, making plans, &c., 40 days, at \$1 per diem.....		40 00
		<u>\$308 87</u>

February 12, 1829. The above account, in duplicate, for three hundred and eight dollars and eighty-seven cents, is approved.

ROB. M. ROSE.

NORFOLK, February 13, 1829.

Received of Miles King, Esq., navy agent, three hundred and eight dollars and eighty-seven cents, in full for the above account, and signed duplicate receipts.

L. BALDWIN.

No. 5.

For the dry dock, Gosport Navy yard.

The United States, Navy Department,

To Loammi Baldwin, *Engineer,*

Dr.

For building dry docks at the Navy yards at Charlestown and Gosport:		
1829.		
July 2. To salary to July 1.....		\$1,000 00
July 2. To traveling expenses from Norfolk to Washington, to meet Commissioners of Navy to go to Pensacola in April, 229 miles, at 15 cents per mile.....		34 35
July 2. To traveling expenses from Washington to Pensacola, with Navy Commissioners, 999 miles, at 15 cents per mile		149 85
July 2. *To traveling expenses returning from Pensacola to Norfolk, in June, 904 miles, at 15 cents per mile.....		135 60
July 2. To allowance for board, while at Pensacola on survey of the navy yard, &c., from May 15 to June 1, inclusive, 18 days, at \$80 per month, $\frac{360}{365} = \$2.63$ per day.....		47 34
		<u>\$1,367 14</u>

July 2, 1829. The above account, in duplicate, for one thousand three hundred and sixty-seven dollars and fourteen cents, is approved.

JAMES BARRON.

* This item was not allowed, because Mr. Baldwin returned in a public vessel.

No. 6.

For dry dock, Charleston Navy yard.

The United States, Navy Department,	To Loammi Baldwin,	<i>Dr.</i>
1830.		
October 11. To services as engineer, for building dry docks at the Navy yards in Charlestown, Mass., and Gosport, Va., from July 1 to September 30, 1830, inclusive, three months, at \$4,000 per annum		\$1,000 00
October 11. To traveling expenses on journey from Norfolk, on business of the dry dock, and in relation to the timber basin in Norfolk Navy yard, at the request of the Navy Commissioners, 665 miles, at 15 cents per mile		99 75
		<u>\$1,099 75</u>

L. BALDWIN.

October 11, 1830. The above account, in duplicate, for one thousand and ninety-nine dollars and seventy-five cents, is approved.

C. MORRIS.

Boston, *October 15, 1830.*

Received of D. D. Brodhead, Esq., navy agent, one thousand and ninety-nine dollars and seventy-five cents, in full of the above account, and have signed duplicate receipts.

L. BALDWIN.

No. 7.

For gradual improvement, for the dry dock, Gosport Navy yard.

The United States, Navy Department,	To Loammi Baldwin, <i>Engineer,</i>	<i>Dr.</i>
For building dry docks at the Navy yards at Charlestown and Gosport, Virginia:		
1833.		
April 28. For traveling expenses from Norfolk to Boston, on business of the dry docks, 607 miles, at 15 cents per mile		\$91 05
May 9. For traveling expenses from Boston to Washington, on business of the dry docks, 432 miles, at 15 cents per mile		64 80
May 9. For traveling expenses from Washington to Norfolk, on business of the dry docks, 217 miles, at 15 cents per mile		32 55
		<u>\$188 40</u>

May 15, 1833. The above account, in duplicate, for one hundred and eighty-eight dollars and forty cents, is approved.

Norfolk, *May 24, 1833.*

Received of Nash Legrand, Esq., navy agent, one hundred and eighty-eight dollars and forty cents, in full for the above account, and signed duplicate receipts.

L. BALDWIN.

23D CONGRESS.]

No. 572.

[2D SESSION.]

ON CLAIM OF A LIEUTENANT COLONEL OF MARINES, FOR COMPENSATION FOR EXTRA SERVICES IN ISSUING CLOTHING AND ACCOUTREMENTS TO THE MARINES UNDER HIS COMMAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 26, 1835.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of Anthony Gale, reported:

That the prayer of the petitioner, and the opinion of the committee upon his memorial, presented at the last session, are fully stated in a report therein made to the House on the 28th March last,* to which the committee ask a reference. The subject has been again brought up for consideration upon the allegation of the petitioner that cases did exist of allowances, similar to those claimed by him, being made by the Navy Department.

*See antecedent, No. 541 of this series.

It will be observed that the period for which Colonel Gale asks compensation is from the year 1804 to the year 1817. In answer to a letter addressed by the committee to the Navy Department, asking "copies of vouchers relative to payments or allowances to officers of the marine corps for the distribution of clothing, accoutrements, &c., since the year 1804," a letter has been received from the Fourth Auditor, which is herewith submitted, by which it appears "that no vouchers can be found in which the services mentioned are specified or known to be included, going back to an earlier period than 1817." With the exception of one case, no allowance has been made for services similar to those claimed by the petitioner earlier than 1822. The account of Captain Joseph L. Kuhn, herewith submitted, marked H, is for services stated to have been performed in the Mediterranean from the first January, 1817, to the 20th May, 1821. By the letter of the Fourth Auditor, and the receipt on this account, it appears that the amount was not allowed or paid until the year 1828; "it does not appear ever to have had the sanction of the Secretary of the Navy," but was passed by Tobias Watkins, the late Auditor, seven years after the last of the services was performed, and no allowance like that referred to by the Auditor can be found, other than that to the quartermaster himself, which was provided for by law.

The case in question, even if it went back to the period of Colonel Gale's claim, (which it does not,) affords no precedent to justify the charges made by him, nor are any of the cases cited by the Fourth Auditor subsequent to 1822 similar in their nature to that of the petitioner.

The further and minute investigation of the committee only leads to the conclusion already stated, that the claim is without support by law or any contemporary usage or allowance by the Navy Department.

The committee, therefore, report that the prayer of the petitioner ought not to be granted.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 26, 1834.*

SIR: Upon the letter of the Hon. Campbell P. White, on behalf of the Committee on Naval Affairs of the House of Representatives, dated the 16th instant, referred to me on the 18th instant, asking for "copies of vouchers" "relative to payments or allowances made to officers of the marine corps for the distribution of clothing, accoutrements, &c., since the year 1804," I have the honor to report that no vouchers can be found in which the services mentioned are specified or known to be included, going back to an earlier period than 1817. In the quartermaster's account for the fourth quarter of 1823 appear the vouchers, copies of which are herewith submitted, marked A and B. These vouchers, with the remarks at foot made at the time of settlement, seem to show that no regular allowances for performing quartermaster's duties, other than those to the quartermaster himself, had been made up to that time, and that an assistant quartermaster was then appointed, with an extra pay of fifteen dollars (\$15) per month.

Copy marked C, appears to exhibit the first claim settled after this change, being \$15 per month from the 1st February to the 31st December, 1823. This charge appears to have had the approval of the Secretary of the Navy.

Copy marked D, is in continuation of this allowance. It was continued to Lieutenant Edson at the same rate to December 31, 1827. From that time to 30th June, 1831, when he left that service, he was paid by the quartermaster at the rate of \$20 per month. On settlement of the quartermaster's account in 1829, (it having been then unsettled from 1826,) the authority for this increase of the allowance was required. As none could be produced, other than an alleged verbal direction of the Secretary of the Navy to the quartermaster, which was not considered sufficient to justify the passage of the account, the additional \$5, as far it had then been paid, was recharged to Lieutenant Edson. Having since satisfied the present Secretary that he received the money under the verbal authority of the Secretary for the time being, it has, by his special direction, been allowed. Copy marked E, shows the extension of a similar allowance of \$15 per month to the commanding officer of marines at Norfolk.

From the statement of the quartermaster upon the paper, it would appear that the action of the Secretary upon this claim was subsequent to the 18th of January, 1828. Copy marked F, appears to show the first allowance to any one of the \$15 per month for acting as assistant quartermaster at sea. It extends from April 1 to September 30, 1825, and was probably allowed by the Secretary about the 10th November, 1825, the time the receipt is dated, though not passed at the Treasury until the 22d July, 1826.

Copy marked G, appears to show the first allowance of the kind made in the Mediterranean squadron. The charge was \$30 per month, from May 1, 1825, to May 31, 1827, but the Secretary allowed only \$15.

Copy marked H, shows an allowance of this character to Captain Joseph L. Kuhn, from 1st January, 1817, to 20th May, 1821, at the rate of \$30 per month. This allowance does not appear ever to have had the sanction of the Secretary of the Navy, but was passed by the accounting officers, as indicated by the endorsement, dated 18th June, 1828. No allowance like that referred to in the endorsement can be found, other than \$30 to the quartermaster himself, which was provided for by law.

An allowance of \$15 per month for responsibility on account of clothing had, prior to 1829, been extended to the senior marine officer in each of the four squadrons, the Mediterranean, West Indian, Brazilian and Pacific; to the two latter, it is believed, upon analogy, without any written authority from the Navy Department.

In April, 1829, all these allowances on shore and at sea were suspended by the action of this office, but were restored by resolution of Congress at the subsequent session, and have continued down to the passage of the late act putting the marine officers under the army laws.

Presuming that it is not the desire of the committee to obtain copies of *all* the numerous vouchers which have been produced by these allowances, I have sent only such as go to show their origin and varieties, and have taken the liberty to accompany them with these explanations, which seem necessary to make them intelligible. Mr. White's letter is returned.

Very respectfully, your obedient servant,

AMOS KENDALL.

HON. MAHLON DICKERSON, *Secretary of the Navy.*

H.

	The United States, marine corps,		
		To Captain Joseph L. Kuhn,	<i>Dr.</i>
To my services as quartermaster while on the Mediterranean station, from the 1st of January, 1817, to 20th May, 1821, is 52 months and 20 days, at \$30 per month.....			\$1,580 00
To house rent while on the Mediterranean station, from the 1st of January, 1817, to 30th April, 1817, is 4 months, at the rate of \$250 per year, is.....			83 33
To fuel from 1st January to the 30th April, 1817, is 4 months, at \$10 per month.....			40 00
			<u>\$1,703 33</u>

Received, Washington, 8th January, 1828, of the United States Navy Department, one thousand seven hundred and three dollars and thirty-three cents, in full for the above account.

JOSEPH L. KUHN, *P. M. M. C.*

\$1,703.33.

At the period embraced in the within account, it appears, from accounts settled at this office, that the allowance of \$30 per month for doing the duties of quartermaster was the regular rule of the office, and under the sanction of the Secretary of the Navy. From this circumstance, it seems to be no more than just that the allowance should be made to Captain Kuhn, and it is accordingly admitted.

T. W.

JUNE 18, 1828.

	The United States, marine corps, quartermaster's department,		
		To Major R. Smith,	<i>Dr.</i>
For his extra allowance for attending to the reception, distribution, and inspection of clothing, for the United States marine corps, from the 6th of March to the 6th of July, 1822, being 122 days, at \$1.50 per day			<u>\$183 00</u>

WASHINGTON CITY, *October 15, 1823.*

Received of E. J. Weed, Esq., quartermaster of the marine corps, one hundred and eighty-three dollars, in full for the above account.

RICHARD SMITH, *M. M. C.*

\$183.

This is allowed upon the explanation of Quartermaster Weed, who states that an officer of the station has been appointed to act as assistant quartermaster to perform such duties, with the additional pay of fifteen dollars per month, and that all extra charges will be discontinued, of this nature.

	United States, marine corps,		
		To Lieutenant Levi Twiggs,	<i>Dr.</i>
For services inspecting marine clothing furnished at New York, from 7th March to 6th July, 1822, 122 days, at \$1.00 per day.....			<u>\$122 00</u>

Approved.

RICHARD SMITH, *M. M. C.*

NOVEMBER 1, 1823.

Received from Lieutenant Elijah J. Weed, quartermaster of the marine corps, one hundred and twenty-two dollars, in full of the above bill.

L. TWIGGS, *Lieut. Marines.*

\$122.

An appointment of an officer as assistant quartermaster has been made on this station, with the additional pay of fifteen dollars per month, and that charges of this nature will not be made in future, therefore allowed.

	United States, marine corps,		
		To Lieutenant James McCauley,	<i>Dr.</i>
To services as acting assistant quartermaster of the marine corps, from 1st of February to the 31st December, 1823, at fifteen dollars per month, is.....			<u>\$165 00</u>

WASHINGTON CITY, *December 31, 1823.*

Received of Lieutenant E. J. Weed, quartermaster marine corps, one hundred and sixty-five dollars, in full of the above account.

JAMES MCCAULEY, *Lieut. Marines.*

Lieutenant McCauley received, inspected, packed and distributed the clothing from the time charged in the above account. In previous years, more than the amount charged has been paid to citizens and officers for performing the same duties, as per diem allowance.

E. J. WEED. *Q. M. M. C.*

	The United States, marine corps, quartermaster's department,		
		To Lieutenant Alvin Edson,	<i>Dr.</i>
For pay as assistant quartermaster of the marine corps from the 1st of January to the 31st December, 1824, at fifteen dollars per month, is.....			<u>\$180 00</u>

WASHINGTON, December 31, 1834.

Received of E. J. Weed, quartermaster of the marine corps, one hundred and eighty dollars, in full for the above account.

A. EDSON, *Asst. Q. M. M. C.*

NOTE.—The allowance of \$15 per month was continued to 31st December, 1827, when it was increased by verbal direction of the Secretary of the Navy to quartermaster of marines, E. J. Weed, to \$20 per month. The difference, \$5 per month, was disallowed in settlement of accounts, but has been sanctioned by the present Secretary of the Navy. G. G.

The United States, marine corps, quartermaster's department,	
To Brevet Major William Anderson,	<i>Dr.</i>
To services rendered in the quartermaster's department, on the Norfolk station, from the 1st January, 1823, to the 31st December, 1827, being sixty months, at fifteen dollars per month	\$900 00

Let the allowance be made from the separation of the pay and quartermaster's duties. S. L. S.

The separation referred to in the approval took place in December, 1825.

From the 1st December, 1825, to the 31st December, 1827, is twenty-five months, at fifteen dollars per month, is.....	\$375 00
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Received, Washington city, February 7, of E. J. Weed, quartermaster marine corps, three hundred and seventy-five dollars, the amount of the above account.

WM. ANDERSON, *Major Commanding.*

\$375.

I hereby certify that the extra duties in the quartermaster's department, performed by Major William Anderson, on the Norfolk station, from the 1st of January, 1823, to the 31st December, 1827, have been much more arduous, and involved a much heavier responsibility, than those of any other officer on a detached station, (with the exception, perhaps, of the officer commanding at New York,) as exhibited by the books now in my office.

The numerous arrivals of detachments of marines at his station, from the West India and other squadrons, frequently without a commissioned officer of the corps, with their returns in the greatest confusion, rendered the duty often perplexing. Without doubt his indefatigable attention to it has prevented considerable loss to the government.

E. J. WEED, *Quartermaster Marine Corps.*

QUARTERMASTER'S OFFICE, *January 18, 1828.*

The United States, marine corps, quartermaster's department,	
To Lieutenant J. C. Hall,	<i>Dr.</i>
To services as acting assistant quartermaster in the West Indies, by appointment of the quartermaster, with consent of the Secretary of the Navy, from April 1, 1825, to September 30, 1825, six months, at fifteen dollars per month.....	\$90 00

Received, Washington city, November 10, 1825, of E. J. Weed, quartermaster of the marine corps, ninety dollars, in full for the above account.

J. C. HALL.

Allowed.

S. L. S.

NOTE.—The account of the quartermaster, in which this voucher is filed, was audited and reported July 22, 1826. G. G.

United States, marine corps,	
To Captain Charles R. Broom,	<i>Dr.</i>
To allowance for attending to and performing the duties of quartermaster, for clothing all the marines in the Mediterranean, from May 1, 1825, to May 31, 1827, by order of Commodore John Rodgers, making twenty-five months, at thirty dollars per month.....	\$750 00
Allowed.....	\$375 00

Let an allowance of fifteen dollars per month be made.

S. L. S.

NOTE.—This account was settled and reported April 10, 1829.

23D CONGRESS.]

No. 573.

[2D SESSION.]

INFORMATION COLLECTED BY THE NAVY DEPARTMENT RELATING TO ISLANDS, REEFS, SHOALS, ETC., IN THE PACIFIC OCEAN AND SOUTH SEAS, AND SHOWING THE EXPEDIENCY OF AN EXPLORING EXPEDITION IN THAT OCEAN AND THOSE SEAS BY THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 29, 1835.

NAVY DEPARTMENT, *January 24, 1835.*

SIR: I have the honor to send herewith an original report of J. N. Reynolds, Esq., dated the 24th of September, 1828, describing certain islands, reefs, and shoals in the Pacific ocean, &c., and which is presumed to be the report called for by the resolution of the House of Representatives of the 23d instant, and referred to as dated the 9th October, 1829. When no longer required, it is respectfully requested it may be returned.

I am, very respectfully, your obedient servant,
Hon. JOHN BELL, *Speaker of the House of Representatives.*

M. DICKERSON.

To the Hon. Samuel L. Southard, Secretary of the Navy:

SIR: In obedience to your orders of June 30, I repaired without delay to New London, Stonington, Newport, New Bedford, Edgartown, Nantucket, and other places where information might be found of the Pacific ocean and South seas. The whaling captains were ready to communicate such knowledge as they had treasured up or recorded in their numerous voyages. The owners of the whale ships were equally anxious to do all in their power to assist me in the object of my visit to them. In these places the navigators are certainly better acquainted with those seas than any other people in this or any other country can be. The information had, in some measure, been gathered in gross, but without order or much arrangement; and I had to go over the whole ground, and examine at Nantucket every individual navigator of those seas who could be found at home, with their log books, and journals and charts. The doing of this, and putting the intelligence into such form as might save you much time in reading, was a work of no trifling magnitude, which I mention only to excuse the delay of this report. It was pleasant for me to find that all I had heard before was confirmed by a long train of witnesses, and every calculation I had previously made fell far short of the truth.

The first objects of my inquiry were the navigation, geography, and topography presented by the whole range of the seas, from the Pacific to the Indian and Chinese oceans; also, the extent and nature of our commerce and fisheries in these seas.

The whole number of vessels in the whale fishery, with those engaged in the sealing business, far exceeded the number I had given in my communication to the Naval Committee, and their tonnage was much greater. There are at least two hundred ships employed, being on an average of two hundred and seventy-five tons; some as large as five hundred, and others under two hundred tons. The average length of their voyages, taking one hundred and seventy-eight voyages, from 1815 to 1824, was twenty-nine months, and the average cargo of oil from the same ships was exceeding seventeen hundred barrels. But it should be observed that the ships are now generally larger than they were formerly, the small ones being sold out of the fleet, as the whalers call their ships, or broken up from decay and age. The length of their voyage is naturally increasing, from the fact that our whalers are traversing new seas for the whale, sometimes doubling the Cape of Good Hope, and taking an eastern direction, meeting their brethren of the same pursuits, who have doubled Cape Horn, while the latter sail over the ground, in an opposite direction, which the former had just traversed.

The crews of these ships, I found from general inquiry and a close inspection of their log books and journals, are remarkably healthy. What sickness they have is from the scurvy, a disease incident to long voyages, and which is avoided only by the utmost care and the frequent use of fresh provisions. The whaling ships are provisioned with beef, pork, and bread, for three years; but they never exceed three months on their whaling ground without recruiting themselves with fresh provisions from some neighboring island. The utmost care is taken in fitting out these ships with many delicacies; and it is a general remark among whalers, that they live better at sea than on shore. Tea, coffee, and chocolate are freely used as anti-scorbutics. These vessels are navigated with the utmost caution. Two men are constantly placed at mast-head as sentinels: for many of the islands, rocks, and reefs are not laid down in any chart; and those laid down or not, are many of them so low, that this precaution is indispensably necessary for their safety. From this precaution, many rocks, reefs, and islands have been discovered by them, and pretty accurately noted. The whalers are much advanced in mathematics and practical navigation beyond other navigators: for, on their long voyages out and home, the most intelligent officers assist the younger in their mathematical and nautical studies; and thus schooled, all come home improved in their branches, distinction in them being the direct road to preferment. The scarcity of the whale on the common whaling ground may be easily accounted for, when it is understood that it takes about ninety whales, as they average, to make a full cargo, and that from this calculation our own whalers take about eight thousand a year, and, from a moderate calculation, more than two thousand are mortally wounded that cannot be taken, making ten thousand a year destroyed by us. I have stated these particulars to show how necessary it will be to explore new grounds in higher southern latitudes for the right whale, when the sperm whale become scarce in the equatorial regions. And, from the accounts I have received, there is an immense extent of ocean in the high southern latitude westward, of which there is no account given; or, if there be any, but little more is known than this, that the geo-

grapher has marked it on his maps and charts with a sweeping hand, to fill up the mighty space of which the world is as yet ignorant, and will long remain so, if the enterprise of our government does not explore it.

I shall now proceed to give you a list of the discoveries of our enterprising and careful navigators in those seas, in as concise a form as may be consistent with a clear view of the extent and importance of these discoveries. The English charts, and those of other countries, are as yet very imperfect. Much of their information has been obtained from loose accounts from whalers, who were careless in some instances, and forgetful in others, and which were seized with greediness by the makers of maps and charts, in order to be the first to make these discoveries known. But perhaps it does not become us to be hypercritical upon other nations, as we have as yet no maps or charts of our own to compare with them.

From all the accounts I have received of the islands, reefs, rocks, &c., in these seas, I draw the inference that most of them are of volcanic origin, and have arisen, in the lapse of ages, in groups or single islands, as it has pleased the Great Creator of the universe to call them into existence; and by the same great engine of nature they may be constantly changing.

The information I have collected, if not perfectly accurate, is certainly the most so that can be found. It has been drawn from purely original sources; nothing has been received at second hand. I have examined the log books, journals, maps, and charts of the navigators themselves, and in most cases have questioned them personally. Many of these facts have been received from several quarters, and I have had opportunities to compare them with others that had been offered before. Nantucket often confirmed the information from New Bedford, and *vice versa*. When the individuals were equally good in point of intelligence, and their statements in any way differed, I have given both accounts; but if there was a decided difference in the intelligence of the authority, I have adopted that which was held in the most general estimation.

Some of those whom I have examined, whose voyages were of very recent date, or were connected with a train of remarkable facts, I have considered distinctly, and have given their statements as made to me verbally, or have taken extracts from their journals without placing their discoveries under the general heads. Their brief statements of the most recent date will show most distinctly that the field for discoveries is still prolific, and that there will be a sufficiency of subjects in those seas to employ the enterprise of our country for many generations to come.

The currents have, in many instances, been given; and from all I could gather from the statements made to me, they are caused by the winds, rather than from any motion of the earth, and of course are perpetually varying in such a manner that but little reliance on the experience of any one can be placed. The variations of the needle I did not find noticed by many of the navigators. Captain Swain, of Newport, has noted the variations in some latitudes, which will be given in this report. There is one fact worthy of remarking, which I obtained from the most experienced navigators, which is, that in all their voyages round Cape Horn, from the first commencement of their entering the Pacific until the present day, not a single vessel has been wrecked or lost in doubling the cape; and these navigators sail from home whenever they are ready, without the least regard to the season of the year: still, however, all agree that March and April are the best months to double the cape, as fresh gales are then frequent, without dangerous storms. I noticed, from their log books and journals, that they reach the most dangerous parts of the cape navigation in about ninety or one hundred days from our shores.

Reefs and islands.

Galago Island, 1 deg. 48 min. north latitude, 104 deg. 6 min. west longitude. Not on the charts.

Fanning's Island, 3 deg. 49 min. north latitude, 158 deg. 29 min. west longitude (by others, 3 deg. 44 min. north latitude, 159 deg. 6 min. west longitude; also, 3 deg. 50 min. north latitude, 158 deg. 45 min. west longitude.) The centre of Fanning's Island lies in 3 deg. 52 min. north latitude, and 158 deg. 56 min. west longitude, by lunar observation and chronometer. It is a lagoon island, the land about five feet above the surface of the water. Cocoa trees, sixty or seventy feet in height, are on it: the remains of a stone hut, about twelve feet square, and in it human bones, stone hatchets, and blackfish teeth with holes drilled through them. Some parts of the land had been cultivated, as appeared by the gardens, fences of stone, &c., remaining. The island is about forty miles in circumference, the mouth of the harbor thirty rods in width on the south side; soundings going in, from three to seven fathoms. There is a good harbor under the eastern point. The Lion was lost on a reef which makes off to the south from the entrance of the harbor, on the starboard hand going in. The tide ebbs and flows about five feet, and in its strength runs six to seven knots out and in. Deep water all round the land close in. About ninety miles distant is Washington's Island.

Washington's Island, 4 deg. 30 min. north latitude, 126 deg. west longitude (by others, 4 deg. 50 min. north latitude and 160 deg. 30 min. west longitude.)

Island, 6 deg. 36 min. north latitude, 166 deg. west longitude.

Barber's Island, 8 deg. 54 min. north latitude, 178 deg. west longitude; also, 8 deg. 33 min. north latitude and 177 deg. 59 min. west longitude.

Reef, 10 deg. north latitude, 179 deg. 24 min. west longitude. Not on the charts.

Clipperton's rock, (low island,) 10 deg. 23 min. north latitude, 109 deg. 19 min. west longitude.

Island, 11 deg. 33 min. north latitude, 164 deg. west longitude. Not on the charts.

Island, (probably the same,) 13 deg. 6 min. north latitude, 168 deg. 24 min. west longitude.

Island, (probably the same,) 13 deg. 6 min. north latitude, 166 deg. west longitude.

Island, (probably the same,) 13 deg. 19 min. north latitude, 168 deg. 55 min. west longitude.

Shoal, 14 deg. 44 min. north latitude, 170 deg. 30 min. west longitude, (13 deg. 32 min. north latitude, same longitude.)

Gaspar's Island, 15 deg. north latitude, 176 deg. 13 min. west longitude, (by some, in east longitude.) On the charts, in 176 deg. 18 min. east longitude.

Island, 16 deg. north latitude. 133 deg. west longitude.

A cluster, from 16 deg. to 17 deg. north latitude, and 133 deg. to 136 deg. west longitude.

Roca coral, 16 deg. 12 min. north latitude, 136 deg. 12 min. west longitude.

Island, 16 deg. 15 min. north latitude, 133 deg. 30 min. west longitude.

Island, 16 deg. 30 min. north latitude, 163 deg. 54 min. west longitude.

- Island, 17 deg. north latitude, 136 deg. west longitude.
 New Blada, 18 deg. 12 min. north latitude, 114 deg. 3 min. west longitude. Probably Cloud's Island.
 Island, 18 deg. 22 min. north latitude, 155 deg. 15 min. west longitude. The situation given this island is only forty miles southeasterly from the most southern point of Owhyhee—doubtful.
 Shoal, 18 deg. 22 min. north latitude, 170 deg. 30 min. west longitude. Not on the charts.
 Clarion's Island, (plenty of wood,) 18 deg. 23 min. north latitude, 114 deg. 45 min. west longitude.
 Another situation for Cloud's Island.
 Island, 19 deg. 15 min. north latitude, 166 deg. 52 min. west longitude. Perhaps another situation for Mallon's Island, which is found on the charts.
 Island, (fresh water,) 19 deg. 22 min. north latitude, 115 deg. 15 min. west longitude. See Cloud's Island, two lines below.
 Mallon's Island, 19 deg. 23 min. north latitude, 165 deg. 23 min. west longitude.
 Cloud's Island, 19 deg. 46 min. north latitude, 115 deg. west longitude. (See above.) So many different situations are assigned to an island or islands in this neighborhood, that it would seem desirable that the true latitude and longitude should be accurately determined. There are, in fact, two islands on the charts, near this situation.
 Copper Island, 20 deg. 6 min. north latitude, 131 deg. 54 min. west longitude. Placed on the charts in east longitude.
 Island, 21 deg. north latitude, 176 deg. 30 min. west longitude. Near Krusenstern's rock, which is placed on the charts in latitude 22 deg. 5 min., longitude 175 deg. 40 min.
 Shaler's Island, 22 deg. 6 min. north latitude, 112 deg. 14 min. west longitude. Not on charts—doubtful.
 Massachusetts Island, 22 deg. 28 min. north latitude, 177 deg. 5 min. west longitude. Placed on the charts in 28 deg. 30 min. north latitude, 176 deg. 40 min. west longitude.
 Henderson's Island, (fresh water,) 24 deg. 6 min. north latitude, 128 deg. 30 min. west longitude.
 By others, in 24 deg. 26 min.
 Reef, shoal, 24 deg. 14 min. north latitude, 168 deg. 35 min. west longitude. Two Brothers lost on it.
 Pollard's Island, 24 deg. 48 min. north latitude, 168 deg. west longitude.
 Gardner's Island, 25 deg. 3 min. north latitude, 167 deg. 40 min. west longitude.
 Cooper's Island, 25 deg. 4 min. north latitude, 131 deg. 27 min. west longitude.
 Maro's reef, 25 deg. 24 min. north latitude, 170 deg. 12 min. west longitude (by others 25 deg. 48 min. north latitude, and 170 deg. 52 min. west longitude; also, 25 deg. 48 min. north latitude, and 170 deg. 20 min. west longitude.)
 Island, 25 deg. 22 min. north latitude, 131 deg. 26 min. west longitude. A repetition of Cooper's Island.
 Laysan's Island, 25 deg. 50 min. north latitude, 171 deg. 51 min. west longitude; also, 26 deg. 2 min. north latitude, and 173 deg. 40 min. west longitude.
 Group, (Pearl and Hermes, British whalers, lost in 1822,) 27 deg. 46 min. north latitude, 176 deg., or 176 deg. 30 min. west longitude.
 Bunker's Island, 28 deg. north latitude, 173 deg. 30 min. west longitude.
 Island, 28 deg. north latitude, 176 deg. 50 min. west longitude.
 Cure's Island, (low and dangerous,) 28 deg. 25 min. north latitude, 178 deg. 42 min. west longitude.
 Swift's Island, (Otter Island,) 33 deg. north latitude, 119 deg. 6 min. west longitude.
 New Nantucket, 11 min. north latitude, 176 deg. 20 min. west longitude. Not on charts.
 St. Berto Island, (wood and water,) 18 deg. north latitude, 110 deg. west longitude.
 Island, 13 deg. 6 min. north latitude, 168 deg. 24 min. west longitude.
 Reef, 3 deg. 28 min. north latitude, 157 deg. 59 min. west longitude.
 Shoal, 13 deg. 38 min. north latitude, 170 deg. 30 min. west longitude.
 Island, 13 deg. 5 min. north latitude, 168 deg. 31 min. west longitude. Same as third above.
 Island, 20 deg. north latitude, 151 deg. 30 min. west longitude. Not on charts.
 Wake's Island, 16 deg. 49 min. north latitude, 169 deg. 40 min. west longitude. Here wrong placed.
 Shoal, 13 deg. 36 min. north latitude, 170 deg. 30 min. west longitude.
 Ann's Island, 13 deg. 4 min. north latitude, 168 deg. 21 min. west longitude.
 Week's reef, 16 deg. 49 min. north latitude, 169 deg. 40 min. west longitude. See third line above.
 Reef, 1 deg. north latitude, 179 deg. 34 min. east longitude.
 Strong's Island, 5 deg. 23 min. north latitude, 163 deg. 10 min. east longitude. An island, called Teyoa, is placed on the charts in latitude 6 deg. north, 162 deg. 35 min. east.
 Group, 9 deg. 5 min. north latitude, 164 deg. 37 min. east longitude. A group of islands is found on the charts in the same latitude, 166 deg. east.
 Catherine Island, 9 deg. 8 min. north latitude, 166 deg. 10 min. east longitude.
 Aricief's Island, 9 deg. 18 min. north latitude, 161 deg. 18 min. east longitude. Island de Arresites is found on the charts in latitude 10 deg. north, longitude 160 deg. 30 min. east, and the Island Casbobas 9 deg. 40 min. north, and 161 deg. 50 min. east.
 Reef, 10 deg. north latitude, 179 deg. 24 min. east longitude. This reef is placed, in a preceding part of the list, in 179 deg. 24 min. west.
 Island, 16 deg. north latitude, 171 deg. 42 min. east longitude. Not on charts.
 Cornwallis Island, 16 deg. 48 min. north latitude, 169 deg. 22 min. east longitude.
 Tarquin Island, 17 deg. north latitude, 160 deg. east longitude. Not on charts.
 Folger's Island, 18 deg. 22 min. north latitude, 155 deg. 15 min. east longitude. Not on charts.
 Granger's Island, 18 deg. 28 min. north latitude, 146 deg. 14 min. east longitude.
 Reef, 17 deg. 6 min. north latitude, 156 deg. 14 min. east longitude.
 Halcyon Island, (wood,) 19 deg. 6 min. north latitude, 163 deg. 33 min. east longitude.
 Week's or Wilson's Island, 19 deg. 21 min. north latitude, 166 deg. 55 min. east longitude. Week's Island.
 Island, 20 deg. 30 min. north latitude, 152 deg. 50 min. east longitude. Reef on chart.
 Lamira, 20 deg. 30 min. north latitude, 166 deg. 42 min. east longitude. Placed on chart in 164 deg. 15 min.
 Reef, 21 deg. 5 min. north latitude, 136 deg. 48 min. east longitude.
 Peru Island, 21 deg. 12 min. north latitude, 141 deg. 42 min. east longitude.

- Reef, 22 deg. 7 min. north latitude, 142 deg. 24 min. east longitude.
 Dexter's Island, 23 deg. 24 min. north latitude, 163 deg. 5 min. east longitude.
 Marcus Island, 24 deg. 18 min. north latitude, 153 deg. 42 min. east longitude. Probably Island de Sebastian Lobos, placed on chart about 55 miles to the north, same longitude.
 Island discovered by R. Weeks, 24 deg. north latitude, 154 deg. east longitude. Probably same as preceding.
 Island, 25 deg. 12 min. north latitude, 131 deg. 36 min. east longitude. A rock, "seen by Captain Bishop in 1796," is placed on the charts in latitude 25 deg. 20 min. north, longitude 131 deg. 55 min. east.
 Reef, 25 deg. 30 min. north latitude, 152 deg. 50 min. east longitude. Not on the charts.
 Forbes's Island, 25 deg. 42 min. north latitude, 131 deg. 13 min. east longitude.
 Island, 25 deg. 53 min. north latitude, 131 deg. 17 min. east longitude.
 Island, 26 deg. 5 min. north latitude, 131 deg. 52 min. east longitude.
 Lasker's Island, 26 deg. north latitude, 173 deg. 24 min. east longitude. Reef on chart.
 Reef, 26 deg. 6 min. north latitude, 160 deg. east longitude. Not on chart.
 Tree Island, 26 deg. north latitude, 145 deg. 44 min. east longitude. Placed on the charts, latitude 27 deg. to 27 deg. 30 min. north, same longitude.
 Island, 28 deg. 30 min. north latitude, 176 deg. 50 min. east longitude. Perhaps Massachusetts, here wrongly placed in east instead of west longitude.
 Galunus Island, 28 deg. 53 min. north latitude, 162 deg. east longitude.
 Island, 29 deg. 26 min. north latitude, 143 deg. east longitude. Island, 29 deg. 40 min. north latitude, 143 deg. 6 min. east longitude. Island, 30 deg. north latitude, 143 deg. east longitude. Island, 30 deg. north latitude, 144 deg. 24 min. east longitude. Island, 30 deg. north latitude, 141 deg. 30 min. east longitude. Three of these islands are on the charts, and another, St. Thomas, in latitude 30 deg. 20 min. north, longitude 142 deg. 20 min. east.
 Ganges Island, 30 deg. 45 min. north latitude, 154 deg. 25 min. east longitude. An island is on the charts in latitude 31 deg. north, longitude 155 deg. south; no doubt intended for the same.
 Ganges Island, 31 deg. north latitude, 147 deg. 10 min. east longitude. Not on charts.
 Reef discovered by R. Weeks, 31 deg. 15 min. north latitude, 153 deg. east longitude. This reef is placed on the charts in latitude 33 deg. north, same longitude.
 Island, 31 deg. 30 min. north latitude, 140 deg. east longitude. Not on charts.
 Reef, near 32 deg. north latitude, 147 deg. east longitude. Not on charts.
 Roca di Plata, 33 deg. 48 min. north latitude, 160 deg. 48 min. east longitude. Roca di Plata is found on the charts in latitude 32 deg. 30 min. north, longitude 170 deg. east.
 Bank, sixty-four fathoms, 34 deg. 25 min. north latitude, 178 deg. 30 min. east longitude. Mellish's bank.
 Starbuck's group, 173 deg. 30 min. east longitude. No latitude given.
 Reef, northeast from Robert's Island, (one of the Marquesas,) distant twenty-one miles; six miles long from northeast to southwest.
 Magnus shoal, 23 deg. 22 min. north latitude, 130 deg. 11 min. east longitude. Not on charts.
 Reef, 1 deg. north latitude, 178 deg. 24 min. east longitude. On charts, but placed in 179 deg. 24 min. east longitude. See also forward, 13th item, where the same longitude is given.
 Reef, 20 deg. 30 min. north latitude, 152 deg. 50 min. east longitude.
 Island, 17 deg. north latitude, 176 deg. 50 min. east longitude. Not on chart.
 Talsam's Island, 9 deg. 30 min. north latitude, 166 deg. 45 min. east longitude. Not on chart.
 Reef, 2 deg. 30 min. north latitude, 158 deg. 60 min. east longitude. Not on chart.
 Island, 21 deg. 15 min. north latitude, 145 deg. 48 min. east longitude. Not on chart.
 Rock, 31 deg. 9 min. north latitude, 138 deg. 29 min. east longitude. Not on chart—doubtful. See 10th item forward.
 Island, 30 deg. 33 min. north latitude, 139 deg. 36 min. east longitude. Very near the situation of Todos los Santos on the charts.
 Abyos Island, 23 deg. 22 min. north latitude, 130 deg. 11 min. east longitude. The same latitude and longitude as given (in the 9th item preceding) to Magus shoal. Abajos Island, or shoal, is found on the charts in latitude 20 deg. 20 min. north, longitude 130 deg. 10 min. east.
 Reef seen by Captain Trask, 2 deg. 40 min. north latitude, 178 deg. 50 min. east longitude. Not on charts.
 Reef, 2 deg. 30 min. north latitude, 153 deg. 50 min. east longitude. Not on charts.
 Island, 21 deg. 15 min. north latitude, 145 deg. 48 min. east longitude. Same island given in the 6th article preceding.
 Reef, 22 deg. 12 min. north latitude, 142 deg. 42 min. east longitude.
 Reef, 1 deg. north latitude, 179 deg. 24 min. east longitude.
 Three Islands, 26 deg. 6 min. north latitude, 145 deg. 44 min. east longitude. See Tree Island, preceding.
 Rock, 31 deg. 42 min. north latitude, 141 deg. 10 min. east longitude. Not on charts.
 Rock, 31 deg. 9 min. north latitude, 139 deg. 29 min. east longitude. Not on charts. See 9th item preceding. Todos los Santos is placed on the charts in latitude 30 deg. 45 min. north, longitude 139 deg. 22 min. east.
 Spartan Island, 1 deg. 10 min. north latitude, 159 deg. 30 min. east longitude. Not on charts.
 Moore's Island, 30 min. south latitude, 166 deg. 35 min. east longitude. High land and well inhabited.
 Reef, thirty miles from Pelmore's island—very bad one. Longitude taken in a strong current.
 Bunker's shoal, 17 min. south latitude, 160 deg. 40 min. west longitude.
 Island, 26 min. south latitude, 159 deg. 50 min. west longitude. An island called Jarvis's Island, and a shoal or reef seen by Captain E. Clark, are placed very near this situation on the charts.
 Island, 1 deg. 5 min. south latitude, 138 deg. 54 min. west longitude. Not on charts.
 Brock's Island, 1 deg. 13 min. south latitude, 159 deg. 30 min. west longitude.
 Clark's Island, 3 deg. south latitude, 151 deg. 30 min. west longitude.
 Island, 3 deg. 14 min. south latitude, 170 deg. 50 min. west longitude. Birney's Island, in latitude 3 deg. 20 min. south, longitude 171 deg. 30 min. west; and Sidney's Island, in latitude 4 deg. 25 min. south, longitude 171 deg. 20 min. west, discovered by Captain Emmert, will be found on the charts.

- Island, 3 deg. 32 min. south latitude, 173 deg. 44 min. west longitude.
 Island, 3 deg. 35 min. south latitude, 170 deg. 40 min. west longitude.
 Sidney's Island, 4 deg. 30 min. south latitude, 171 deg. 20 min. west longitude.
 Island, 3 deg. 57 min. south latitude, 154 deg. 20 min. west longitude. Maldone's Island, of Lord Byron, placed on the charts 155 deg. west longitude.
 Reef, 5 deg. 30 min. south latitude, 175 deg. west longitude. Not on the charts.
 Starbuck's Island, 5 deg. 40 min. south latitude, 155 deg. 53 min. west longitude.
 Loper's Island, 6 deg. 7 min. south latitude, 177 deg. 40 min. west longitude. Not on the charts.
 Island, 6 deg. 32 min. south latitude, 167 deg. west longitude. An island is placed on the charts in latitude 6 deg. 30 min. south, longitude 166 deg. west.
 Island, (probably the same,) 6 deg. 36 min. south latitude, 166 deg. west longitude.
 Island, (probably the same,) 6 deg. 45 min. south latitude, 160 deg. 48 min. west longitude.
 Island, 10 deg. 5 min. south latitude, 162 deg. 20 min. west longitude. Reirson's Island and Humphrey's Island, discovered by Captain Patrickson in 1822, are placed on the charts in latitude 10 deg. 30 min. south, longitude 160 deg. 55 min. west, and latitude 10 deg. 12 min. south, longitude 160 deg. 50 min. west. A shoal is also laid down in latitude 11 deg. south, longitude 165 deg. 48 min. west, and an island in latitude 10 deg. 55 min. south, longitude 166 deg. west.
 Island, 10 deg. 30 min. south latitude, 161 deg. 28 min. west longitude.
 Reef, 10 deg. 46 min. south latitude, 136 deg. 6 min. west longitude.
 Island, 11 deg. 47 min. south latitude, 162 deg. west longitude.
 Winslow Island, (inhabited) 14 deg. 10 min. south latitude, 177 deg. 10 min. west longitude.
 Island, 15 deg. 38 min. south latitude, 161 deg. 18 min. west longitude. Not on charts.
 Island, 15 deg. 47 min. south latitude, 161 deg. 14 min. west longitude. Not on charts.
 Islands, 16 deg. south latitude, 139 deg. west longitude. Not on charts.
 Island, 16 deg. 28 min. south latitude, 143 deg. 30 min. west longitude.
 Island, 17 deg. south latitude, 138 deg. west longitude.
 Island, 20 deg. south latitude, 167 deg. 30 min. west longitude.
 Macy's Island, 20 deg. 52 min. south latitude, 178 deg. 47 min. west longitude. On chart with other names.
 Elizabeth Island, 21 deg. 6 min. south latitude, 178 deg. 36 min. west longitude. On chart with other names.
 Eunice's Island, 21 deg. 8 min. south latitude, 178 deg. 47 min. west longitude. On chart with other names.
 Raratongo Island, (inhabited) 21 deg. 17 min. south latitude, 159 deg. 40 min. west longitude.
 Orurute Island (an inhabited island) is placed on the charts in latitude 21 deg. 20 min. south, longitude 160 deg. west. No doubt the same.
 Armstrong's Island, (inhabited) 21 deg. 21 min. south latitude, 161 deg. 4 min. west longitude.
 Orurute Island (an inhabited island) is placed on the charts in latitude 21 deg. 20 min. south, longitude 160 deg. west. No doubt the same.
 Maria's Island, 21 deg. 45 min. south latitude, 155 deg. 10 min. west longitude. Not on chart.
 Oeno Island, 23 deg. 57 min. south latitude, 131 deg. 5 min. west longitude. Laid down on charts as discovered by Captain Bond, in longitude 131 deg. 35 min. west. Captain G. B. Worth found it in latitude 23 deg. 57 min. south, longitude 131 deg. 5 min. west, about eighty miles northwest by north of Pitcairn's Island, with a dangerous reef extending from the south point.
 Elizabeth Island, 24 deg. 6 min. south latitude, 127 deg. 50 min. west longitude. (By others 24 deg. 26 min. south latitude, and in east longitude.)
 Anderson's Island, 24 deg. 21 min. south latitude, 128 deg. 30 min. west longitude. Probably the same as Elizabeth Island, placed on the chart in latitude 34 deg. 30 min. south, longitude 128 deg. west.
 Pilgrim's Island, 24 deg. 40 min. south latitude, 104 deg. 40 min. west longitude.
 Group, 25 deg. 12 min. south latitude, 130 deg. 30 min. west longitude. If this group exists, it must be a few miles only south of Pitcairn's Island. Very doubtful.
 Gwinn's Island, 26 deg. 25 min. south latitude, 105 deg. 30 min. west longitude. Another situation for Pilgrim's Island. Ya de Salas y de Gomes, of the charts.
 Island, 28 deg. 6 min. south latitude, 95 deg. 12 min. west longitude. Not on charts; doubtful.
 Group, 31 deg. 6 min. south latitude, 129 deg. 30 min. west longitude. Not on charts.
 Rock, 51 deg. 51 min. south latitude, 64 deg. 42 min. west longitude. Not in the Pacific.
 Sidney's Island, 4 deg. 29 min. south latitude, 172 deg. 17 min. west longitude. See above, where it is placed in 4 deg. 30 min. south latitude, and 171 deg. 20 min. west longitude.
 Coconut Island and reef, 18 deg. 12 min. south latitude, 174 deg. 15 min. west longitude. Not on chart. If correctly placed, must be between Amagura and the Mayorga Islands. See chart.
 Mary Balcourt's Islands, 2 deg. 47 min. south latitude, 171 deg. 58 min. west longitude. Surrounded by a reef twenty leagues in circumference, with only four openings where boats can enter.
 Byron's Island, 1 deg. 10 min. south latitude, 175 deg. 40 min. west longitude. Placed on the charts in latitude 1 deg. 10 min. south, and longitude 177 deg. 12 min. east. A reef on the north end, two miles distant.
 Island, 20 deg. south latitude, 167 deg. 30 min. west longitude.
 Clark's reef, 1 deg. 13 min. south latitude, 159 deg. 45 min. west longitude.
 Island, 21 deg. 29 min. south latitude, 131 deg. 28 min. west longitude. Not on chart.
 Shoal, 1 deg. 15 min. south latitude, 159 deg. west longitude. Very near Clark's reef; probably the same.
 Reef, 1 deg. 32 min. south latitude, 160 deg. west longitude. Very near Clark's reef; probably the same.
 Island, 11 deg. south latitude, 162 deg. west longitude. French Island, 10 deg. 30 min. south latitude, 162 deg. 15 min. west longitude. Francis Island, 10 deg. south latitude, 161 deg. 45 min. west longitude. Very near the situation of Reirson's and Humphrey's Islands. See above, and also account given by Captain Coffin, of ship Ganges.
 Reef, 1 deg. 15 min. south latitude, 159 deg. 42 min. west longitude. Clark's reef. See above.
 Island, 20 deg. south latitude, 157 deg. 30 min. west longitude.
 Island, 20 deg. south latitude, 161 deg. 30 min. west longitude.

- Falcon's Island, 21 deg. 17 min. south latitude, 159 deg. 40 min. west longitude.
 A large island, 19 deg. 56 min. south latitude, 140 deg. 16 min. west longitude. Thirty miles north and south.
 A large round island, 18 deg. 36 min. south latitude, 141 deg. 30 min. west longitude. An island called Sostanges, about thirty-six miles southwesterly of this, is placed on the charts as discovered in 1823.
 Starbuck's Island. 6 deg. 54 min. south latitude, 155 deg. 47 min. west longitude.
 Phenix Island, (small and sandy, three miles in circumference) 2 deg. 35 min. south latitude, 171 deg. 39 min. west longitude. Barney's Island (a lagoon, twenty miles in circumference) 3 deg. 9 min. south latitude, 171 deg. 41 min. west longitude. These two islands, with Mary Balcourt's Island, given before, in nearly the same latitude and longitude, are probably the same as Birney's Island.
 Two reefs, bearing north-northeast from Keppel's Island twenty-eight miles, about a cable's length apart.
 Independence Island, 3 deg. 36 min. south latitude, 144 deg. 35 min. west longitude. Not on charts.
 Sarah Ann, 4 deg. south latitude, 154 deg. 18 min. west longitude. Probably the same as Maldone's Island, placed on charts in 155 deg. west longitude.
 Fenua Laosa Oroa, west-northwest from Mopelia about 60 miles.
 Gardner's Island, 4 deg. 30 min. south latitude, 174 deg. 22 min. west longitude. Not on charts; discovered by Captain Coffin, of ship Ganges.
 Coffin's Island, 31 deg. 13 min. south latitude, 178 deg. 54 min. west longitude. Not on charts; discovered by Captain Coffin, of ship Ganges.
 Ganges Island, 10 deg. 25 min. south latitude, 160 deg. 45 min. west longitude. On charts; seen by Captain Coffin.
 Ganges Island, 10 deg. south latitude, 161 deg. west longitude. On charts; see Captain Coffin's printed account.
 Nederlandich Island, 7 deg. 10 min. south latitude, 177 deg. 33 min. east longitude. Not on charts. See printed account.
 Tracy's Island, 7 deg. 30 min. south latitude, 178 deg. 45 min. east longitude. Not on charts.
 Mitchell's group, 9 deg. 6 min. south latitude, 179 deg. 48 min. east longitude.
 Plasket's Island, 9 deg. 13 min. south latitude, 179 deg. 50 min. east longitude. Probably one of Mitchell's group.
 Independence Island, 10 deg. 25 min. south latitude, 179 deg. east longitude. Not on charts.
 Island, 10 deg. 45 min. south latitude, 179 deg. 35 min. east longitude. Not on charts.
 Hunter's Island, 15 deg. 31 min. south latitude, 176 deg. 11 min. east longitude.
 Reef, 23 deg. 48 min. south latitude, 164 deg. 14 min. east longitude.
 Reef, 26 deg. 6 min. south latitude, 160 deg. east longitude.
 Island, 31 deg. 19 min. south latitude, 160 deg. 42 min. east longitude.
 Reef, 26 deg. 6 min. south latitude, 160 deg. east longitude. Repetition of reef given above.
 Reef, 21 deg. 15 min. south latitude, 160 deg. east longitude.
 Island, 30 deg. 33 min. south latitude, 139 deg. 36 min. east longitude. Inland, on New Holland.
 Moore's Island, 30 min. south latitude, 166 deg. 35 min. east longitude. See page 691, with Spartan Island and reef.
 An island, with plenty of wood and water, from 1 deg. north to 2 deg. south latitude, 125 deg. 6 min. east longitude.
 Island, 30 deg. 6 min. south latitude, 144 deg. 24 min. east longitude.
 Island, 29 deg. 31 min. south latitude, 143 deg. east longitude.
 Island, 31 deg. south latitude, 155 deg. east longitude.
 Lydne's shoal, 3 deg. 20 min. south latitude, 146 deg. 50 min. east longitude.
 Ocean Island, 41 deg. south latitude, 170 deg. 48 min. east longitude.
 Ocean Island, 2 deg. 30 min. south latitude, 152 deg. 40 min. east longitude.
 Reef, 1 deg. 40 min. south latitude, 159 deg. 30 min. east longitude.
 Reef, 8 deg. 30 min. south latitude, 144 deg. 45 min. east longitude.
 Island, 21 deg. 59 min. south latitude, 131 deg. 38 min. west longitude.
 Island, 5 deg. 1 min. south latitude. Seen by O. Starbuck, northwest from Marquesas.
 Sherdoff's Island, 14 deg. 41 min. south latitude, 144 deg. 59 min. west longitude.
 Reef, very low, 5 deg. 38 min. south latitude, 170 deg. 50 min. west longitude.
 Island, 4 deg. 45 min. south latitude, 174 deg. 40 min. west longitude.
 Island, 14 deg. 15 min. south latitude, 138 deg. 47 min. west longitude.
 Reef and island, 14 deg. 57 min. south latitude, 144 deg. 26 min. west longitude.
 Island, 14 deg. 41 min. south latitude, 144 deg. 59 min. west longitude.
 Jarvis' Island, 23 min. south latitude, 160 deg. 15 min. west longitude.
 Malden Island, 3 deg. 59 min. south latitude, 155 deg. west longitude.
 Mante Island, 20 deg. 8 min. south latitude, 157 deg. 18 min. west longitude.
 Starbuck's Island, 5 deg. 58 min. south latitude, 155 deg. 58 min. west longitude.
 Island, 28 deg. 6 min. south latitude, 94 deg. 12 min. west longitude.
 Island, 9 deg. 57 min. south latitude, 149 deg. 30 min. west longitude.
 A rock, bearing from the Diego Ramirez, north 73 deg. east 30 miles.
 A rock, 31 deg. 24 min. south latitude, 177 deg. 55 min. west longitude.
 Island of Oratoa, 20 deg. 14 min. south latitude, 159 deg. 45 min. west longitude. Well inhabited.
 Island, 19 deg. 56 min. south latitude, 158 deg. 12 min. west longitude.
 Island, 20 deg. south latitude, 157 deg. 15 min. west longitude.
 Rorotonga Island, 23 deg. 6 min. south latitude, 157 deg. 55 min. west longitude.
 Remitara Island, 22 deg. 30 min. south latitude, 152 deg. 8 min. west longitude. Inhabited.
 Island, 15 deg. 50 min. south latitude, 155 deg. 5 min. west longitude.
 Island, 8 deg. 35 min. south latitude, 159 deg. 40 min. west longitude.
 Island, 20 deg. south latitude, 156 deg. west longitude.
 Island, 20 deg. south latitude, 156 deg. 40 min. west longitude.
 Island, 22 deg. 32 min. south latitude, 152 deg. 9 min. west longitude.

- Island, 21 deg. 18 min. south latitude, 159 deg. 36 min. west longitude. Probably Falcon's, 21 deg. 17 min. south latitude, 159 deg. 40 min. west longitude.
- Island, 21 deg. 28 min. south latitude, 161 deg. west longitude.
- Helicon's Island, 22 deg. 28 min. north latitude, 177 deg. 5 min. east longitude.
- Gaspar Island, 15 deg. north latitude, 176 deg. 18 min. east longitude.
- Reef, 2 deg. 30 min. north latitude, 153 deg. 50 min. east longitude.
- Island, 21 deg. 15 min. north latitude, 145 deg. 48 min. east longitude.
- Cooper's Island, 21 deg. 48 min. north latitude, 131 deg. 48 min. east longitude.
- Island, 3 deg. north latitude, 144 deg. 24 min. east longitude.
- Rock, 31 deg. 42 min. north latitude, 136 deg. 29 min. east longitude.
- Island, 30 deg. 33 min. north latitude, 139 deg. 36 min. east longitude.
- Allegos Island, 23 deg. 22 min. north latitude, 120 deg. east longitude.
- Island, 1 deg. 7 min. north latitude, 155 deg. 10 min. east longitude.
- Island, 2 deg. 46 min. north latitude, 154 deg. east longitude.
- Island, 5 deg. 18 min. north latitude, 163 deg. 12 min. east longitude.
- Island, 8 deg. 54 min. north latitude, 165 deg. 38 min. east longitude.
- Island, 17 deg. north latitude, 156 deg. 18 min. east longitude.
- Three rocks, 31 deg. 15 min. north latitude, 153 deg. 40 min. east longitude.
- Buckle's Island, 28 deg. north latitude, 178 deg. west longitude.
- Island, 21 deg. north latitude, 176 deg. west longitude.
- Golconda Island, 54 min. north latitude, 132 deg. west longitude.
- Island, 1 deg. 6 min. north latitude, 139 deg. 5 min. east longitude.
- Burick's, 15 deg. 15 min. north latitude, 146 deg. 46 min. west longitude. A chain of islands so called; wooded.
- Islands, 11 deg. 11 min. north latitude, 190 deg. 9 min. west longitude. A chain, 25 miles from north to south.
- Ocean Island, 28 deg. 25 min. north latitude, 177 deg. 42 min. west longitude.
- Allen's breakers, 25 deg. 30 min. north latitude, 170 deg. 30 min. west longitude.
- Island, 28 deg. 5 min. north latitude, 95 deg. 12 min. west longitude.
- Mellish's bank, 34 deg. 25 min. north latitude, 181 deg. 31 min. west longitude. Sixty-four fathoms.
- Cloud's Island, 19 deg. 46 min. north latitude, 115 deg. west longitude.
- Lassion's Island, 26 deg. 2 min. north latitude, 173 deg. 35 min. west longitude.
- Island, low, 10 deg. 8 min. north latitude, 189 deg. 4 min. west longitude. Three miles in length.
- Group, largest Oteda, 9 deg. 28 min. north latitude, 139 deg. 44 min. west longitude.
- Island, 4 deg. 44 min. north latitude, 163 deg. 39 min. west longitude.
- New Island, 19 deg. north latitude, 133 deg. west longitude.
- Wreck reef, 16 deg. 49 min. north latitude, 169 deg. 40 min. west longitude.
- Island, 30 deg. north latitude, 178 deg. 30 min. west longitude.
- Island, 16 deg. 30 min. north latitude, 169 deg. 45 min. west longitude.
- Massachusetts Island, 30 deg. north latitude, 178 deg. 30 min. east longitude. Mentioned in three or four other places, differently situated.
- Island, 20 deg. 20 min. north latitude, 155 deg. 24 min. east longitude.
- Reef, 31 deg. 42 min. north latitude, 141 deg. east longitude.
- Three islands, from 25 deg. 58 min. to 36 deg. 30 min. north latitude, 158 deg. east longitude.
- Guardian Islands, three, 22 deg. 30 min. north latitude. 350 miles northeast of Ono.
- Incarnation of Quiros. North-northwest from Pitcairn's Island, distant 90 miles.
- Henderson's Island. 110 miles east of Pitcairn's Island, and 7 miles south.
- Bowen's Islands, 26 deg. 44 min. north latitude, 143 deg. 20 min. east longitude. Dangerous.
- Group of small, low islands, 4 deg. 43 min. north latitude, 169 deg. east longitude. In form of a horse shoe, open at the north-northeast side, with a harbor eight or ten miles over in the middle of the chain.
- Group of low islands, 8 deg. 3 min. north latitude, 166 deg. 15 min. east longitude. Covered with wood, and surrounded with rocks and reefs; inhabited.
- Ellis's group of islands, 8 deg. 27 min. south latitude, 118 deg. 4 min. west longitude.
- Depeyster's Island, 8 deg. 5 min. south latitude, 181 deg. 45 min. west longitude.
- Island, 14 deg. 15 min. south latitude, 138 deg. 47 min. west longitude.
- Romanzoff's Island, 14 deg. 57 min. south latitude, 144 deg. 28 min. west longitude.
- Island, small, 26 deg. 40 min. south latitude, 104 deg. west longitude.
- Island, 26 deg. 32 min. south latitude, 103 deg. 59 min. west longitude. Low, rocky, barren, two and a half miles long by two in width, with a deep bay.

Captain Edmund Gardner, of New Bedford, having visited the Pacific ocean (both north and south) several times, gave his opinion as to the coasts and islands which it would seem more immediately necessary to explore and survey, viz:

CALIFORNIA.

This coast has been very imperfectly surveyed, particularly from Ceros Island, south, to the end of the Peninsula. From Ceros Island, north, was partially surveyed by Vancouver. There are, however, many bays, harbors, islands and reefs, that were not laid down by him. There has lately been a reef discovered by Captain Pease, of the ship Hesper, of this port, in latitude 32 deg. 34 min. north, longitude 119 deg. 34 min. west, which was not seen till the ship was passing over one end of it. It was seen from the mast-head nearly under the ship. They sounded on it, and found from two and a half to sixteen fathoms.

Northwest to west-northwest from the Sandwich Islands, (a track much frequented by our whaling ships) there are a number of islands and reefs but imperfectly known. In this direction three ships have been lost, viz: Two Brothers, of Nantucket, and Hermes and Pearl, of London. He should consider this track one of the first that should be explored.

The next that should call the attention of the expedition would, in his opinion, be a track, north and west, perhaps more north than west, from the Ladrone Islands to the Islands of Japan, a chain of islands extending nearly across in this direction, and the true situation of which is very little known.

South-southwest from South Island, near the coast of Japan, Captain Clark, of the barque *Elizabeth*, of New Bedford, discovered a reef, latitude 31 deg. 45 min., longitude 137 deg. 50 min. east, The Sisters, of London, in company at the time.

A rock, called The Haystack, said to lie in latitude 29 deg. 53 min. north, longitude 137 deg. 50 min. east, has also been recently discovered. The latitude is possibly correct; the longitude is given differently by different navigators.

Extracts from the log book of Captain George Rule, of Nantucket.

———. Made an island he discovered in 1823, and named it Lydra Island, latitude 11 deg. 48 min. south, longitude 164 deg. 47 min. west. No inhabitants; plenty of wood and fish, but no water that he could find; not laid down in any chart they had; one and a half mile south-southeast to north-northwest in extent; a reef around it 100 rods from shore; no bottom 100 yards from the reef.

———, 1824. Made Friends' rock, bearing half compass west half south, distance four leagues from above, at 1. A. M. At noon it bore south, distant twelve miles, latitude 31 deg. 23 min. south. Next day discovered a reef, upon which the sea breaks high; at first thought to be whales breathing. It bears from the Friends' rock northwest, distance about four leagues. Latitude, of reef, 31 deg. 15½ min.; the day previous, the longitude, by chronometer, 177 deg. 50 min. west.

Bonin Islands have had a place on the charts for some time; but little, indeed nothing, was known of them, except that land had been reported in that neighborhood, and some map-maker put it down on his charts. They are regarded as new discoveries in Nantucket, made by Captain Coffin, 12th September, 1824, while he commanded the ship *Transit*, from Bristol. There is a freshness in the account he gives of them, that is really interesting; and he may with some justice claim the honor of the discovery, as they were not laid down on his charts. He found the group to consist of six islands, besides a number of large rocks and reefs. Captain Coffin sailed in the employ of Fisher, Kidd & Fisher, and, in honor of his employers, called two of the islands by their names, the largest of which is four leagues in length. The one most southern of the group he called South Island; and the fourth, from the great number of pigeons he found on it, he named Pigeon Island. About four miles east-northeast of South Island, lie two round, high islands, to which he gave no names. Fisher's Island lies from south-southeast to north-northwest, and Kidd Island, the most western of the group, lies southeast from the northwest part of Fisher's Island. Between the two last-mentioned islands there is a beautiful clear bay, two miles wide, and five miles up to the head. Captain Coffin sailed up this bay about four miles, where he found a fine small bay, where he anchored his ship, and, he remarks, as there is some justice due one's self, called it Coffin's harbor. This harbor is sheltered from all winds except from west-southwest, and a vessel will ride with as much safety as in Hampton Roads, with no current or swell. Captain Coffin took fifty tons of water on board, of the purest kind, with a supply of wood, both of these essential articles being in any abundance, and more easily procured than at any other place he was at. Turtle and pigeons were so plenty that any number could be obtained. The water in the bay was stored with a variety of fish, and with plenty of choice lobsters, and the cabbage tree was among the productions of the island, so that any desirable quantity might be easily procured. Captain Coffin did not discover any quadruped, reptile or insect, not even an ant. The islands are covered with large and beautiful forest trees, but not a single mark, even of a knife, could be traced upon one of them; nor did it appear that the footsteps of man had ever been imprinted on any of these islands. For whale ships, or those bound from Canton to Port Jackson, or the northwest coast of America, they will furnish a valuable place of refreshment. They are about south of Sandown Point, on the coast of Japan, and the distance may be sailed in four days. The bay where Captain Coffin anchored is in latitude 26 deg. 30 min. north, longitude 141 deg. east.

In the year 1825, the same captain, and while on the same cruise, discovered, in latitude 27 deg. north, longitude 141 deg. 10 min. east, a high island, well wooded, from the west side of which he procured good turtle and wood. Six leagues north of this, he discovered a high lump of an island, and many small ones near it, with a dangerous reef extending from one island to the other, and as far as to latitude 28 deg. north. These islands and reef were not laid down on his charts. The navigation of the ocean around, and particularly north of this group, is dangerous, from our imperfect knowledge of it.

From many inquiries made of Captain Macy, about the Loo Choo Island, I am of opinion it will be found well worthy of more minute examination. It is situated in north latitude 26 deg., and 125 deg. east longitude; is well cultivated; all kinds of refreshments may be procured, and a good harbor will probably be found on the southwest part. The inhabitants are peaceable, and seem disposed to form acquaintance, and establish friendly intercourse with foreigners. Vessels have seldom stopped at this island, and the world is yet ignorant of its inhabitants, their peculiarities, &c., except what information may be found in Capt. Hall's book, royal navy.

Monmouth Island, one of the Baske Isles, is thickly inhabited, and well stocked with all kinds of provisions common to the islands in those latitudes. It affords good anchorage on the northeast part. The people on this island wear the Chinese costume, and appear very friendly, and anxious to trade with strangers. The island abounds with sheep; and there are many islands in its neighborhood, of more or less importance.

A cluster of islands, said to have been discovered in 1716, and laid down on most charts in latitude 35 deg. north, and longitude 146 deg. east, is now considered of doubtful existence. By Captain Coffin's log book, he has frequently sailed and whaled over the very spot, without being able to see them from the mast-head.

The natives of "New Islands" and the surrounding groups are generally well disposed, and willing to barter in all the productions of the islands. The group of islands between Francisco and Jida should be more attentively examined. Several of them are well peopled, and the inhabitants, like the Japanese, are reserved and distrustful of strangers. From the southeast part of New Islands, there is a small island, well inhabited with curly-haired people, who appeared a warlike race. This island affords a good harbor, and probably abounds with beche-le-mer.

Captain Richard Macy, of Nantucket, a very intelligent man, has long been engaged in the whale fishery, and has shown more than usual skill in his observations, as well in noting the facts he has seen as in taking a great many sketches of islands, reefs, harbors, coasts, &c., which will be found very useful to the expedition. Captain Macy discovered an island four or five miles in extent, in south latitude 59 deg., and west longitude 91 deg., his ship passing near enough to see the breakers. The island abounded

with sea dogs, or seals, and the water was much colored, and thick with rockweed. While crossing the Pacific, on a return voyage, he passed between the latitudes 50 deg. and 55 deg. south, and found the water much colored, abounding with rockweed and seals—conclusive indications that land was near; but he could not stop to make any researches. He mentions the following islands, reefs, and shoals, as deserving particular attention. Some of them, it is true, are laid down on the charts, some are not, and all require nearly the same examination. It is not at all surprising that the positions of those islands are not well defined. Their places were often given from observations, without making any allowance for refraction, and from the run of the log, without knowing or stopping to ascertain the direction and velocity of currents. One island, without any name, in 15 deg. 45 min. south, and longitude 154 deg. 15 min. west; one, 16 deg. south, 139 deg. west, not well known; another island, 17 deg. south, and 138 deg. west, not named; one island, not laid down on any of the charts, nor published in any list of newly discovered islands, lies in 16 deg. south, and 143 deg. west.

Phillips' Island, discovered on his late passage, in 11 deg. 20 min. south, and 148 deg. 50 min. west, is very low and dangerous, and cannot be seen but at a short distance; lying in the track of our homeward bound ships, between the Sandwich and Society Islands. A few small shrubs and trees are on this island, but no inhabitants.

In latitude 5 deg. 30 min. south, and longitude 155 deg. and 50 min. west, an island was discovered in 1826, of about five miles in length. It lies low in the water, and presents a coast as dangerous as a reef, as it cannot be seen any distance. This island could not be found on any charts, and is a new and interesting discovery, inasmuch as it is an island dangerous to vessels if not well known.

There are a dangerous reef, and some rocks, in the neighborhood of 190 deg. 50 min. south, and 167 deg. 30 min. west.

In June, 1825, an island was discovered northwest from the Feejee Islands, in latitude 15 deg. 30 min. south, and longitude 175 deg. 30 min. east. This island is not placed on any of the charts, is well inhabited, abounds in yams, and the natives are very friendly.

The Island Rotunah is situated in about 12 deg. south. This island has long been known, and deserves attention, as a place where all refreshments known to the South seas can easily be procured.

Due west from this island, and about 15 deg. south, there is a dangerous reef. Its extent and bearing are unknown, and it requires further attention.

Duke of York's Island is laid down on the charts in 8 deg. and 30 min. south, and is said to be uninhabited. Captain Macy says he saw natives on it. This point should be settled, and I venture the prediction that the whaler is correct. The island contains refreshments.

Savage Island. The natives are warlike; great caution necessary in landing.

Wytootach and Navigator's Islands, all contain refreshments, abound in hogs, and the natives are noted for their passionate fondness for large blue beads.

There is an island sixty miles west from the above, and also a reef, the former not inhabited, nor laid down on the charts.

Some islands have lately been discovered, extending from 169 deg. to 172 deg. east, and from 30 deg. to 1 deg. south. These are not named, nor placed on any chart, nor included in any list of newly discovered islands.

In the year 1827, Captain Macy discovered a small group of islands in latitude 6 deg. north and 153 deg. east. This group he called by the name of the ship he commanded, the Harvest. The islands are all enclosed by a reef, and abound in trees. He did not land, nor does he know if they are inhabited.

In latitude 9 deg. north, and from 150 deg. 30 min. to 152 deg. east, there is a chain of islands, fifteen in number. Some of them are ten miles apart, but are enclosed by one reef, ninety miles in extent. These islands are low and beautiful, entirely covered with cocoa nut trees. He did not land, but thinks them inhabited.

Captain Macy visited another group of islands in 7 deg. 40 min. north, longitude 144 deg. east. Some of them are well inhabited, but not marked on the charts.

St. Andrew's Islands, per charts, are sixty miles out of the way. Laid down 5 deg. 20 min. north latitude, 130 deg. 20 min. east longitude. True position, 5 deg. 20 min. north latitude, 132 deg. 20 min. east longitude.

Disappointment Island is placed on the charts in latitude 27 deg. 30 min. north, longitude 139 deg. 20 min. east. True position, 27 deg. 30 min. north latitude, 139 deg. 55 min. east longitude.

Armstrong's Island was discovered in 1824, and is situated in latitude 21 deg. 21 min. south, and longitude 161 deg. 4 min. west. This island is fertile, well peopled, and affords a good anchorage to the north, and abounds in refreshments. The natives had never been visited before, nor had they any knowledge of civilized people. They were timid, and much alarmed at the approach of the vessels, showing no hostile appearances. The captain landed with a boat, when the fears of the natives soon subsided, and they gathered round him in great numbers. They would not allow him to move or walk a step, but carried him wherever he wished to go. They regarded him as a superior grade of being, and paid him every homage they knew how. The number of inhabitants is unknown, and the island has never been visited since its discovery.

In Captain Macy's last voyage but one, he discovered a group of islands, eleven in number. They are many miles apart, and all surrounded by a coral reef, situated in 9 deg. north, and 164 deg. 40 min. east. Several of them are well inhabited by dark and savage looking fellows, although they behaved very well, came off in their boats and bartered cocoa nuts. Captain Macy did not land, nor is it probable the island has ever been landed on by any other ship's crew. The reef enclosing the group is very dangerous, extending, in some places, fifteen miles from the land.

Broom's range affords a good place for wooding.

Lord Howe's group is inaccurately laid down.

There is a bank, latitude 36 degrees north, longitude 179 degrees east, on which some whalers have sounded, but no one knows its extent and bearings.

Captain Coffin, as stated by Captain Macy, discovered a reef in latitude 32 degrees north, and longitude 140 degrees east.

Sixty miles southwest from Ohituo is a newly discovered island, thickly inhabited by very friendly natives. Refreshments may be procured at it in any quantity, and good anchorage found.

The same captain, in the year 1824, discovered a group consisting of three islands, in latitude 21

degrees north, longitude 179 degrees west. The islands are ten miles apart: many inhabitants are seen on them, but he did not land, or hold any communication with them, nor is it probable they were ever visited.

Ceno island, in 23 degrees 50 minutes south, 130 degrees 15 minutes west, not laid down on the charts, unless it be on some of the late editions.

A group of islands in latitude 31 degrees 6 minutes north, and longitude 129 degrees 30 minutes east, is not accurate on the charts, and the islands are not named.

A number of reefs, situated about 27 degrees south, and longitude 160 degrees east, are dangerous, and should be examined. One more in 24 degrees south, and 164 degrees 30 minutes east. A dangerous rock somewhere about 27 degrees 30 minutes south, and longitude 130 degrees 30 minutes east.

From the Marquesas to 20 degrees south, and to at least 20 degrees north, and from 150 degrees west to 150 degrees east, is a portion of the globe where all our intelligent captains of whale ships agree many important discoveries may yet be made. Within these limits, there are many islands, reefs, and shoals, not yet discovered, and many but partially known.

Captain John Gardner, of the ship *Atlantic*, reports the following discoveries, which he made while on his last voyage in the Pacific:

The first island, in north latitude 8 degrees 48 minutes, longitude 144 degrees 35 minutes east.

The second island, in north latitude 1 degree 7 minutes, longitude 165 degrees east.

The third island, a cluster, south latitude 2 degrees 15 minutes, longitude 152 degrees 5 minutes east.

Also, a cluster of reefs and shoals, extending N. N. E. and S. S. W. between the latitudes of 1 degree 35 minutes and 2 degrees 15 minutes south, and longitude 153 degrees 45 minutes and 153 degrees 15 minutes east.

John Weeks, second officer, saw an island in 2 degrees north, longitude 150 degrees east, one mile long, surrounded by a coral reef six miles from shore. This island is low, and abounds in cocoa nuts.

Captain George Washington Gardner discovered the following islands, &c., which are not laid down on any of the charts:

An island, north latitude 30 degrees, east longitude 144 degrees.

An island, north latitude 39 degrees, east longitude 39 degrees.

An island, north latitude 30 degrees, east longitude 44 degrees 20 minutes.

Rocks, north latitude 31 degrees, east longitude 155 degrees.

An island, north latitude 37 degrees, east longitude.

On the coast of New Albion, an island, north latitude 33 degrees, west longitude 119 degrees 30 minutes.

On the coast of New Albion, an island, north latitude 21 degrees 55 minutes, west longitude 155 degrees 10 minutes.

Maria Island, not on the charts, abounds with fish and wood, but no water; is low and dangerous.

A rock, in latitude 20 degrees south, longitude 167 degrees 45 minutes west, not on charts, nor any published list; dangerous shoals in the neighborhood.

Palmyra Island is in 5 degrees 58 minutes north, and 162 degrees 30 minutes west longitude. There is a dangerous reef 30 miles north, extending E. N. E. and W. N. W., very narrow, and fifteen miles in length.

Captain R. Joy, of *Nantucket*, reports a harbor, in latitude 45 degrees south, in West Patagonia, in which he found good, safe anchorage. By proper surveys, he thinks it might be made a place of refreshments for our whale ships.

I have generally remarked that all our seamen, who have had occasion to touch at any point on the west of Patagonia, agree that the coast should be surveyed from Cape Horn to Cape Pilares. They have often been sealing on the islands around this coast, and all agree that very little reliance can be placed, by the mariner, in the accuracy of the charts in common use. The shores, in many places, are so bold, that a vessel may be made fast to the trees growing on the land.

Sidney's Islands vary, on different charts, from 4 degrees 50 minutes to 5 degrees 30 minutes. The northernmost is in latitude 3 degrees, and longitude, according to Arrowsmith's charts, 176 degrees 50 minutes. The islands are very numerous; some are very small, from two to three acres, others larger, and one twenty miles in extent.

Again, the captains who have visited Fanning's Island, say it affords a good harbor, of four or five fathoms water, and abounds in wood and water, both easily procured. The island is found, by charts, in latitude 3 degrees 48 minutes north, and longitude 153 degrees 40 minutes west. Good fish in the harbor and around the island, and peppergrass on the island, good for the scurvy.

The Kingsmills group, lying 1 degree south, and 175 degrees 30 minutes east, consists of a number of beautiful islands, all thickly inhabited. A steady current sets westerly from this group.

Captain Joy discovered a barren island and a reef in 23 degrees north, and 177 degrees 15 minutes west, which has never been surveyed.

Wake's Island, mentioned in the above list, in 19 degrees 20 minutes north, and 166 degrees 50 minutes east, affords wood in abundance; no water discovered on it, but probably may be found by examining the island.

In 1825 there was an island discovered by the captain of the ship *Spartan*, which bears the name of the ship (of *Nantucket*.) It lies low in the water, and is in latitude 1 degree 10 minutes south, and 159 degrees 30 minutes east.

In latitude 1 degree 30 minutes south, and longitude 166 degrees 35 minutes east, there is an island lately discovered. It lies high, and is well watered, and is called *Morris' Island*. This island lies near the track of Captain Butler, in 1794, and is S. W. from *Pleasant Island*.

An American gentleman, in a letter from Valparaiso, dated the 10th of April, 1828, to the editor of the *Salem Register*, gives an account of an island which he considers a new discovery. In this supposition he is correct; but it was first discovered by Captain Ray, of *Nantucket*, in the year 1825. It lies in 26 degrees 32 minutes south, and longitude 103 degrees 59 minutes west. The nearest land to it is *Easter Island*, in latitude 27 degrees south, and longitude 109 degrees 46 minutes west.

Captain R. Closly says he never saw but one island inhabited, and not laid down on his chart; and this was in latitude 8 degrees 3 minutes north, and 166 degrees 15 minutes east. It is a small, low island

covered with wood, and is not to be found on Purdy's large and late edition of charts of the world, published in 1827.

In latitude 10 degrees 30 minutes north, and east longitude 166 degrees 40 minutes, the same captain discovered a large group of islands surrounded by many insulated rocks and reefs, and no inhabitants.

Captain Worth informed me that the Grigan Island, found on all the charts, north by west of the Ladrões, is worthy of some notice. Fresh water may be had at it, by digging wells near the southwest side of the island, within a few feet of the beach. Plenty of firewood of good quality may be had. Natural productions, cocoa nuts, bread fruit, yams, &c., are found. There is no sounding until near the shore; but in case of necessity a vessel may anchor in from 12 to 50 fathoms of water; dark grey sand on the southwest side. There is a volcano in the middle of the island.

Captain Bennett laid down an island in 5 deg. 30 min. north, longitude 139 deg. 20 min. west. This is near Fanning's Island. He called it Madison Island.

St. Pert's Island. Against the name of this island, Captain Bennett has marked in his log-book, "wood and water." Its position is 18 deg. north, longitude 116 deg. west.

Captain Briggs discovered an island west and north of Sandwich Islands, in 25 deg. 47 min. north, longitude 172 deg. west. The island is low, with not more than 60 feet in any part from the water; 3 miles long and 2 across it.

Captain Edward Gardner, while in command of the whale ship *Bellona*, discovered an island in 1823, in latitude 19 deg. 15 min. north, longitude 166 deg. 32 min. east, which he judged was 20 or 25 miles long. A reef appeared to make off from the east end of it, to the distance of 2 miles, with detached rocks to the west. The situation given is from the centre of the island. "Wake's Island" is placed on Arrowsmith's and other charts nearly in the above situation. The island was covered with wood, having a very green and rural appearance.

The island to which Captain Seely proposes to give the name of Beverly Island, was probably not, as he supposes, a new discovery. On Purdy's smaller charts of the world, published in 1821, as well as on the previous edition of that chart, an island is laid down in 18 deg. 30 min. north, longitude 113 deg. 30 min. west, to which he gives the name of "St. Rosa;" and, though the longitude differs considerably, I am disposed to believe it is the island Captain S. describes. It is not laid down in Arrowsmith's charts; and it is a little remarkable that, in Purdy's edition of his large charts, published in 1821, and improved in 1825, it is not to be found. Nor has Bowditch any reference to it in his tables of latitudes and longitudes. The island has been seen by some others of our whalers who have cruised in that neighborhood; and Captain Swain, late of the ship *Charles*, ran near it, and made the longitude 113 deg. 13 min. west, the same as given in Purdy's former maps.

On some old charts, I perceived an island laid down in the same parallel of latitude, and about 120 deg. west longitude, but which is not found in the best modern charts.

Captain Swain, while passing from Sandwich Islands to Cape Horn, ran farther south than usual for whale ships, and discovered an island in latitude 59 deg. south, and longitude 90 deg. west, covered with snow, and abounding with sea dogs and fowls. This must be the same island discovered by Captain Macy, an account of which is given before; and this is only introduced to show how practical men tell their plain stories, and, without any previous concert, confirm each other.

Captain H. Bunker, in 1823, discovered an island in 15 deg. 30 min. north, and 136 deg. west longitude. Lying to windward, and it blowing strong, he could not get to it to make any observations.

In the same year, he landed on an island in 24 deg. 22 min. north, longitude 153 deg. 18 min. east, by reckoning, not being able to make an observation that day; nor has he visited or heard of the island since.

Captain H. C. Bunker, about three years ago, discovered an island not on his charts; it is called by the natives *Pearotuah*, is 3 miles from east to west, about 20 miles in circumference, high, mountainous, rocky and rugged, free from all dangers around it, with two boat harbors, one northwest of the other, on the northwest side; the land productive. The missionaries had visited it, and Mr. Williams was on it at the time. The natives are estimated at 5,000 in number. It is in latitude 21 deg. 17 min. south, and longitude 159 deg. 40 min. west. There is no trace of this island on Purdy's charts to the latest editions.

Captain S. Chase, of Nantucket, on one of his late voyages, fell in with a canoe containing a number of natives, S. S. W. from the Kingsmills group. They had lost their track, but pointed in the direction they thought they came from. Captain Chase steered to that point, and found the island where they belonged. On going ashore, the islanders gathered round them in great numbers, and conducted Capt. Chase to the residence of their chief, who treated him with great kindness, and loaded his boat with fresh provisions. Captain Chase is of opinion that the island had never been visited before, and states it to be a good place for recruiting. The latitude and longitude are not given, nor have I been able to find them among any of the records in Nantucket; the captain, at present, being on a whaling voyage in the Pacific.

Penrhyn's Island. On Arrowsmith's charts this island is laid down in latitude 9 deg. 14 min. south, longitude 167 deg. 48 min. west, which, by a comparison with Captain Alexander Macy's journal, kept during his late voyage in the ship *Peruvian*, is probably erroneously given on the charts, or Captain Macy has discovered a new island.

On the 21st of July, 1827, Captain Macy discovered land, bearing from west-southwest to south by west 12 miles distant, his ship then heading south by east. On the following day he saw two other islands, or prominent parts of the island seen the day before, with valleys intervening, (which was probably the fact, as no water could be seen between them,) lying to the south and west, the nearest part at four miles distant. This island was well wooded, and found to be inhabited. At 3 P. M., a canoe with five natives, of large stature and ferocious countenances, well armed with spears and clubs, came under the stern of the *Peruvian*, and remained there nearly an hour. Soon after many other canoes were at the leeward, paddling in a direction as though their object was to intercept the course of the ship. The manoeuvres of the natives appeared so hostile, that Captain Macy made all sail off shore, and at dark saw canoes in chase of the vessel, which, however, they did not succeed in overtaking. Captain Macy supposes, from the appearance of the natives, and the few articles he saw in the canoe which visited the ship, that they have never had any intercourse with, or knowledge of civilized people. The latitude of the island is 8 deg. 52 min. south, longitude 157 deg. 23 min. west. Whether this be a new island or not, is a subject of curious inquiry; and certain it is, our knowledge of it is very imperfect.

From the account given by Captain Allen, the dangerous reef of rocks near Cape St. Roque is erroneously laid down on the charts. He experienced moderate weather while in the neighborhood of

the island, which subjected his vessel to a strong westerly current, causing her to fall to leeward of the port about 90 miles of latitude. "May 24, land was seen west-southwest and west 20 miles, latitude, by observation, 5 deg. 24 min. south. Stood in, and at the distance of 10 miles from land tacked off, being 24 miles south of Cape shoals, by the chart. Observed the day following 5 deg. 25 min. south, and stood in towards the southwest and west-southwest, working to windward; and 4½ hours after, with my position, as per chart, 25 miles south of the shoals, the prominent headlands being precisely as the day before, and judging the same distance off, (10 miles,) while in the act of veering, the vessel struck on the reef, bilged, and filled in three hours; proving, according to my observation, and information subsequently obtained on shore, that the shoals were placed on the chart erroneously 25 to 30 miles: latitude by chart 5 deg., their true latitude 5 deg. 25 min. to 5 deg. 30 min. The Cape is also erroneously laid down, authors differing from 5 deg. 3 min. to 5 deg. 34 min. south. The latest edition of the 'American Coast Pilot' places them nearly in their true position."

Captain M. Hart, on a late trading voyage from New York to the northwest coast, from thence to Canton, and back to New York, via the Sandwich Islands, embraced every opportunity in his power to obtain the true position of islands, shoals, rocks, reefs, &c., and the accuracy with which they are laid down in the charts in common use. The general correctness of his observations, I think, may be relied on, as he is a man of considerable science, of great experience, had on board two good chronometers, and was, besides, well versed in the use of lunar observations. In latitude 15 deg. 30 min. north, and longitude 123 deg. 20 min. west, are laid down the dangerous rocks called "Villa Robos." Captain Hart sailed over the very spot, and saw nothing of them. They no doubt exist somewhere in the neighborhood, and should be looked after, and their position accurately defined. On all the published charts the island "Gaspar Rico" is laid down in 15 deg. north latitude and 172 deg. east longitude. Smith's Island, and also St. Bartholomew's, have the same latitude, and 170 deg. and 164 deg. east longitude. Capt. Hart run for these islands, tacked several times, had a number of good observations, and decided to his entire satisfaction that they are not to be found within fifty miles of their positions given on the charts. The island "Pagon" is laid down 25 miles too far to the north. The third Volcano island could not be found in the latitude and longitude given by some navigators. Captain Hart run for the island "Tres Colunas," and came to in latitude 27 deg. north and 160 deg. east longitude, the very position given this island, and, with a clear atmosphere, he could not discover land in any direction from the mast-head, and with the best of glasses. Of course, this island does not exist, or is inaccurately laid down on the charts. "Gold Island" is not laid down correctly, as land was not in sight in 29 deg. 30 min. north and 151 deg. 30 min. east, the position given on all the large charts.

The information I have thus far communicated has been derived chiefly from our citizens engaged or interested in the whale fishery. I regret that I am not at liberty to communicate in writing all the interesting facts which I have been enabled to collect from those engaged in the seal trade, or, as they call it, the "skinning business." The occupation of these men leads them into seas and parts of the globe far beyond the common pathway of the whaler. Their voyages and adventures, too, are of the most daring kind. In small vessels they venture into high southern latitudes, and have actually taken seal, with profit, in some instances, within the south antarctic circle. In the history of the seal trade, secrecy in what they know, has been deemed a part, and a very important part, too, of their capital. There is nothing more common at this time, than that islands are frequented for animal fur, and their positions known to no one on board but the captain; and when an island is discovered, the observations are made and noted down by the captain in his private journal.

In frequent and familiar conversations with these practical men, who have spent so many years of their lives in these high latitudes, I have been enabled to draw out a great deal of information in relation to the manner of conducting a vessel with safety through the ice, and the proper season of the year to make the attempt to reach high latitudes, with a world of useful hints and observations of a kindred nature. These I do not deem it necessary to give in detail, but have recorded them in my private notes for future use. I have also been enabled to ascertain, with a good deal of precision, the portion of the southern hemisphere where these attempts to reach a high latitude have always proved ineffectual. And they have communicated to me, also, where their experience has fully shown that vessels may advance with no great difficulty into very high latitudes, if not to the 90th degree itself. From all which, as well as from answers received to a circular letter addressed to many whom I could not net see, I have been enabled to make the following estimate:

That they have been beyond 70 deg. south latitude in a few instances, in which latitude they experienced moderate weather, a clear sea, and no land or ice to the south. They all agree that the ice to be met with is first formed and attached to land, and that the greatest impediment to navigation from ice will be found from 62 deg. to 68 deg. south, except in those meridians where they have not been able to go far south at any time. They have seen lands to the east of the Shetlands, but give no account of any animal or vegetable productions on any of them.

The southern part of the New South Shetlands extends farther than any one has yet penetrated. The shores are bold, and in many places afford spacious harbors, which look as if they might extend far into land, like Hudson's or Baffin's Bay.

In latitude 63 deg. south, and 63 deg. west longitude, from the Island Pisgah, our sealers have sailed along a high and rugged coast, tending southwest to 75 deg. west longitude, and 66 deg. south latitude. Captain Pendleton, of Stonington, Connecticut, one of the most practical and intelligent sealers I met with, and who has spent many years in the South sea fur trade, is strongly of opinion that there are many valuable discoveries to be made in the seas southwest of the Shetlands. The quality of the ice, nature of the currents, &c., make his conjecture highly probable.

The Island Deception abounds with volcanoes; and there are several places where a man may stand on ice and snow, and cook his dinner in water that boils a few feet below him. On the northern part of Palmer's land, and in latitude 66 deg. south, and about 63 deg. west longitude, Captain Pendleton discovered a bay, clear of ice, into which he run for a great distance, but did not ascertain its full extent south. In those seas the prevailing winds are from west-northwest to west-southwest, and all gales from northeast. A gale seldom continues more than six hours. Clear weather from south-southwest and south-southeast, which is not many days in a month.

Captain Pendleton relates a curious fact of Deception Island. The middle of the island has been thrown up entirely by internal fires and volcanic eruptions, until the main body of the island has disappeared. In one place the melted lava ran into the ocean, leaving a passage of fifteen fathoms water,

over which he passed with his vessel into the centre of the island, which had the appearance of an immense bowl. He sounded without being able to find bottom.

Captain Morrill, who sailed from this city (New York) on a sealing voyage, while he commanded the brig *Wasp*, between the years 1822 and 1825, sailed between the latitude of 59 deg. 30 min. and 69 deg. 15 min. south, from 117 deg. east to 110 deg. west longitude, discovered several islands, and saw many indications of land, but had not time to run for it. On the meridian 46 deg. west he fell in with land, and coasted it from 60 deg. 47 min. to 71 deg. south, and does not know how much further it extends.

The captains who have sailed within the Straits of Magellan all report that, if properly surveyed, it would become the principal passage to the Pacific ocean. They state that the snow storms are not frequent, nor of long duration, to the south, and generally come with E. N. E. and S. S. E. winds. Currents, among the Shetlands, mostly set N. E. at one and half and two miles an hour.

Captain James C. Swain states that he has been several times in the Pacific ocean, and found the best time to double the cape in March and April, as then the winds are most variable, and the weather the most pleasant, with but now and then some rain and hail. The highest point of south latitude he made was 59 deg. 18 min. long. 67 deg. 20 min. W., being then ninety-five days out. The snow storms lasted but a short time in that latitude. Short passages are made by keeping near the land. On the 5th of April he saw birds in lat. 56 deg. 20 min., long. 80 deg. W. The birds were small and could not have flown far. From the appearance of the water, and from the drift wood, as well as from the birds, he conjectured that land was not far off. He crossed the equator on the 24th of June, in long. 115 deg. 22 min., when the variation was 5 deg. easterly. In lat. 7 deg. 9 min. N., long. 121 deg. 25 min. W., the variation was 5 deg. 45 min. In lat. 11 deg. N., long. 123 deg. 55 min. W., and from thence to long. 129 deg., and to lat. 18 deg. 22 min., he saw driftwood and imagined land was near. From 33 deg. 28 min. N. lat. and on 144 deg. 50 min. W. long. to 153 deg., the variation was about 10 deg. He says it does not answer to come from high to low latitudes until October. In lat. 23 deg. 25 min. S., long. 52 deg. 50 min. W., he saw an island, called by the natives "Remat." It appeared to be about fifteen miles in circumference, not then laid down in any chart. The inhabitants mild and peaceable; the land low, and the productions the same as the Friendly Islands.

Much other and more minute information has been given me respecting the mode of doing business in the whale fishery by the gentlemen I have consulted; as, also, the number and nature of their losses, with all the facts they have in their possession in regard to those ships now missing, which may enable the expedition to use the best methods of extending to those unfortunate people assistance, if they are within the reach of aid. But these matters, fully written out, would extend my communication to an unwarrantable length. Enough has already been given, of what I have collected, to show how much remains to be done in that portion of the globe; and enough, also, to prove to the Department that it is in possession of more information of those seas than the admiralty of any other nation, however commercial, for those seas are truly our field of fame. Too much credit cannot be given to our whalers, sealers, and traffickers in those seas for the information they have acquired, and the liberality, generally speaking, with which they have imparted it. But, after all their exertions, justice to ourselves, as a great people, requires that this mass of information should be reviewed, analyzed, classified, and preserved in careful literary labors for the benefit of mankind.

That this may be accomplished in your administration of the marine of our country, and under your auspices and especial care, to the satisfaction of the public, and the honor of our country, is my ardent wish. It is a desideratum for which I have labored, and am ready to labor while my arm has a sinew or my heart a pulse.

Very respectfully, your obedient servant,

J. N. REYNOLDS.

CITY OF NEW YORK, September 24, 1828.

[23D CONGRESS.]

No. 574.

[2D SESSION.]

ON CLAIMS OF CAPTAIN JAMES BARRON, OF THE NAVY, TO COMPENSATION FOR THE USE OF HIS PATENTED INVENTION FOR VENTILATING SHIPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 28, 1835.

Mr. WISE, from the Committee on Naval Affairs, to whom was referred the petition of Commodore James Barron, praying compensation for the use of his invention, called "a ventilator of ships," upon relinquishing his patent right to the United States, reported:

That the petitioner is the inventor of the "ventilator," and has obtained a patent right for it from this government. That it has been, and is now, adopted for the use of the ships of the United States, and found to be the most simple and efficient agent hitherto employed for *preventing decay in ships' timbers, cleansing bilge water, purifying the air of the holds of ships, and preserving the health of their officers and crews.* The petitioner applied, January, 29, 1834, to the Secretary of the Navy, who referred him to Congress for relief. The attestations, by several of the most respectable officers in the naval service, of the inestimable value and importance of the invention for the purposes mentioned, are full and ample; and, as the good effects and usefulness of the machine have been already sufficiently tested for several years, by its actual use in the navy of the United States, your committee report a bill.

23D CONGRESS.]

No. 575.

[2D SESSION.]

OPINION OF THE SECRETARY OF THE NAVY, THAT NO OTHER MODE OF ALLOWANCE FOR TRAVELING EXPENSES TO OFFICERS OF THE NAVY CAN BE SUBSTITUTED FOR THE MILEAGE ALLOWANCE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 31, 1835.

NAVY DEPARTMENT, *January 21, 1835.*

SIR: In answer to your letter of the 16th instant, I have to observe that I cannot discover any practicable arrangement by which the allowances to officers of the navy, for traveling expenses, can be dispensed with. Such arrangement, however, if it could be adopted, would be a great relief to this Department.

Both justice and policy require that the officers of the navy should be selected from all parts of the United States. Each State should bear its proper proportion of the burden, and receive its due share of the honor of defending the country. Should no traveling expenses be allowed, those at a great distance from our naval stations would, when ordered into service, be compelled to resign, or incur expenses in many instances beyond their means of payment.

It is evident that an increase of pay to all, in lieu of traveling expenses, would operate unequally and unjustly, inasmuch as it would give too much to some, or too little to others. The only regulation which it appears to me can with propriety be adopted, is to limit the amount of allowance per mile, so as not to exceed the extra expenses necessary to be incurred.

I am, with great respect, your obedient servant,

M. DICKERSON.

HON. JOHN G. WATMOUGH, *House of Representatives.*

23D CONGRESS.]

No. 576.

[2D SESSION.]

ON CLAIM OF A SURGEON IN THE NAVY TO PAY AND RATIONS FROM THE TIME HE WAS ENTITLED, AS ASSISTANT SURGEON, TO BE EXAMINED FOR PROMOTION, HE BEING ON DISTANT SERVICE, HIS PROMOTION HAVING TAKEN EFFECT AT THAT TIME.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 3, 1835.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of Samuel W. Ruff, a surgeon in the navy of the United States, reported:

That the petitioner, being a surgeon in the navy, was entitled, by his time of service as such, to an examination for the appointment of surgeon, before the 4th April, 1831, at which time others of his date were examined. The petitioner was at that time absent from the United States on foreign service, having been ordered to sea in June, 1828. He requested permission to return to the United States for the purpose of being examined with those of the same date with himself, but it was refused to him, and assurances given that he should not be prejudiced thereby. He did not return until the year 1832; and the first opportunity for examination which occurred, being in June, 1834, he was duly passed and commissioned as surgeon, giving him rank from the 4th April, 1831, the date at which he was entitled to examination, but from which he was prevented by absence on foreign service.

The petitioner claims his pay and rations:

1. As a surgeon of the navy, (instead of the pay and rations of an assistant surgeon,) from the 4th April, 1831, to the time when he was commissioned, after having passed an examination in June, 1834.

2. He claims pay and rations of a surgeon during the time he acted as such, under orders, on board the United States ships *Fairfield* and *Ontario*, in the Mediterranean, in the years 1829 and 1830.

The case has been referred to the Secretary of the Navy, whose letter, and the report of the Fourth Auditor, herewith submitted, contain "the reasons which prevent the allowances claimed by Dr. Ruff," under the act of 24th May, 1832, "for the better organization of the medical department of the navy of the United States," in the construction of which the committee concur.

But inasmuch as the absence of Surgeon Ruff, which prevented him from an examination at the time he was entitled to it according to law, was against his will, and contrary to his request for permission to return, and the refusal accompanied with assurances that he should not be prejudiced thereby, the committee concur in opinion with the Navy Department that he ought, in equity, to be allowed the pay and rations of a surgeon from the time he was so entitled to examination in April, 1831, up to the receipt of his commission in 1834; and they report a bill accordingly.

NAVY DEPARTMENT, *January 29, 1835.*

SIR: In answer to your letter of the 17th instant, transmitting the petition of Surgeon Ruff, I have the honor to send you a report of the Fourth Auditor.

I have only to add, that I agree with the Fourth Auditor in the view which he has taken of the subject.

The petition is herewith returned.

I am, very respectfully, sir, your obedient servant,

M. DICKERSON.

The Hon. JAMES PARKER, *of the Naval Committee, House of Representatives.*

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 28, 1835.*

SIR: In reference to the letter of the Hon. James Parker, of the Naval Committee in the House of Representatives, dated 17th instant, enclosing the memorial and papers of Doctor Samuel W. Ruff, surgeon in the United States navy, by you referred to me, I have the honor to make the following report, viz:

The claim of Surgeon Ruff divides itself into two branches:

1. He was appointed a surgeon in the navy of the United States, after having passed examination on the 17th day of June, 1834, and received a commission giving him rank as surgeon from the 4th day of April, 1831; and he claims the pay and rations of a surgeon from the time his commission gives him rank up to the time of his appointment.

2. While holding the commission of assistant surgeon, under an appointment by the President, with the consent of the Senate, according to law, he was called upon in sundry cases, by his commanding officers in the navy, to discharge the duties of surgeon, and during the period he was discharging those duties he claims the pay and rations of a surgeon.

These claims have been pressed upon the Treasury Department, supported by reference to the regulations and usage in other branches of the naval service, and to some few precedents in similar cases in the same branch, but they have been rejected on the ground that they are clearly contrary to the letter and spirit of the act of 24th May, 1828, "for the better organization of the medical department of the navy of the United States," and that the precedents referred to were but the unauthorized and inadvertent continuance of a prior usage, which was superseded by that act; nor was Surgeon Ruff's case the first, or the only one, as he seems to suppose, to which this rule of decision has been applied.

The first section of the act provides that "no person shall receive the appointment of assistant surgeon in the navy of the United States, unless he shall have been examined and approved by a board of naval surgeons, who shall be designated for that purpose by the Secretary of the Navy Department; and no person shall receive the appointment of surgeon in the navy of the United States until he shall have served as an assistant surgeon at least two years on board a public vessel of the United States at sea, and unless, also, he shall have been examined and approved by a board of surgeons constituted as aforesaid."

The third section provides that "assistant surgeons, who shall have been commissioned less than five years, shall each receive thirty dollars per month and two rations a day; after five years' service they shall be entitled to an examination by a board of naval surgeons, constituted as aforesaid, and, having been approved and passed by such board, they shall each receive an addition of five dollars a month, and one ration a day; and after ten years' service, a further addition of five dollars a month, and one ration a day."

The fourth section provides that "every surgeon who shall have received his appointment, as is hereinbefore provided for, shall receive fifty dollars a month, and two rations a day; after five years' service, he shall be entitled to receive fifty dollars a month, and an additional ration a day; and after twenty years' service, he shall receive seventy dollars a month, and the rations as last aforesaid."

The following points appear to be clearly established by this act, viz:

1. The President of the United States has no power to make any one an assistant surgeon of the navy of the United States, unless he shall have been first "examined and approved by a board of naval surgeons."

2. The President cannot make any one a surgeon of the navy of the United States until after he "has served as an assistant surgeon at least two years, on board a public vessel of the United States, at sea," nor until after he "has been examined and approved by a board of surgeons."

That an appointment of any one by the President as an assistant surgeon, or as surgeon, prior to the examination and approval required by law, would be utterly void, is too evident to admit of an argument. And is there more room to doubt as to his power, after examination and approval, to give the appointment a retrospective effect, and confer upon the individual receiving it all the benefits he could have derived from examination, approval and promotion, two, three, or ten years before his actual examination and approval? Will it be maintained that the President can give an *assistant* surgeon date, rank, and pay, years before his examination and approval? Yet he has, by the act of Congress, precisely the same power to do so as he has to give retrospective rank and pay to a surgeon. An assistant surgeon stands in the same relation to the rank of surgeon that a private citizen does to that of assistant surgeon. As well may a retrospective commission give rank and pay to an assistant surgeon for years before his appointment, while he was a private citizen, as to a surgeon years before his appointment, and while he was an assistant surgeon.

If there were no other clause in the act bearing upon the point except those which peremptorily require examination and approval before appointment, those must, I think, be construed as conclusive. But the whole act is in harmony with this view of the subject—assistant surgeons acquire no *right of promotion* by length of service, or even by examination and approval. They may be examined at any time within five years that the Secretary of the Navy may direct, and, having been approved and passed, they become *qualified for promotion*, provided they shall also have served two years at sea; but they do not acquire any *right* to promotion, nor indeed any other right. It is not until after five years' service that they acquire any new right; and what is that? If they have not been examined, it is first a *right to examination*; and if they pass, or if they had passed at a previous examination, a *further right*, not to promotion, but to an *increase of pay of five dollars per month and one ration per day*. By ten years' service they acquire *another right*, not even then to promotion, but *only to an additional five dollars and another ration*. A service of twenty or fifty years gives them no additional right, and they must remain assistant surgeons during life, unless the interests of the service, or the will of the appointing power, shall make them surgeons.

The error of the opposite construction is evident from the absurdities to which it leads. It will not be denied that the approval of the board of surgeons is the *only evidence of qualification* upon which the appointing power is authorized to predicate an appointment; and how can the appointing power undertake to say that an approval in 1834 is evidence of qualification in 1831? How can he act upon the presumption, that because the assistant surgeon passes in 1834, he would have passed had he been examined in 1831? Might he not as legally and as reasonably presume that all assistant surgeons would pass if examined, and upon that presumption dispense with examination altogether?

Again: it will be remarked that an assistant surgeon's compensation, after ten years' service, is forty

dollars a month and four rations a day, which in all is equivalent to seventy dollars; while the lowest grade of surgeon's compensation is fifty dollars a month and two rations a day, equivalent, in all, to sixty-five dollars. An assistant surgeon of more than ten years, when promoted, is reduced, in his compensation, at the rate of five dollars per month; but must he be charged with the excess over surgeon's pay which he may have received after ten years, according to the express letter of the law? If while he was an assistant surgeon at a *lower* rate of compensation, he must or can be allowed surgeon's pay, retrospectively, when promoted, so also while assistant, at a *higher* rate, the excess actually received must be charged to him.

The act of Congress could not have intended any such absurdities. It can mean only what it says, viz: *that an assistant surgeon shall be recognized and paid only as an assistant surgeon until promoted; and that no appointment, either of surgeon or assistant surgeon, shall entitle any one to rank or compensation years or days before his actual appointment.*

This conclusion is fortified by the language of the act as to commencement of their compensation. Section 3d says, "*that assistant surgeons, who shall have been COMMISSIONED less than five years, shall each receive,*" &c. The *time of commissioning*, therefore, is the time at which the assistant surgeon's compensation must commence. The 4th section says, that "*every surgeon who shall have RECEIVED HIS APPOINTMENT as is HEREINBEFORE PROVIDED FOR,*" (viz., *after having "served as an assistant surgeon at least two years on board a public vessel of the United States, at sea," and after having "been examined and approved by a board of surgeons,"*) shall receive fifty dollars a month," &c. The *time of appointment*, therefore, is the time at which a surgeon's compensation must commence. It would be sufficient, in any case to reject a claim to compensation as surgeon, to show that the person claiming had not, *at the time covered by the claim*, been appointed in the manner "*hereinbefore provided*" in the act of Congress, it being by its express letter an appointment *after* compliance with its special requisitions, and that only, which could legalize such an allowance.

It must be observed that neither this nor any other act of Congress declares what shall be the *duties* of a surgeon or assistant surgeon of the navy, or whether one or both shall be attached to any public ship, navy yard, or station.

Those matters are all left to the orders or regulations of the Secretary of the Navy. He declares what shall be the duties of a surgeon, and what those of an assistant surgeon; whether a surgeon and assistant, or a surgeon only, or an assistant surgeon only, shall be attached to any particular ship, station, or yard, or any particular class of ships, stations, or yards. But it is quite obvious that none of these orders, regulations and arrangements can, in the slightest degree, affect the compensation of surgeons and assistant surgeons, because the act of Congress fixes that upon *another* and *independent* basis. It is *appointment after examination and approval*, and *length of service*, not the performance of any particular species of medical or surgical duty, which fix and regulate their compensation. When the act of Congress has been so explicit upon this point, is it to be imagined that the Executive authority of the government, by declaring what shall be the duties of a surgeon, and then ordering an assistant surgeon to perform those duties, can entitle him to the compensation of a surgeon? The act of Congress provides that he shall be entitled to surgeon's pay only after two years' sea service, examination, approval, and subsequent appointment, and prescribes another grade of pay for him until these prerequisites be complied with. Can the Secretary of the Navy direct that, in the complement of a sloop-of-war, or any other vessel, there shall be a surgeon and assistant surgeon, and then, by ordering only an assistant surgeon on board such vessel, entitle him to compensation as a surgeon? And if he should choose to alter that regulation, and direct that thereafter only an assistant surgeon should be attached to a sloop-of-war, would the assistant, acting as surgeon, and entitled to be paid as such, at once be reduced to the compensation of an assistant, although performing the same duties? It will not be maintained that the provisions of the law can be superseded or defeated by any such expedient.

If the Secretary of the Navy cannot entitle an assistant surgeon to a surgeon's compensation, by ordering him upon surgeon's duties, much less can a subordinate officer. What the Secretary of the Navy and the President himself cannot lawfully do, cannot be done by the commander of a squadron, or of a single vessel. He cannot, by any order, or arrangement of duties, elevate an assistant surgeon to the pay of a surgeon, because the only mode in which that can be done has been prescribed by the legislative power, which it is the duty of all to obey. An assistant surgeon must be an assistant still, at least in compensation, no matter upon what duty he may have been ordered, until appointed a surgeon in the mode pointed out by the act of Congress.

These arguments are strengthened by considering the same provisions of the act in their *favorable* bearing towards the officers under consideration. It declares that assistant surgeons who have been commissioned less than five years "*shall each receive thirty dollars per month and two rations a day.*" It declares that a surgeon "*shall receive fifty dollars a month and two rations a day.*" Now, when these are the express declarations of the law, without regard to the condition in relation to orders or service in which these officers may stand, will it be maintained that the Secretary of the Navy can, by any order or regulation of his, directly or indirectly, *take away* a portion or the whole of his pay and rations? Can he direct that they shall have no rations, and only half pay? Will waiting orders, or leave of absence, or even furlough, have any effect on the pay and rations? Clearly not, because no exception is made in the law. They cannot, by any order or regulation of the Department, be placed on a *less* compensation than that which is provided for them by law. And if the Executive authority cannot *reduce* their compensation, by parity of reasoning that authority cannot *increase* it.

In fine, the act of 24th May, 1828, has been construed at the Treasury *to fix the compensation of surgeons and assistant surgeons of the navy beyond the reach of Executive authority.* It is maintained that neither the Secretary of the Navy nor the President himself can, directly or indirectly, pay them, or cause them to be paid, as surgeons or assistant surgeons, a day before their actual appointment, *after examination or approval*; and that no order or regulation emanating from any other source than the legislative power of the nation, no circumstances under which they may be called to act, and no duties of a medical or surgical character they may be required to perform, can add to, or take from, the monthly pay and daily rations provided for them by existing laws.

The certainty thus obtained in one branch of the public accounts, it is, in my opinion, highly important to maintain and extend. It relieves both the Navy and Treasury Departments from immense trouble and responsibility; it shields them from unjust imputations in the exercise of their judgments; it stops the most prolific sources of error, abuse and corruption. You, sir, I am sure, would feel a weight thrown

off your shoulders, as certainly as I should myself, were the same fixed principles and rules extended into every other branch of the naval service. I cannot, therefore, but hope that, whatever relief it may be thought proper to extend to individuals, in any cases of peculiar hardship, it will not be done in such a way as to change the general law in this respect, or weaken the force of the construction it has already received.

The foregoing considerations present "the reasons which prevent the allowances claimed by Dr. Ruff;" and I now proceed to give "an opinion upon the merits of his claim in an equitable point of view," as requested by the committee.

It is my opinion that the first part of Surgeon Ruff's claim ought to be allowed by Congress, and that all the rights and benefits intended to be conferred upon him by his commission should be secured to him by law. He was appointed assistant surgeon on the 12th of August, 1826; was ordered to sea in June, 1827; and was continued in sea service until May, 1832. It is understood that when others of his date were examined, in 1831, he requested permission to return to the United States for the purpose of being examined with them; but it was refused to him, with assurance that he should not be prejudiced thereby, the Secretary of the Navy believing that he possessed the power to commission him from that date after a subsequent examination and approval. His merit is acknowledged to be great, and it is not doubted that he stood, at the time, among the first of his class. Had the Navy Department put the same construction upon the act of Congress that the Treasury has done, he would, undoubtedly, have been permitted to return, would have been examined, passed, and commissioned, with the rank and date of his present commission. He ought not to suffer from the error of the Department, if error it was; and his case, in that respect, is one which justly invokes legislative relief.

The other portion of this claim, in my opinion, ought not to be allowed. It is believed to have been the intention of the act of 1828, that the compensation there allotted to assistant surgeons should command their whole time and services until promoted, and that it would be inexpedient to deface the features of that act in this respect. To sanction the principles on which this claim rests, would enable not only the head of the Executive power, but every commanding officer in the navy, when on distant service, to promote assistant surgeons to the rank and pay of surgeons, for the time being, without examination and approval, and even without the two years' sea service which they are required to perform before they can even be made *candidate* for promotion. In addition to these considerations, the trouble and responsibility which necessarily attend these almost discretionary allowances, arising from the difficulty of ascertaining what is right, and the greater difficulty of satisfying all claimants with the justice of the public administration, are potent objections against this whole class of allowances, and render it desirable to get rid of them in all other branches of the service, instead of extending them to the medical department of the navy. In fine, this portion of the claim of Surgeon Ruff appears to me to be unsustained by law or equity, and on general principles extremely objectionable.

An argument has been drawn from the usage of the service in relation to the medical department before the passage of the act of 1828, and to other branches of the service before and since. In reply, it seems necessary only to say: *First*, that the act of 1828 superseded all usages in relation to the medical department which are inconsistent with its provisions; of which number this is one. *Secondly*, that the medical department is, by that act, placed upon a footing altogether different from other portions of the naval service. And, *thirdly*, that the whole usage, in all portions of the service, is a bad one, and ought rather to be curtailed than extended.

The letter of Mr. Parker, and Surgeon Ruff's memorial, are herewith returned.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. MAHLON DICKERSON, *Secretary of the Navy.*

FEBRUARY 2, 1835.

Sir: In reply to your note in relation to the papers supposed to have accompanied the petition of Doctor Samuel W. Ruff, I would respectfully observe, that I am not aware of having received any in the case of that officer, excepting the petition, and that was returned on the 29th ultimate, with my letter enclosing the report of the Fourth Auditor.

I am, very respectfully, yours, truly,

M. DICKERSON.

To Hon. JAMES PARKER, *Naval Committee, House of Representatives.*

23D CONGRESS.]

No. 577.

[2D SESSION.

ON THE EXPEDIENCY OF AN APPROPRIATION FOR TESTING THE INVENTION OF CAPTAIN JAMES BARRON, OF THE NAVY, OF A "PROW-SHIP" FOR THE DEFENCE OF BAYS, RIVERS, AND HARBORS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 4, 1835.

Mr. WISE, from the Committee on Naval Affairs, to whom was referred the memorial of Commodore James Barron, in relation to his invention called a prow-ship, reported:

All inventions or plans for the defence of the bays, rivers, and harbors of the United States, submitted by practical men of science, such as the petitioner in this case, must be worthy of the most respectful and attentive consideration, from their great importance to a country like this, with a coast so extensive, so numerously indented by inlets from the sea and consequently so accessible to every mode of attack.

This invention is intended only for the protection of our inland navigation on the seaboard; for the attack of blockading squadrons of enemies' ships anchoring, or wind and tide-bound, or sheltering themselves from the effects of battle or wind, or from being crippled by either, in our waters. From a careful examination of its structure and its powers, and from the testimony of competent judges, it seems as wisely and certainly adapted to its end as any plan of its kind heretofore submitted.

A model has been long prepared, and is approved by nautical men and engineers of reputation. A full description of the construction and probable effects of the prow-ship is herewith filed, together with the opinions of its utility referred to. Its chief recommendations are its *simplicity*, its *mobility by steam*, its *comparative indestructibility*, its *safe protection of its crew*, the *small force required to man it*, its *certainty of operation*, its *irresistible momentum*, and its *cheapness*.

It is simply a combination of *three vessels*, constructed of solid seasoned timbers, bolted together transversely, of *white pine* or other wood, the specific gravity of which will safely admit of the imposition of all machinery required to propel the ship by steam. The dimensions, of course, will be according to whatever scale may be adopted; but the exterior vessels, and the prow and stern of the intermediate, are proposed to be of such a solid thickness as to exceed by far the maximum penetration of a cannon shot. And the *transverse construction*, it is believed, will much diminish that maximum penetration into the sides, prow, or stern of this ship. The middle vessel is to be constructed with just hollow capacity in the centre sufficient to contain the machinery, fuel, and the crew, consisting of engineer, fireman, helmsman, pilot, and a few armed men if required. The water wheels are to ply on either side, as usual, of the middle boat, protected by the exterior boats. Every part of the machinery is to be below deck, out of reach of shot or immediate concussion of any kind: and the whole interior of the ship is to be secured by a strong, thick deck, without aperture above, except through holes ingeniously opened horizontally for the eye of the pilot. The whole exterior to be sheathed in such manner as to be comparatively incombustible by ordinary means.

Its *mobility* constitutes it not only a *defensive*, but an *offensive* machine of attack. In this it has decidedly the advantage of fortifications. Propelled by steam, its velocity must greatly exceed that of a ship with full wind, and no motion of a ship in calms, by any means of seamanship, could possibly avoid its attack or lessen much its effects. But, if the ship pursued should fortunately escape from the chase, then the only result is, *your enemy would be driven away*; and that every man-of-war would most carefully avoid its neighborhood, beware of its contact, and run from its approach, is confidently thought by men in our navy, who are not used to run from the proudest ships of England's fleets.

Its *comparative indestructibility* exceeds that of any *offensive* machine of warfare yet invented. A battery of cold shot would but be arrested by a solid body of peculiar power of resistance, and be buried in its mass. But few could penetrate before the prow would sink every port hole of a ship of the line, even if approaching the muzzles of a broadside; but the angle of approach would always be with the selection of the prow-ship when it could approach at all. *It could not be sunk*, because nothing could penetrate her thickness, and, if penetrated or filled, such would be her solid mass, compared with her hollow capacity, that still her specific gravity would be less than that of water. When in contact with an enemy, the crew, as stated, are beyond the reach of shot below the deck. If boarded by the crew of a sinking ship, her men under hatches are safe, and the pilot and helmsman alone may make every boarder a prisoner of war as quick as steam power could run the ship to the shore.

The modes of destroying this ship are reduced only to these: *by liquid fire or other combustibles*, by *bombs*, *hot shot*, by *derangement of machinery by the prow-ship's own concussion*, or by the *bursting of boilers*.

From the first danger there are a variety of means of protection by various kinds of sheathing, as already remarked. The chances of the prow-ship's being hit by ordinary bombs thrown from mortars on board ship, at a swift moving object of her size, must be few indeed, when they are so uncertain at stationary objects of much larger size on the land. If other bombs, called *concussion bombs*, thrown horizontally, are used, and it is problematical whether such can be used with effect *by ships*, still it is believed that a bomb itself would not more than shatter the *outside of a solid mass*, constructed as this is proposed, without materially disabling the prow-ship; particularly a *concussion bomb*, which explodes at the first contact. *Hot shot* may penetrate, but, without passing through and through, which they could not do in a solid mass, there would be *no ventilation* to fan their flames, and their ignition would be smothered in the solid wood, or their fires would smoulder for hours, until a single man, with the smallest syringe, could extinguish them, when, too, an enemy was not near. Besides, the prow-ship is *on the water* with an immense machinery, which is in its nature adapted, or may be easily modified, to *immerse the whole vessel with a flood of water* in a moment, to extinguish her flames. But admit her to be easily combustible wrapped in flames this prow-ship is at once the *very desideratum of fire-ships*. Whether burning or not herself, she must be equally terrible to sink or to burn her enemy.

That her machinery will be liable to derangement by her own concussion against the sides of a ship, is not to be supposed, when we know of no instance where the machinery of our largest and swiftest steam-boats, with the greatest momentum, has ever been thrown out of gear or into derangement by the boats striking suddenly and stopping upon the "*sawyers*" or other obstructions of our western waters, with an impetus hardly resistible, and with machinery, too, not particularly guarded against such injuries. If liable to this derangement, however, it is one which can well be prevented by the usual and probable means employed to adapt the strength of any machine to its offices and ends. And the *boilers* of this boat can certainly be made as safe as those of ordinary boilers, which burst so seldom on the waters of the coast, where this means of defence must be stationed. Such is the comparative indestructibility of this invention: we say *comparative*, because the same wit of man which can create can destroy; and it is deemed hardly possible to conceive of any object, created by man, to be exposed to all the dangers of war and all the casualties of accident which this and every warlike means must be and are made to be exposed to, which will be *absolutely* indestructible. But it may be confidently said that no *offensive* warlike machine has ever yet been recommended or adopted, liable to be destroyed by *so few* means, so well guarded against, even those means by which it *may* be destroyed, or so little subject to annoyance even as this now proposed. And this recommendation, if true, is enough in itself; for the quality which ensures safety to those making the attack, ensures victory and success, if the prowship be as capable of doing damage herself, as it will be invulnerable by the foe.

It is proposed that this ship shall strike or impinge with an iron-bound pyramidal prow, extending in solid thickness in its own length, and in the mass of the three vessels, *fifty feet* at least, which no coh-

cussion could in the least impair. From its pyramidal form, it will enlarge the aperture broke in the ship's side the more it penetrates; and, in backing from the wreck, the prow will be at once disengaged the moment the pressure forward is withdrawn by the reversed action of the water-wheels.

The momentum of a prow-ship 230 feet long, with 387,000 cubic feet, a specific gravity of 9,288,000, (allowing 24 lbs. to each foot of white pine,) and a velocity of fourteen feet in a second, would be 130,032,000! And the momentum of each foot of the prow, 4 by 12 feet, on its first presentation, would be 2,708,475. With such a momentum, such strength of construction, propelled by steam, so invulnerable and indestructible, this prow-ship must be irresistible, certain, and annihilating; in its destructive effects. It is proposed to build one, sufficiently large for an experiment, for the sum of \$75,000. The subject is so simple, so easily understood, and so capable of reduction to mathematical certainty, that it can hardly be denominated an appropriation for an *experiment*, if Congress shall vote that sum. Our fortifications have multiplied and must be increased to an enormous extent on our Atlantic, Mexican, and lake coasts, for complete defence. This cost of construction is immense. They have cost this government within the last fifteen years not less than \$25,000,000! It is time we had thought of some cheaper means of defence. If this experiment succeeds, it will, at least, be the substitute for fortifications which cannot be erected for many years to come, and the auxiliary of those now built. If it fails, much valuable and needed information, to lead to more certain results, must be derived from the trial. No invention is perfected at first; all the benefits to mankind have followed eventually from fruitless attempts at first; all the lights of science have been elicited by *experiments alone*; experiments, for purposes like these in view, no private individuals or corporations are interested or able to make; this government is interested, able, and competent to make them; and your committee, therefore, report a bill.

PHILADELPHIA, October 25, 1834.

SIR: In compliance with your request, I have given my attention to the subject of the prow-ship, which you did me the favor to submit to my consideration for an opinion on the character and probable effects such an instrument of war would have in destroying enemies' vessels-of-war, in our bays, sounds, or rivers, should a favorable opportunity be afforded for that purpose. These favorable opportunities would consist in their being found, in light winds and calms, at anchor in our waters, so wind and tide-bound as to prevent retreat; vessels aground on the shore, shoals and coast; vessels sheltering themselves in our waters from the effects of battle, or the violence of winds, or from being crippled by either; all of which cruising ships-of-war, and a blockading force, are constantly subject to.

Enemies' vessels, found under the foregoing circumstances, within our waters, I am decidedly of opinion, could instantly be sunk or destroyed by propelling against them a machine such as your letter describes the prow-ship to be. As it regards the effects on a ship-of-war, from the pinging of such a body against her, propelled by steam power at a velocity of fourteen feet per second, it is mathematically demonstrable and can be placed on the basis of a certainty.

It having been, in a great measure, proved by the result of your calculation submitted to me, together with the comparative pinging of a common ball, cannot but remove every doubt of the most sceptical, as regards its utility in war, and the immense effects it would produce both in destroying enemies' vessels in our waters, and intimidating them from approaching near our coasts wherever such machines are to be found.

I have the honor to remain, very respectfully, your most obedient servant,

CHARLES STEWART.

Com. JAMES BARRON, commanding the Navy Yard, Philadelphia.

On the application of steam power to the purposes of war.

I would propose that a vessel be constructed of solid logs of light timber, the gravity of which would not exceed $\frac{1}{4}$ that of water, and be of such bulk that the upper part of the solid log work would float six or eight feet above its surface. Let this vessel, or combination of vessels, be of large dimensions, say two hundred, or two hundred and fifty feet long, and seventy or eighty feet wide, and resembling in their form a steamboat of the treble construction. The prow should be very strong, and for a few aft, a little sharp, but not so much so as to impair its strength. The point of it should not be reduced to a less thickness than three or four feet, and that prominence covered with iron plates from four to six inches thick, eight or ten inches wide, and six or eight feet long, on each arm, formed into an acute angle to fit the shape of the prow, and enlarged at their junction on the point of the prow to about eighteen or twenty inches in thickness, and rounding outwards in sharp pointed knobs, cut in large diamond form. These plates should be placed four or five inches apart from each other, and let half their thickness into the wood, which would produce a saw-shaped space upon the prow, and prevent the glancing of the vessel from her object, either up, or down, or sideways.

The logs that form the prow should be at least two feet square, thirty or forty feet long, and of the hardest and toughest wood, such as oak, hickory, &c., and occupy a space of eight or ten feet up and down, and should be supported on each side by the same kind of timber. The iron plates should be securely bolted through the whole mass, but particularly so through these logs of hard timber. To protect the crew and machinery from shot, let the guards, around the centre vessel be fifteen or twenty feet thick, and projected a sufficient distance from the sides to embrace the paddle wheels. These barricadoes should be of sufficient elevation to cover the upper part of the wheels; and also each of the lower parts must form a bottom similar to the centre one, and be secured to it forward and aft, and by the cross logs of which the centre vessel is constructed, projecting from her sides to such a distance as to allow spaces for the paddle-wheels on each side, and from as many other points as might be required for strength. The water is admitted to these paddle-wheels between the three bows of these vessels through a channel formed by an inverted arch, the lowest point of which must descend to a level with the lower part of the wheel, and

escape aft in the same manner. The solid log work, forward and aft, forms a mass of at least thirty feet in thickness.

Over the top of these three vessels lay a tier of logs about two feet square, which will serve as a protection to the crew and machinery, from any assaults by boarding, &c. The middle vessel may be partly rolled out if more buoyancy is required.

The object of this vessel is to destroy men-of-war, by running into them with such impetuosity as to break down their sides sufficiently to admit water in such quantities suddenly as would defy all possible efforts to prevent immediate sinking.

Only about eight or ten feet of the prow of this vessel ought to be allowed to strike the ship that is assailed; the other parts, above and below, should recede or incline aft, and this eight or ten feet space should be so situated as to come in contact with the side of the enemy two or three feet above the water, and six or eight feet below its surface. The resistance to the stroke would be less impeded than it would be were it given by a greater portion of the prow, and of course it would be more certain to pierce or break down that part of the side of the enemy's ship which it might come in contact with.

Three steam engines, of one hundred and fifty horse power each, would propel such a vessel at the rate of eight or ten miles per hour, and should be preferred to larger ones, as they would be less liable to damage from the shock to which they might be exposed, when the vessel should come at her full speed in contact with the enemy.

Let those who are curious or doubtful of the efficiency of this plan, calculate the effect which would be produced on a stationary body by a concussion so violent as would be occasioned by a stroke of the prow of this massive vessel. To make it apparent that the strongest ships in the world are entirely inadequate to resist such force, it need only be observed that they seldom come in contact with each other, with any violence, without sinking, or sustaining a most destructive degree of damage.

Ancient, as well as modern history furnishes us with many proofs of the decided effects of this mode of attack. The Romans and the Carthaginians were in the practice of running into each others vessels, at their greatest speed, impelled by their oars, and it is recorded of them, that when they found their enemies entangled with their friends, so as to render them stationary for the moment of their assault, that it seldom failed to produce that description of destruction contemplated by the adoption of this invention. The power of steam, and the solid construction of this vessel, would give this mode of attack a decided advantage over all others attempts, of a similar nature, heretofore resorted to, and beyond a doubt ensure success.

The proof of the effects of an attack made by a whale on the ship *Essex*, of New Bedford, in the year 1819, are conclusive that no construction of a ship now known, could resist the shock by a vessel similar to the one which I have described.

JAMES BARRON.

23d CONGRESS.]

No. 578.

[2D SESSION.

ON THE EXPEDIENCY AND IMPORTANCE OF AUTHORIZING A NAVAL EXPEDITION TO
EXPLORE THE PACIFIC OCEAN AND SOUTH SEAS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 7, 1835.

Mr. DUTEE J. PEARCE, from the Committee on Commerce, to whom were referred numerous memorials from citizens of various sections of the United States, praying that an exploring expedition to the Pacific ocean and South seas may be authorized by Congress, reported:

That the number and character of the memorialists, and the opinions they have expressed on the subject of the memorials, have called the committee to an attentive and careful consideration of the objects to be attained by the expedition, as well as of the reasoning and facts adduced in favor of the undertaking.

It is represented that the intercourse between the different parts of the nation and the islands and countries of the Pacific has become a matter of public interest, and deserving the protecting care of the national legislature. The fur business, hitherto carried on between the Pacific islands and China, has afforded rich returns, and increased the wealth of our common country. Besides this employment of national industry and enterprise, it is represented that there are engaged in the whale fishery, from various parts of the country, an aggregate of one hundred and thirty-two thousand tons of shipping and ten thousand men.

Besides this amount, engaged directly and exclusively in the trade, there is a vast amount of capital incidentally dependent on it, and in transporting oil to Europe, and in return cargoes, as well as the different parts of our own coast; so that, from the most careful computation, it has been found that not less than one hundred and seventy thousand tons of shipping, navigated by twelve thousand men, are employed in this branch of business, and the capital invested not much, if any, short of twelve millions of dollars. This view of the astonishing increase in this branch of our national industry is fully sustained by records, and is ably treated in an article of unusual merit in the *North American Review*, of January, 1834.

The memorialists further represent, that the increased extent of the voyages now pursued by the trading and whaling ships into seas but little explored, and to parts of the world before unknown, has increased the cares, the dangers, the losses of their merchants and mariners. Within a few years their cruises have extended from the coasts of Peru and Chili to the northwest coast, New Zealand, and the isles of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on the charts, and, in some instances, no soul survived to tell their fate.

That something should be done, on the part of government, for the protection of this widely extended and important interest, seems to be the undivided opinion, as it is evidently the interest, of a large portion of the country; and the anxiety of the public mind has been evinced by the various memorials to this

House from legislative bodies, from the hardy and enterprising citizens of Nantucket, and other places interested in the whale trade.

A recent expression of the legislature of Rhode Island is contained in the following words:

"State of Rhode Island and Providence Plantations, in general assembly, October session, A. D. 1834.

"Resolved, That, in the opinion of this general assembly, the subject of the memorial of J. N. Reynolds and others, dated November, 1834, praying that provision may be made by law for a voyage of discovery and survey to the South seas, is highly important to our shipping and commercial interests, and is hereby recommended by said assembly to the favorable consideration of the Congress of the United States."

Following this resolve of the legislature of Rhode Island, the East India Marine Society, of Salem, Massachusetts, a society which has filled a large space in the commercial history of our country, in their memorial, use strong and decisive language, and speak with a practical knowledge which entitles their views to the most respectful consideration; for among them are those who were the first to display our national colors in our commerce to the eastern world; among them are those who have been engaged in trade on coasts and among islands but little known; and they have felt, in losses, and in painful solicitude, the want of the protection of their government, as well to point the position of a dangerous reef as to defend them against the natives, who had seen nothing of our power to restrain them from unlawful attacks upon their vessels and their lives; among them are those who have visited the islands in the Pacific as well as those in the East, and have seen and felt the dangers our vessels are exposed to, for the want of such protection as an expedition fitted out for the express purpose alone could give.

They further state, "that they will refrain from going into any computation of the immense amount of tonnage and capital engaged from the United States in the whale fishery, all of which is more or less interested in such an expedition. Without attempting to designate the groups of islands most important to be examined, your memorialists would simply call the attention of your honorable body to one point, which may serve as an index to the rest: the Feejee or Beete Islands—what is known of them? They were named, but not visited, by Captain Cook, and consist of sixty or more in number. Where shall we find a chart of this group, pointing out its harbors and dangers? There are none to be found, for none exist! And yet, have we no trade there? We speak not for others, but for ourselves.

"From this port the following vessels have been, or are now, employed in procuring *beche le mer* and shells on the Feejee Islands, in exchange for which eastern cargoes are brought into our country, and thus contributing no inconsiderable amount to our national revenue.

"Ship Clay, brig Quill, have returned; brig Faun, lost at the island; ships Glide, Niagara, also lost; and barque Peru, greatly damaged, and, in consequence, condemned at Manilla; brig Spy, damaged, but repaired again; brig Charles Daggett, barque Pallas, brig Edwin, ship Eliza, ship Emerald, ship Augustus, and brig Consul.

"The Charles Daggett has recently returned, in consequence of having a portion of her crew massacred by the natives. The ship *Ceno*, of Nantucket, was lost on one of these islands, and her officers and crew, consisting of 24 in number, were all massacred in like manner, save one.

"Thus it must appear to your honorable body, that the losses sustained at this single point, to say nothing of the value of human life, which is above all price, would not fall far short, if any, of the amount necessary to fit out an expedition for the better examination of such points in the Pacific ocean and South seas as require the attention of government."

In recurring to the memorials hitherto presented, and now on file, your committee find them thus alluded to in a letter from J. N. Reynolds, Esq., transmitting them to the Hon. Andrew Stevenson, at that time Speaker of the House (see document 209, 1st session, 20th Congress). The writer says:

"Among these memorials you will find one from Albany, dated October 19, 1827, and signed by his excellency Nathaniel Pitcher, lieutenant governor of the State of New York, the Hon. Erastus Root, speaker of the house of representatives, and by nearly all the members of the legislature. I have also the honor of transmitting to you three other memorials.

"The first is dated Charleston, South Carolina, May 31, 1827, and signed by the mayor of the city, president of the chamber of commerce, and by a long list of respectable citizens.

"The second is dated Raleigh, North Carolina, December 24, 1827, and contains the signatures of his excellency James Iredell, governor of the State, and Hon. B. Yancy, speaker of the senate, the Hon. James Little, speaker of the house of commons, and by a large proportion of the members of each branch of the legislature.

"The third memorial is dated Richmond, Virginia, January 1, 1828, and is sustained by a number of respectable citizens, by the Hon. Linn Banks, speaker of the house of delegates, and by a large and respectable number of the members of the legislature."

With these memorials Mr. Reynolds transmitted, in like manner, to the speaker, the following preamble and resolution, adopted by the house of delegates of the State of Maryland:

"Whereas, foreign nations have long turned their attention towards the acquirement of a more perfect knowledge of the geography of the earth, by means of voyages of discoveries, and by these means have not only acquired reputation, but extended the weight of their influence, opened new channels for commercial interprise, and benefited the human race, by enlarging and improving the boundaries of knowledge; and whereas, the government of the United States has attained a high standing among the nations of the earth, the practical result of the most stupendous as well as successful experiment ever made in politics; a population fast increasing; commercial relations and interests co-extensive with the civilized world; nautical skill, perseverance and enterprise, if not unequalled, at least not surpassed; and whereas, the sending out one or two vessels on a voyage of discovery would not be attended with any very heavy demands on the public Treasury, and would seem to be in strict accordance with the character and liberal policy which ought to be pursued by a government, whose political existence is, in a great measure, dependent upon the general intelligence of the people; and whereas, a great number of the most enlightened citizens of various sections of our country have memorialized the Senate and House of Representatives of the United States in Congress assembled, and have set forth in their memorials that, under the patronage of the United States, an expedition should be fitted out without delay, and

proceed to acquire a more perfect knowledge of the interesting and extensive field for enterprise in the southern hemisphere, and, provided for the purpose with hardy seamen and scientific persons, bring home to us the result of their labors, for the honor of our country and the benefit of mankind; and whereas, voyages of this kind, even when they fail in making important discoveries, bespeak a liberal policy, and give character to the people who undertake them; therefore,

Resolved, by the general assembly of the State of Maryland, That we do highly approve of the views of the said memorialists, believing that an expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honor and glory of the United States."

It is, perhaps, unnecessary to remark, that this expression of public sentiment, though extensive, and deserving the most respectful consideration, is small when compared with other and similar memorials, introduced during the same session, from the legislatures of Pennsylvania, Ohio, &c.

These memorials having been referred to the Committee on Naval Affairs, on the 3d of March, 1828, a letter was addressed, by order of the committee, to the Hon. Samuel L. Southard, Secretary of the Navy, asking his "opinion respecting such an expedition, and briefly his reasons for it."

To this inquiry the Secretary replied:

"I entertain the opinion that such an expedition is expedient. My reasons are briefly these:

"That we have an immense and increasing commerce in that region, which needs the protecting kindness of the government, and may be greatly extended by such an expedition. Of the extent and nature of this commerce it is not easy to write briefly, nor is it necessary. It is better known to none than to some of the members of the Naval Committee in the House of Representatives. The estimate of its value has been much augmented, in the view of the Department, by the reports which have been made, *under its order*, by our naval officers, who have commanded vessels-of-war in the Pacific, and which are now on file.

"The commercial operations carried on in that quarter are difficult and hazardous. They are correctly represented in the memorial of the inhabitants of Nantucket, to which I would refer, as well as to some of the many other memorials which have been addressed to Congress on this subject. It would seem wise in the government to render these commercial operations less hazardous and less destructive of life and property, if it can be done by a moderate expenditure of money.

"The commerce in the Pacific ocean affords one of the best nurseries of our seamen. An expedition, such as that proposed, would be calculated to increase that class of citizens—an increase in which the government and nation are deeply interested.

"We now navigate the ocean and acquire our knowledge of the globe, its divisions and properties, almost entirely from the contributions of others. By sending an expedition into that immense region, so little known to the civilized world, we shall add something to the common stock of geographical and scientific knowledge, which is not merely useful to commerce, but connects itself with almost all the concerns of society; and, while we make our contribution to this common stock, we shall not fail to derive the best advantages to ourselves, and be richly paid, even in a calculation of expenditure and profit."

On the 25th of March the committee made their report to the House, and expressed themselves in the following terms:

"In relation to the interests, individual and national, connected with such an expedition, the committee refer to a statement submitted to them by Mr. J. N. Reynolds on the 10th of February, 1828, in answer to inquiries addressed to him by order of the committee. So much of the statement as exhibits the amount of our commerce in the Pacific seas, the committee think is fully sustained by the reports of the officers of our navy, who have, by order of the Secretary, heretofore made reports upon that subject to which Mr. Reynolds refers, and with which his statement has been compared, as well as with the accounts of others familiar with those branches of our trade.

"The dangers to which an immense amount of property is exposed, as well as the hazard to human life, for the want of knowledge, by more accurate surveys, of the regions to which our commerce is extending, and the probable new sources of wealth which may be opened and secured to us, seem, to your committee, not only to justify but to demand the appropriation recommended; they therefore report a bill for the purpose."

During the same session this report was acted on, and a bill (No. 240) making an appropriation passed the House of Representatives.

From that period to the present no legislative action has been taken upon the subject, though scarcely a session has passed that memorials from one section or other of the country have not been presented; and the continued solicitude of the public mind, evinced in favor of the enterprise, now that the condition of our country and its financial concerns can so easily afford the small demand upon the Treasury, which such an expedition will require.

The action of Congress is not invoked in favor of a measure of doubtful expediency. The requisite information in forming an enlightened judgment, and in directing the action of government, is ample and complete, and will be found in the accompanying documents.

The report of Mr. Reynolds on the islands in the Pacific shows, at a single view, what remains to be accomplished. To examine such of these islands as may be found to contain harbors and places of refreshment for our fishermen, would, of itself, more than justify the expenditure necessary for an expedition, to say nothing of the collateral advantages to be derived in the attainment of much useful knowledge, so highly to be prized by every enlightened mind.

Our interests in those seas have, indeed, become immense, and extend beyond all former example; for our whalers, sealers, and traffickers are pursuing their voyages in parts of the world where, a few years ago, it would have been adventurous for a discovery ship.

The following statement from Mr. Reynolds, in answer to an inquiry addressed to him, shows the amount of our interests afloat among these islands at this moment:

"JANUARY 30, 1835.

"SIR: In answer to the inquiry contained in your note of the 25th ult., I send you a statement of the amount of tonnage and capital at "this moment afloat," and engaged in the spermaceti-whale fishery.

"The document from which this statement is taken has recently been prepared with great care by very competent persons in Nantucket.*

"The details comprise the names of the ships and barques thus employed, names of the masters, ports to which they belong, dates of departures, periods of absence, quantities of oil when last heard from, and tonnage of vessels, respectively, together with much other valuable information.

"On inspecting this tabular statement, it is found that the whole number of ships engaged in this valuable branch of the fisheries is 273, of which 257 are now absent, viz:

"From New Bedford 94, Nantucket 63, Fairhaven 14, Bristol 13, New London 9, Hudson 9, Warren 7, Edgarton 6, Falmouth 6, Newport 6, Sag Harbor 5, Salem 3, Newburyport 3, Poughkeepsie 2, Portsmouth 2, Dartmouth 2, and one from each of the following ports, viz: Boston, Plymouth, Wareham, Rochester, Portland, Wiscasset, Fall River, Providence, Stonington, Newburgh, New York, and Wilmington, Delaware. Sixteen ships only are in port, belonging as follows: To New Bedford 7, Nantucket 5, Fairhaven, Plymouth, Sag Harbor, and Edgarton, one each.

"The aggregate tonnage of the 257 absent ships is nearly one hundred thousand tons. The number of seamen and navigators employed on board these vessels is not far from nine thousand.

"This document furnishes a very careful estimate of the quantity of spermaceti oil imported into the United States during the year 1834. Since the 1st of January there have arrived, from the Pacific ocean, fifty-five ships, viz: Into the port of Nantucket 11, New Bedford 25, Plymouth 2, Fairhaven 6, New London 2, Edgarton 2, Sag Harbor 2, Warren 2, Falmouth, Bristol, and Hudson, each one. The cargoes of these ships average little more than two thousand barrels each; add, to this quantity, sixteen thousand barrels, estimated to have been brought from the South Atlantic ocean, making about 128,000 barrels, and we have the entire quantity of spermaceti oil imported in the course of the last year. Of this quantity, 70,577 barrels were received at New Bedford, and the residue at Nantucket and other places.

"Among the ships now abroad, there are thirty-one which sailed in 1831, seventy-three in 1832, eighty-eight in 1833, and sixty-five in 1834. The number of spermaceti whale ships expected to arrive within the year 1835 may be set down at seventy, and their cargoes at 135,000 barrels, valued at more than *three millions of dollars*.

"Very respectfully, your obedient servant,

"J. N. REYNOLDS.

"Hon. DUTEE J. PEARCE."

In addition to all this information, your committee have availed themselves of a letter from one of our ablest and most experienced commanders, addressed to an honorable member of this House; and the liberal and practical views expressed entitle the opinions of the writer to great weight.

"CHARLESTOWN, *Mass.*, January 21, 1835.

"DEAR SIR: In compliance with your request that I would communicate to you, in writing, my views on the subject of a voyage of discovery to the South seas and Pacific ocean, I have to regret that the circumscribed limits of a letter will allow but little more than the simple expression of an opinion on a subject of so much national importance, and in relation to which so much might be said in detail.

"I have had some experience in the navigation of the less frequented parts of the Pacific, at an earlier period of my life. During my late voyage in the Potomac, I have had an opportunity to add greatly to the knowledge acquired in former years. An expedition fitted out for the purpose of improving our knowledge of the hydrography of those seas has often been the subject of my reflections. As the representative of a district largely engaged in the whale fishery, you must frequently have seen, from the reports of masters of vessels engaged in that business, accounts of new islands and reefs being frequently discovered, and which are either not laid down on the charts, or so erroneously marked that they can give no security to the mariner. It is probable that not less than five hundred of these islands and reefs have been marked with sufficient accuracy by our whalers, sealers, and traffickers of one kind or another, to enable an expedition to examine the most important of them, without much loss of time in seeking their positions. This will enable the discovery vessels to do more, in less time, than has probably ever been effected by a similar enterprise from any other country. Of the extent of our interest in those remote seas I need not speak, as you are conversant with the subject; besides, the interest has been fairly represented by memorials to Congress. During the circumnavigation of the globe, in which I crossed the equator six times, and varied my course from 40 degrees north to 57 degrees south latitude, I have never found myself beyond the limits of our commercial marine. The accounts given of the dangers and losses to which our shipping are exposed by the extension of our trade into seas but little known, so far, in my opinion, from being exaggerated, would admit of being placed in bolder relief, and the protection of government implored in stronger terms. I speak from practical knowledge, having myself seen the dangers, and painfully felt the want of the very kind of information in the guidance of a vessel in those seas which our commercial interests so much need, and which, I suppose, would be the object of such an expedition as is now under consideration before the committee of Congress to give. Indeed, the whole of this business, it seems to me, is a plain and practical affair. The commerce of our country has extended itself to remote parts of the world, is carried on around islands and reefs not laid down on the charts, among even groups of islands from ten to sixty in number, abounding in objects valuable in commerce, but of which nothing is known accurately; no, not even the sketch of a harbor has been made, while of such as are inhabited our knowledge is still more imperfect. It would seem to require no argument to prove that a portion of our commerce might be rendered more secure, and probably greatly increased, by vessels sent, properly prepared, to examine such islands. There are also immense portions of the South seas, bordering on the antarctic circle, well deserving the attention of such an expedition, especially during the most favorable months of the southern summer. Islands discovered in that quarter will probably be found to yield rich returns in animal fur. Indeed, discoveries of this kind have recently been made by some English whalers, supposed to be of great extent, the vessels having sailed along three hundred miles of coast, lying south of the Cape of Good Hope. This may lead to other very interesting discoveries, which will probably be found, on further examination, to be a continuation of Palmer's Land, lying south of the South Shetland Islands, or only separated from it by a

* Nantucket Enquirer.

narrow channel. Much might be said in favor of a speedy examination of this portion of the South seas; indeed, I hardly know where an expedition could go where it might not be in the way of doing good—to say nothing of the credit our country would acquire in promoting such an enterprise.

“As to my opinion of the class of vessels best suited for such an expedition, I should unhesitatingly say: two brigs or barques, of 200 tons each, and a tender, of from 80 to 100 tons. A great many weighty reasons might be given to show that in the same ratio, were vessels beyond this size, the chances of safety and extensive usefulness would be proportionally decreased.

“Very respectfully, your obedient servant,

“JOHN DOWNES.

“Hon. JOHN REED, *Member of Congress.*”

In the conclusion of the report alluded to by the Committee on Naval Affairs, and dated February 10, 1823, (Rep. 209, 1st sess. 20th Cong.,)* Mr. Reynolds holds the following appropriate language:

“The opening of the ports in South America has already changed our course of trade in the Pacific greatly for the better, and will more and more benefit us, if we take care of our rights in those seas, and send a sufficient force to protect our commerce, which, no doubt, it will be the policy of our government to pursue.

“To look after the merchant there, to offer him every possible facility, to open new channels for his enterprise, and to keep a respectable naval force to protect him, is only paying a debt we owe to the commerce of the country; for millions have flowed into the national treasury from this trade before one cent was appropriated for its protection.

“The naval commanders we have sent into the Pacific have done all that wise, active and experienced men could do. They have not only taught the natives that we are a powerful people, and could defend ourselves in that distant country as well as other nations, but these new States and empires which have arisen in South America have been shown that we could punish wrongs and enforce rights, and had the good of mankind, as well as our own prosperity, at heart. *Power judiciously exhibited is the great peacemaker of the world;* and a people whose institutions are not yet thoroughly established, as those in South America, want looking after with a steady eye. In attending to these duties, it is impossible for our naval commanders to explore those seas for the purpose of discovering new places. Their duty is to watch the old; and this is a sufficient task for any force we can send there.

“The whale ships, having a specific object in view, and generally under strict orders, cannot waste an hour in the business of discovery; nor can they, consistently with their duties, stop a day to explore and examine what they may accidentally discover. The northwest coast trader has also a specific object, and a more direct path than the whaler.

“It seems well understood, at this time, that it is for our interest and our *honor* to be well acquainted with the *capacities* of the globe; to see what resources can be drawn from that great *common* of nations—the *ocean*. The enlightened statesman, therefore, surveys all parts of it, with the view of opening new channels for commerce and trade; and he does not refuse to advance them by a present expense, when coupled with the certainty of a future and a greater good.

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“No one who has reflected on the vast resources of the earth, ‘which is our inheritance,’ can doubt that a large portion of it contains many things which may be turned to good account by the enterprise and good management of our people; and those are the true profits of commerce. The great mass of the intelligence of the country is for it, and is calling on the national legislature for aid in the undertaking.

“The States, whose legislative bodies have sanctioned it, are represented on the floor of Congress by one hundred and twenty-nine members, to say nothing of the memorials from large cities and other places, and the aggregate of citizens of these States, near six millions.

“We have been an industrious, a commercial and enterprising people, and have taken advantage of the knowledge of others, as well as of their trade; for, although our entrance and our clearance, without looking at our immense coasting trade, amounted to eight thousand seven hundred and sixty-six vessels, yet not one of those were sailed a mile by a chart made by us, except we may suppose the chart of George’s bank may have been used by a few of the navigators of these vessels. We are dependent on other nations for our nautical instruments as well as charts; and if we except Bowditch’s Navigation, an improvement on Hamilton Moore’s book of the same kind, we have not a nautical table or book in our navy, or amongst our merchantmen, the product of our own science and skill; and we are now among the three first commercial nations of the world, and have more shipping and commerce than all the nations of Europe had together when Columbus discovered this continent, but a little more than three centuries since; and our navy, young as it is, has more effective force in it than the combined navies of the world could have amounted to at that period. Out of the discovery of this continent, and a passage to the Indies, grew up the naval powers of Europe. On the acquisition of the New World, Spain enlarged her marine; France and England theirs, to hold sway with Spain; and that of the Netherlands sprang from the extent of their trade, connected with the wise policy of enlarging and protecting it.

“Our commercial and national importance cannot be supported without a navy, or our navy without commerce, and a nursery for our seamen. The citizens of Maine, of New York, of Georgia, of Ohio, and of the great valley of the Mississippi, are as deeply interested in the existence of our gallant navy, and of the extension of our commerce, as they are interested in the perpetuity of our institutions and the liberty of our country. Indeed, liberty and commerce have been *twin sisters* in all past ages, and countries and times; they have stood side by side, moved hand in hand. Wherever the soil has been congenial to the one, there has flourished the other also; in a word, they have lived, they have flourished, or they have died together.

“Commerce has constantly increased with the knowledge of man; yet it has been undergoing perpetual revolutions. These changes and revolutions have often mocked the vigilance of the wary, and the calculations of the sagacious; but there is now a fundamental principle on which commerce is based, which will lead the intelligent merchant and the wise government to foresee and prepare for most of these changes; and that principle consists in an intimate knowledge of all seas, climates, islands, continents, of every river and mountain, and every plain of the globe, and all their productions, and of the nature,

* See American State Papers, on Naval Affairs, vol. 3, No. 363, page 190.

habits and character of all races of men; and this information should be corrected and revised with every season.

"The commercial nations of the world have done much, and much remains to be accomplished. We stand a solitary instance among those who are considered commercial, as never having put forth a particle of strength, or expended a dollar of our money, to add to the accumulated stock of commercial and geographical knowledge, except in partially exploring our own territory.

"When our naval commanders and hardy tars have achieved a victory on the deep, they have to seek our harbors, and conduct their prizes into port, by tables and charts furnished perhaps by the very people whom they have vanquished.

"Is it honorable for the United States to use forever the knowledge furnished us by others, to teach us how to shun a rock, escape a shoal or find a harbor, and add nothing to the great mass of information that previous ages and other nations have brought to our hands?

"Tyre, Greece, Carthage, Venice, Florence, whose commerce has ceased, and whose opulence is gone forever, have still left the historic glory of having shown succeeding ages the way to wealth, and honor, and power, by means of knowledge. The ancient commercial and naval monuments are theirs, and every niche of the modern temple of Neptune is filled by others—not ourselves. The exports, and more emphatically the imports of the United States, her receipts and expenditures, are written on every pillar erected by commerce on every sea and in every clime; but the amount of her subscription stock to erect these pillars, and for the advancement of knowledge, is nowhere to be found.

"To open new sources of traffic and of commercial wealth, has gratified the pride as well as the avarice of man, in every age; and the adventurous deeds by which this has been achieved, have been commemorated by every historian, poet, and even fabulist in all past times; for the Argonautic expedition for the golden fleece, as given us by the poets and mythologists, is only in the form of a generous and munificent commemoration of the voyage of one who ventured much to open a new path to commerce, for the aggrandizement of his own country.

"We have been plundered by the English and French, by Spaniards and Neapolitans, Danes, Norwegians, and the Barbary powers, while our commerce was extending everywhere, and protected nowhere. Some of these insults and depredations have been settled for, and others are quietly, but surely, approximating to a day of *restitution* or *retribution*. The spirit of the nation is aroused on these subjects, and can never sleep again; honor, justice, feeling, conscious of physical strength, all forbid it.

"Have we not, then, reached a degree of mental strength that will enable us to find our way about the globe without leading-strings? And are we forever to take the highway others have laid out for us, and fixed with mile-stones and guide-boards? Permit me to conclude, in humble imitation of the great discoverer of this continent to his patrons: 'We fear no storms, no icebergs, no monsters of the deep, in any sea; we will conduct ourselves with prudence, and discretion, and judgment; and, if we succeed, the glory and profit will be yours; if we perish in our attempt, we alone shall suffer, for the very inquiry after us will redound to your honor.'"

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"WASHINGTON, February 26, 1828.

"SIR: The Committee on Naval Affairs in the House of Representatives, through their chairman, have recently addressed me a note, requesting my views of the character, value, and extent of our trade in the South seas and Pacific ocean.

"A reply to that letter is herewith enclosed for your perusal; and as you have recently been in the Pacific, on official duty, and have improved the favorable opportunity you had of acquiring much useful information in relation to our important and growing commerce there, I would thank you to inform me, in writing, how far your own views extend in corroboration of the report I am about to submit to the consideration of the committee.

"Be pleased to accept the assurance of the high consideration with which I am, sir,

"Your obedient servant,

"J. N. REYNOLDS.

"To Captain THOMAS AP CATESBY JONES, *United States Navy.*"

"WASHINGTON, February 28, 1828.

"DEAR SIR: I have received, and read with great satisfaction, the memorial which you did me the honor to submit for my perusal. My recent cruise to the Pacific ocean, in the course of which I spent some time among the Society, Sandwich, and other islands, afforded me a good opportunity of seeing, in partial operation, most of the branches of commerce, the advantages of which you so clearly demonstrate in your address to the Committee on Naval Affairs.

"That there is a great field open for national enterprise, in the region to which you have invited the attention of the American people, cannot be *doubted*; and I accord most heartily with you that such a voyage as you contemplate would open to our commercial, and, of course, national interests, sources of great wealth, which cannot be brought into action without the protecting aid of government.

"That success may crown your most laudable exertions, is the wish of, sir,

"Your obedient servant,

"THOMAS AP CATESBY JONES.

"To J. N. REYNOLDS, Esq."

The committee, having thus fully presented the views and wishes of the memorialists, and noted the legislative action hitherto had upon the subject, deem it unnecessary to go into any prolonged arguments, in the conclusion of their report.

Other nations have deemed it wise to protect their fisheries, at all hazards, and by heavy expenditures. Some have sent out voyages of discovery, that had little or no commerce to be benefited. Previous to the year 1770, the English, in their strenuous efforts to compete with the Dutch in the northern whale fishery, had paid, in bounties, not less than three millions of dollars; and down to the year 1786, the aggregate amount of bounty paid was not less than six millions three hundred and thirty thousand dollars.

The American fishermen have received no bounty, and they are now pursuing their avocation in seas beyond the reach of ordinary protection. That places of refreshment may be examined, new channels of

trade opened, and dangers pointed out, seem not only reasonable and just, but called for by considerations of public interest; and it is believed that this can be best accomplished by sending out small vessels expressly provided for this duty; while the demand on the public treasury will be small, compared with the good which may be accomplished.

The late British expeditions for the discovery of a northwest passage, undertaken for scientific purposes, at great expense, nevertheless richly repaid the British nation for her expenditure, by transferring the whale fishery from East to West Greenland.

In like manner, in addition to the specific objects to be attained by an expedition, many collateral advantages may be secured to the whaler and trafficker in the Pacific, and the sealer in the higher latitudes south.

While your committee, in coming to their conclusion in favor of recommending an expedition such as has been prayed for by the memorialists, have been influenced solely by commercial views, and place the policy of the measure solely on these grounds, they are not indifferent to the valuable fund of knowledge which may be gathered during the voyage, and which, properly analyzed and written out, may be interesting, not only to the American people, but the whole civilized world.

Your committee therefore report a bill.*

NAVY DEPARTMENT, *January 24, 1835.*

SIR: I have the honor to send herewith an original report of J. N. Reynolds, Esq., dated the 24th of September, 1823, describing certain islands, reefs, and shoals in the Pacific ocean, &c., and which is presumed to be the report called for by the House of Representatives of the 23d inst, and referred to as dated the 9th October, 1829. When no longer required, it is respectfully requested it may be returned.

I am, very respectfully, your obedient servant,

M. DICKERSON.

Hon. JOHN BELL, *Speaker of the House of Representatives.*

Letters from Passed Midshipmen Maury and Godon.

FREDERICKSBURG, *Va., December 26, 1834.*

DEAR SIR: Your friendly letter, of the 25th inst., lays open before me.

It affords me pleasure to give you all the facts within my reach, which may bear upon the subject of the memorial alluded to.

I earnestly hope you will gather the richest fruit from your report—the consciousness of doing good, and of benefiting your fellow-citizens.

I have cruised in the Pacific for nearly seven years, and have seen and conversed with many of our whalers. They all urge, in the strongest terms, the necessity of a survey of the many dangers which speak their fishing grounds.

You will observe that the islands, rocks, &c., of which you have a list, place the “fishing ground” between the west coast of Africa, the coast of Japan, and South Africa. An accurate survey of the western coast of our continent is much to be desired. I was sailingmaster of a United States vessel in the Pacific for nearly three years.

By the testimony of other navigators, and the concurring result of my own astronomical observations, I found many places along the coast mislocated on our charts, which were of the most recent publication, and compiled by the most approved hydrographers.

To the north of Lima, there is a line of coast several hundred miles in extent, to every point of which, according to the observations of those who sail along it, the charts assign a wrong locality.

Upon the shoal of Topocalma, near Valparaiso, several vessels, (one last year,) have been lost, through ignorance of its true locality.

The hydrography of the northwest coast, and of that bordering near the mouth of the Columbia river, is most lamentably imperfect. The United States have a valuable interest there in the fur trade with the east, which has been, and is, a valuable field for the enterprise of our citizens.

Extract from my note book.

“CALLAO, *May, 1832.*

“Captain Merit, an American, of the brig *Convoy*, tells me he has been in the fur trade, on the northwest coast, for many years; he has frequently entered the mouth of the Columbia river; the ingress very dangerous; he has seen the breakers breaking feather-white, almost entirely across the entrance; a bar of quicksand extends across it; he saw a vessel and all her crew perish on it; there is no chart of the mouth of this river.

“About five miles to the northward of Baker’s Bay is a very large bay, with a narrow mouth opening into the ocean; he was twelve hours in a canoe pulling across this bay, at the rate of six miles per hour; thinks the water in this bay is deep; saw the breakers across its mouth. The Indians tell of an English vessel that came into this bay, mistaking it for the mouth of the Columbia river; this bay is not laid down upon any chart.”

“If the hydrography of the coast and the main land be so imperfectly established, what is to be expected of that of the islands, and of places apparently of less importance?”

* For report of Secretary of the Navy, of 24th January, 1833, and letter from J. N. Reynolds, see antecedent, No. 573, *Naval Affairs.*

"Captain Swain, of the Mercury, and Chase, of the Leda, (whalers,) say that Norfolk Island, Gallapagos group, does not exist. The chart places it thirty-four miles from Cholam Isle. They sailed from Cholam Isle in search of it; the day was perfectly clear; could see twenty-five miles around; they did not see Norfolk Island.

"Captain Bennett, of the Rajah, (whaler,) has been in Wake's Island, (recently discovered;) latitude 19 deg. 26 min. north, longitude 166 deg. 45 min. east; it is low; is about a half mile long; has no anchorage; boats can land on the lee side of it; it has 'beche le mer' on it.

"Captain B., in company with another vessel, saw an island in latitude 3 deg. south, and 171 deg. 51 min. west; it is barren; has a reef around it; is ten miles long, four broad. Next morning they saw another in 172 deg. 10 min., and 2 deg. 40 min. south. Thinks this is not barren, and that its length is about twenty miles."

Copy of a letter from Captain Mayrs.

"On our passage from the Marquesas to the coast of Chili, we fell in with several islands not laid down in our charts. That which we first saw is situated about eighty or ninety miles from the Dog Island of Schuten and Le Maix, southwest by south, and is, according to our dead reckoning, in latitude 16 deg. 14 min. south, longitude 139 deg. 18 min. west. But as we had no observation the preceding or following days, the position we have given it may be very incorrect. It was between five and six P. M. when we first saw it, and the weather at that time thick and squally, which induced me to tack and stand back in my own track during the night, to avoid all danger that chance might throw in our way. At daylight land was again seen in a northwest direction, which I supposed to be another island. Not many days after, we fell in with another at daylight in the morning, near which we lay becalmed the greater part of the day; this is in latitude 17 deg. 18 min. south, longitude 138 deg. 30 min. west. Its greatest extent is north-northeast twelve or fourteen miles; land low, a cluster of cocoa nut trees on the western end, and on its southwest part is an extensive reef, connecting it with the island, and enclosing a large lagoon. The people were seen in considerable numbers on the beach, who, on approach of the boat that was sent to examine it, assumed a threatening attitude, and prevented the landing of the party with their slings, which led us to believe they had never been visited by a vessel. As we stood on to the southwest, immense numbers of birds hovered daily around the ship, which induced us to believe we were in the vicinity of land. It was at last seen in the southeast. This island is in latitude 18 deg. 27 min. south, longitude 136 deg. 18 min. west; it is twenty-five miles long, northeast; it is very low. From the light winds, we could not near it enough to tell if it were inhabited or not. It was thought by some to be Gule's Island, seen by Captain Wilson, in the Duff, which we saw next day, agreeably to our calculation, which gave us less reason to doubt our own reckoning."

The above, sir, are all the facts which I can furnish you, with regard to the "unknown west."

I have set down in my note book the number of whale ships, constantly in the Pacific, at two hundred and eighty, averaging twenty-three men to each, and two thousand eight hundred barrels, each barrel containing thirty-two and a half gallons of oil, and each ship to require thirty-four months to fill herself. I think this is rather above than below the proper estimate.*

Yours, respectfully, &c.,

M. F. MAURY,
Passed Midshipman U. S. Navy.

HON. DUTEE J. PEARCE, *House of Representatives, Washington.*

WASHINGTON CITY, *February 1, 1835.*

SIR: As an officer of the United States navy, I cannot look upon the efforts you have been making towards getting up an expedition to the South seas with feelings of indifference. They are noble, sir, and the design is worthy of them. I had the good fortune to perform the cruise of the Potomac, under the command of Commodore Downes, in which we circumnavigated the globe, increasing our latitude from forty degrees north to upwards of fifty-six degrees south; and, in this immense range of ocean, we were never once beyond the reach, or in fact within some degrees of the limits of our whaling and sealing interests. While among the islands of the Pacific ocean, and during a cruise of some eighteen months on the west coast of South America, I had numerous opportunities of observing the immensity of our whaling and other commercial interests in those seas; and alas! of mourning (from the reports of numberless merchants and whaling captains) over the imperfections of our charts of those very regions now become the field of enterprise of those daring navigators. Newly discovered islands are yearly being made, and already a list of upwards of four hundred has been made. Some of these lists I have seen; but they have, I believe, some time since been laid before the House of Representatives by the untiring and highly to be commended exertions of J. N. Reynolds, Esq. I am well convinced, by a practical knowledge, of the utility of the proposed expedition, towards a thorough examination of those seas, for the preservation of our commerce and the encouragement of our seamen engaged in a service already, perhaps, the most dangerous of any, independent of unknown islands and undiscovered reefs.

Without entering into any learned or far-fetched argument in support of the existence of undiscovered land in high southern latitudes, abounding in articles of commercial interest, allow me, sir, to refer you to a communication made to the Royal Geographical Society, in the year 1833. It appears, from this paper, that one Captain Biscoe, in the brig Tula, accompanied by a small cutter, the Lively, on the eighth of February, 1831, discovered land, and during one whole month remained in the vicinity of it. He

*A call on the Secretary of the Treasury would give the number of sperm whalers, which only fish in the Pacific, &c.

clearly discerned the *black peaks* above the snow, but he was unable to approach nearer than thirty miles to it, from the boisterous state of the weather and ice. The stormy petrels were the only birds seen, and no fish. It has been named *Emberly's land*; longitude forty-seven degrees 30 minutes east, latitude sixty-six degrees thirty minutes south; an extent of 300 miles was seen. In consequence of the bad state of the health of his crew, Captain Biscoe was compelled to return into warmer latitudes, but, in the early part of February, 1832, he was again in the vicinity of an immense iceberg, when it fell to pieces, accompanied by a tremendous noise, and, on the 15th of the same month, *land* was seen to the southeast, latitude sixty-seven degrees fifteen minutes, longitude sixty-nine degrees twenty-nine minutes west. It was found to be an island near the head land of what may hereafter be called the southern continent. On the island, about four miles from the shore, was a high peak, and some smaller ones. On the twenty-first of February, Captain Biscoe landed in a spacious bay, on the main land, and took possession in the name of his Majesty, William IV. It will probably, on further examination, be found that this very land is but a continuation of the same chain of islands which are entirely and undoubtedly an American discovery; but the honor may be snatched from us, and the glory of naming them be lost to the country, should the present expedition fail, to say nothing of the advantages that may be lost in the collection of animal fur. I will not trouble you longer, sir; I may already have taken a liberty in writing to you on the subject. I have too much pride in my country, to suppose for one moment that a few months will not see the South Sea expedition filling to the breeze, and waiting on to national fame. Few hearts in the navy will not beat high with hope of participation, and many—(and I say it with professional exultation)—yea, many noble spirits will be found ready and willing to venture all, and patiently meet the dangers and privations which such an expedition may demand, to fill the measure of their country's glory. Sir, may I venture further, and look to the end of three short years, and foretell the return of the gallant little band crowned with success—rich in knowledge of tropical seas, and bearing the high honor of having unfurled the stars of liberty even to the verge of the southern hemisphere. And with what pride—what glowing, conscious pride, will not you, sir, and the honorable committee to which the subject has been referred, hail the return of that expedition which your efforts pushed forward; bearing, too, that information which is to render the South seas and Pacific ocean more safe to our daring fishermen and other traffickers.

With high hopes for the success of yourself and the honorable committee, and with many sentiments of respect,

I remain, sir, your obedient and humble servant,

SYLVANUS GODON, *Passed Midshipman U. S. Navy.*

To the Hon. DUTEE J. PEARCE, *Member of the Committee on Commerce.*

23D CONGRESS.]

No. 579.

[2D SESSION.]

ON CLAIM OF A CLERGYMAN TO PAY FOR SERVICES AS CHAPLAIN, VOLUNTARILY RENDERED AT THE NAVAL ASYLUM AND NAVY YARD, PHILADELPHIA, HE NOT HAVING AN APPOINTMENT AS SUCH, NOR AN ENGAGEMENT TO BE PAID.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 10, 1835.

Mr. PERKINS, from the Committee on Naval Affairs, to whom was referred the petition of James Wiltbank, reported:

That the petitioner applied to the President of the United States for an appointment as chaplain to the Naval asylum at Philadelphia, and, in answer to his application, the President, on the 30th October, 1832, directed that "when the Secretary of the Navy deems it proper that a chaplain should be appointed to the Naval asylum, the petitioner should be appointed."

A letter was in consequence addressed to him by the Secretary of the Navy, in the following words, namely:

"NAVY DEPARTMENT, October 31, 1832.

"SIR: As it is represented that the services of a chaplain at the Naval asylum near Philadelphia are occasionally necessary, and would probably prove useful as a permanent arrangement, you are hereby authorized to discharge those services. But as no specific appropriation now exists for the payment of such a chaplain, and as the regulations for the Naval asylum and Naval hospital have yet made no provision for the appointment and payment of such an officer, it is to be distinctly understood that till such an appropriation, or till such regulations are made as sanction the payment, you will perform the above services entirely at your own expense, and in your capacity of a private citizen.

"Respectfully, yours,

"LEVI WOODBURY."

"Rev. JAMES WILT BANK, of Philadelphia."

On the 29th of December, 1832, the navy yard at Philadelphia being destitute of a chaplain, the memorialist wrote to the Secretary of the Navy that he would, with his approbation, supply the vacancy. To this application, the Secretary replied as follows:

"NAVY DEPARTMENT, January 3, 1833.

"SIR: In reply to your letter of the 29th ultimo, I have to state that I have no objection to your performing any religious service at the yard which may be agreeable to the commander and yourself; but I regret there is no vacancy in the corps of chaplains, or any funds by which any compensation can be given by the Department.

"Very respectfully, your obedient servant,

"LEVI WOODBURY.

"Rev. JAMES WILT BANK, Philadelphia."

It appears by a certificate of Lieutenant Colonel Miller, dated 21st March, 1834, that the Rev. James Wiltbank, the petitioner, did perform the duties of chaplain, from the 13th January, 1833, to the 30th March, 1834, and the same services are attested by D. D. Baker, lieutenant of the United States marines.

Colonel Miller certifies, on the 13th December, 1834, that the petitioner has officiated at the Navy barracks, from the 5th May, 1834, to the 16th November, 1834, in addition to the former term of service.

The petitioner claims payment for the services rendered, at the rate allowed chaplains in the navy.

The case has been submitted to the Secretary of the Navy, whose report thereon, herewith submitted, and dated 1st February, 1835, refers to the letter of the late Secretary as the only authority existing on the files of the Department, under which Mr. Wiltbank claims compensation for services, which being "neither an appointment nor a promise to make compensation," his account could not be settled by any authority from the Department; but it is admitted by the Secretary that "his claim seems to be an equitable one for compensation for services rendered under circumstances that induced him to believe that he would be remunerated."

There seems to be no doubt that Mr. Wiltbank performed the duties of a chaplain at the navy yard, when the regular chaplain had been ordered to another station; and although no remuneration was promised him, yet the denial by no means precluded his just expectation than an appropriation and authority to pay him would be hereafter made, although none existed at the time.

The claim resolves into one where services allowed and directed to be performed by law have been performed by the petitioner, though without a regular appointment; and the committee see no reason why remuneration should be withheld by the United States. A bill is accordingly reported.

NAVY DEPARTMENT, *February 1, 1835.*

Sir: In reply to your letter enclosing the petition of James Wiltbank, as acting chaplain of the navy, and asking my answer as to the merits of the claim, and the objections to its settlement, I have to state, that the only authority appearing upon the files of this Department, under which Mr. Wiltbank claims compensation for services rendered as chaplain in the navy, is the letter of the Secretary of the Navy, of the 3d of January, 1833, a copy of which is herewith transmitted.

As this letter is neither an appointment nor a promise to make compensation, it is evident that his account could not be settled by any authority from this Department.

His claim seems to be an equitable one for compensation for services rendered under circumstances that induced him to believe that he would be remunerated. These circumstances he has stated in his petition, in which he refers to several documents not upon the files of this Department.

At the last session of Congress, he applied for compensation for his services, but was unsuccessful. He continued, however, to perform services at the navy yard, as before, (under his former permission, it is presumed, as no new permission was given,) until he was superseded by Mr. Grier, a regular chaplain of the navy. That Mr. Wiltbank considered himself authorized to continue in the performance of his duties until he was so superseded, will appear by his letter of the 29th of September, 1834, to this Department, a copy of which was enclosed in your letter, and now returned.

Mr. Grier has been paid his allowances and emoluments as chaplain at the Navy yard at Philadelphia, from 15th July last. Mr. Wiltbank, in his petition, states that he has the assurance of the Secretary of the Navy that his claim shall have his sanction.

This was no more than an assurance that, should I be consulted, I would express a hope, which I now do, that for his services, which I believe had been very faithfully performed, agreeably to his statement, he might receive from Congress an adequate compensation.

The papers enclosed to me are herewith returned.

I am, very respectfully, sir, your obedient servant,

M. DICKERSON.

Hon. JAMES PARKER, *House of Representatives, Washington.*

23d CONGRESS.]

No. 580.

[2d SESSION.

ON CLAIM OF CAPTAIN JOHN DOWNES, OF THE NAVY, FOR REMUNERATION FOR PRESENTS MADE TO THE ACTIVE AUTHORITIES OF THE SANDWICH AND SOCIETY ISLANDS, AND EXTRAORDINARY EXPENSES CONNECTED WITH THE CRUISE OF THE FRIGATE POTOMAC, IN 1832.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 10, 1835.

Mr. E. EVERETT, from the Committee on Foreign Affairs, to whom was reported the memorial of Captain John Downes, of the navy of the United States, reported:

That, in the summer of 1831, Captain Downes was dispatched, in the frigate Potomac, to perform an arduous and important service on the coast of Sumatra, and afterwards to take command of the United States squadron in the Pacific, and to visit the chief resorts of the American commerce in that ocean. He arrived on the coast of Sumatra in February, 1832, and, in pursuance of the instructions of the government of the United States, inflicted chastisement upon the people of Quallah Batoo for the outrages committed on the American ship Friendship. The beneficial effects of the discreet and vigorous manner in which this important service was performed by Captain Downes are believed, by the committee, to have been felt and acknowledged by our navigators who have subsequently visited the coast. After remaining twelve days near Quallah Batoo, Captain Downes proceeded to Batavia, and thence to Canton, where he rendered an essential service to an American ship, belonging to Providence, by taking out of her six mutineers and supplying their place with six men from the Potomac. From Canton Captain Downes pro-

ceeded to the Sandwich Islands, and arrived at Oahu on the 23d July, 1832. While there, it was in his power to render important services to several American vessels, and to secure the acknowledgment, by the King of those islands, of claims of American citizens against him, to the amount, as the Captain believes, of fifty thousand dollars. While in this quarter, Captain Downes received from the King supplies of animals, fruits, and vegetables, which were served out as fresh provisions to the ship's company, to the great advantage of their health and comfort, after a twelvemonth passed at sea. It was deemed proper by Captain Downes, and, as the committee think, with reason, to make some return for these supplies. Nor was it less desirable to perpetuate the favorable impressions, with respect to the United States, recently made by a visit of a public ship in these seas, and to cultivate a good understanding with the native authorities. Such a course was fully in accordance with the policy and instructions of the government, and highly important in reference to our extensive and growing commerce in the Pacific. To promote these ends, Captain Downes presented the King with swords for a troop of cavalry, with articles of clothing, and other articles of considerable value; and he also gave an entertainment, at his own expense, to the King and other persons high in authority in these islands.

From the Sandwich Islands, Captain Downes proceeded to the Society Islands, and arrived at Tahiti in the month of September, 1832. He here received from the Queen ample supplies of provisions, which were furnished to the ship's company, and, in return, deemed it his duty to present to her, and other persons in authority, articles of considerable value; and also to invite them to an entertainment on board his ship.

Captain Downes arrived on the coast of South America in the month of October. His official reports and dispatches contain the proof of the important services rendered, in the course of his voyage of circumnavigation, to the commerce of the country, to our extensive whale fishery, and to all the interests depending on a good understanding with the native authorities in the Pacific ocean. From the opportunities which the committee have had to acquaint themselves on the subject, they believe that no vessel-of-war has ever been dispatched from the United States to the Pacific which has performed more valuable services.

For the expenditures made by Captain Downes in gratuities to the native princes, the committee consider him entitled to a reasonable indemnity; the rather, as a portion of their value has already been realized in advance to the United States, in the form of provisions received from the islands, and consumed by the ship's company on board of the Potomac, with a consequent saving of an equal amount of the ship's stores. But the nature of the case seems to preclude an accurate statement of the precise amount of the advantage thus accruing to the United States.

In consideration of services of the same kind as those performed by Captain Downes, and in reimbursement of similar expenditures, made for the same objects and to the same authorities, by Captain Finch, in the United States ship Vincennes, two years previous, Congress appropriated five thousand dollars, the whole of which was allowed, by order of the President, to Captain Finch. On examining the report of the Fourth Auditor in reference to the cruise of the Vincennes, its great similarity with that of the Potomac is remarkable; and the same grounds of equity exist for a reasonable reimbursement to Captain Downes of the expenses incurred by him, as above set forth.

The committee have found some difficulty in satisfying themselves as to the measure of the allowance that ought to be made. The nature of the expenditures did not, in all cases, admit of an accurate account being kept, and Captain Downes thought he might safely rely on the willingness of the government to extend the same liberality to him which had been manifested to his predecessor. Among the articles furnished as presents were forty cavalry swords, with their appendages complete; a costly rifle in its case; twenty yards of blue broadcloth, with trimmings; thirty pieces of nankin; 268 pounds of Java coffee; 200 pounds of sugar; seven pieces of silk, and a great variety of articles of clothing of every description; the whole estimated by the Captain to have cost him one thousand and eighty dollars. For the entertainment to the King and persons in authority at the Sandwich and Society Islands, the committee are not prepared to recommend any allowance.

The committee, considering the foregoing facts, and referring to the case of Captain Finch, to whom five thousand dollars were allowed, having deemed the sum of one thousand and eighty dollars, at which Captain Downes estimates his expenses, as exceedingly reasonable, have, accordingly, reported a bill to allow him the payment of that sum.

ON THE CLAIM OF PURSER SAMUEL HAMBLETON, WHO WAS WOUNDED IN BATTLE ON LAKE ERIE IN 1813, WHILE VOLUNTARILY ACTING AS AN OFFICER COMMANDING A DIVISION OF GUNS, FOR ARREARAGES OF PENSION.

COMMUNICATED TO THE SENATE FEBRUARY 12, 1835.

Mr. BLACK, from the Committee on Naval Affairs, to whom was referred the petition of Samuel Hambleton, a purser in the navy of the United States, reported:

That it appears that the petitioner made application for a pension to the Navy Department, which was granted on account of wounds received by Purser Hambleton, September 10, 1813, in the engagement between the American and British fleets on Lake Erie, while acting as a volunteer, commanding a division of guns on board the United States brig Lawrence. The pension was granted to take effect from the 30th August, 1834, the time of application. The petitioner asks to have all arrearages paid from 10th September, 1813, when he was wounded, as though the application had then been made.

The committee are of opinion that it would be impolitic to extend the principle of granting pensions to the payment of arrearages under such circumstances. The government is prepared, and at all times ready to pay pensions to those who are legally entitled to demand them, and can establish their claims

under the provisions of the acts of Congress. It cannot know who is entitled to a pension, or who intends to avail himself of the benefit of the provisions of the law upon that subject, except from its being claimed; and when no application is made, particularly for any length of time, is a fair presumption that it is intended to be waived.

The adoption of this as a general principle will, it appears to the committee, be productive of this beneficial result: it will induce those who intend to avail themselves of the advantages of the law to prefer their claims immediately, while the recollection is fresh, and all the circumstances attending each case distinctly remembered; and will in some degree prevent stale and unmeritorious claims from rising up, years after the event in which they originated has transpired, when many of the attendant circumstances are forgotten. It would not be politic to offer advantages as a premium for delay.

The committee would not wish to be understood, in offering these general reasons, as intimating that Mr. Hambleton's claim to a pension was granted without merit; on the contrary, they highly appreciate the spirit and patriotism which led him to volunteer his services on the important occasion; they place a high estimate on services thus voluntarily rendered, and would without hesitation be in favor of the allowance of his claim, but for the adoption of a principle which might be mischievous in its consequences. They therefore respectfully submit the following resolution:

Resolved, That the prayer of the petitioner be not granted.

23D CONGRESS.]

No. 582.

[2D SESSION.]

ON THE EXPEDIENCY AND ADVANTAGE OF SUBSTITUTING COTTON INSTEAD OF HEMP AND FLAX FOR THE CANVAS AND CLOTHING FOR THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 16, 1835.

NAVY DEPARTMENT, *February 11, 1835.*

SIR: I have the honor, in compliance with the resolution of the House of Representatives, of the 2d instant, to send the enclosed letter of the Navy Commissioners, dated the 10th instant, with accompanying papers, from No. 1 to 12, as containing the copies of naval reports and other documents relating to the employment of cotton canvas in the American navy, and the propriety of providing cotton clothing for the seamen, therein called for.

It is very important to the country that cotton should be substituted for hemp and flax in making canvas for our navy, as far as it can be done without injury to the service. Although hemp and flax may be produced here to any extent that may be required, yet, as they are produced more cheaply abroad, we shall continue to import them, as we long have done, for the use of our navy. In case of war, our commerce with countries from which we import these articles may be obstructed, and our supplies cut off.

The production of cotton in this country already exceeds the demand for it from abroad and for domestic consumption. The supply of the article will always exceed the demand, in war or peace; and, in this point of view, it has an advantage over articles indispensable to our navy that we import. Should we, after long experience, ascertain that cotton canvas will answer the purposes of our ships, it will diminish, in a considerable degree, the expense of equipping our navy.

Our citizens have generally found an advantage in substituting fabrics of cotton for those of flax and wool in their wearing apparel, and there can be no reason to doubt that the use of cotton clothing could be introduced into the navy with equal advantage. In this case there would undoubtedly at first be a prejudice against any innovation, on the part of our sailors, but this prejudice would yield, upon the conviction that the change would substantially promote their comfort.

It is believed that an increased use of cotton for canvas and for clothing in our navy may be introduced with great advantage.

I have the honor to be, very respectfully, sir, your obedient servant,

M. DICKERSON.

The Hon. JOHN BELL, *Speaker of the House of Representatives.*

NAVY COMMISSIONERS' OFFICE, *February 10, 1835.*

SIR: In compliance with your endorsement upon the resolution of the House of Representatives, of the 2d instant, calling for information in relation to cotton canvas and cotton clothing, the Board of Navy Commissioners have the honor to transmit, herewith, all that is to be found on the files of this office, numbered from 1 to 12, inclusively.

No. 1 shows the information attained by them up to the 27th of January, 1829, and the opinion of the then board upon the subject.

No. 2, with its enclosure No. 3, furnishes information obtained in 1830, with the opinion of the board upon cotton clothing.

No. 4, with the enclosures Nos. 5, 6, 7, 8, and 9, contains the result of a survey, in 1831, upon the cotton sails of the United States ship Peacock, for which sails special instructions were given to procure canvas of the best quality, as appears by No. 10.

Nos. 11 and 12 contain the results of experiments made in the navy yard at this place, to ascertain the comparative strength of cotton and flax canvas.

I have the honor to be, with great respect, &c., your obedient servant,

JOHN RODGERS.

Hon. MAHLON DICKERSON, *Secretary of the Navy,*

No. 1.

NAVY COMMISSIONERS' OFFICE, *January 27, 1829.*

SIR: Upon the various points embraced in the resolution of the House of Representatives of the 2d instant, (received on the 26th,) the Board of Navy Commissioners respectfully report:

The only results received by this board, of the experiments reported in January, 1826, to be in progress for the purpose of testing the comparative fitness of cotton and hemp canvas for the use of sails in our public ships, will be found in the following extracts of letters from commanding officers:

From Captain Woolsey, March 8, 1827.

"In answer to your letter of the 20th of December, relating to the cotton main topsail, I have to remark, that it had lain in store a long time at Key West before it was received on board the Constellation; one of the middle cloths, near the head of the sail, was damaged in store, and had soon to be mended, but the rest of the sail has had a fair test in all weathers, is now bent, and still continues good. For the West India service, I think canvas of that description as good as hempen, and for all the light sails I should think cotton equal in all respects to hempen in any climate."

From Captain Wilkinson, of the John Adams, of February 5, 1857.

"In reply to your letter of the 21st of December, which I this day received, I had only a main topsail of cotton; that was bent at Norfolk in March last, and has been in constant use nearly the whole time. My ship has been actually at sea 240 days, and sailed 18,587 miles in the above period, including the hurricane months, which were excessively boisterous, and this ship requiring the main topsail, it was always carried as long as practicable. The injury which topsails sustain from frequent reefing, &c., is well known to the Commissioners. I had the above-mentioned topsail middle-stitched, to strengthen the sewing, which had given way in many places, and I now pronounce it as good as it ever was, having this day examined it minutely to enable me to make this report. Cotton sails hold more wind, are much more pliable, and easily handled, and, upon the whole, I think highly of them for square sails."

From Commodore Warrington, October 7, 1826.

"From what I have seen of that sail, (the one reported on by Captain Wilkinson,) I am inclined to think favorably of the article for sails, and to believe we have no cause to fear its greater combustibility than canvas made of hemp; it stands flapping and chafing as well, if not better, than sails commonly do of other materials.

"Other experiments upon the subject of cotton canvas have been instituted, but the results have not yet been reported.

"As to the comparative *expense* of canvas made of hemp and cotton, so far as regards the *first cost*, that of hemp or flax continues as stated in our letter of the 28th January, 1826, while that of cotton has fallen. Their relative prices may now be considered as follows:

No. 1. Flax, 47½ cents per yard.	Cotton, 41 cents per yard.
No. 2. Flax, 43¾ cents per yard.	Cotton, 39 cents per yard.
No. 3. Flax, 42½ cents per yard.	Cotton, 37 cents per yard.
No. 4. Flax, 41¼ cents per yard.	
No. 5. Flax, 40 cents per yard.	Cotton, 34 cents per yard.
No. 6. Flax, 38¾ cents per yard.	
No. 7. Flax, 37½ cents per yard.	Cotton, 32 cents per yard.
No. 8. Flax, 36¼ cents per yard.	

"In this scale, no prices are fixed for Nos. 4, 6, and 8 of cotton canvas, because we have not recently contracted for any of those numbers. They no doubt bear prices proportionate to those of the other numbers, and may be stated as follows: No. 4., 35½ cents; No. 6, 33 cents; and No. 8, 30 cents per yard.

"The use of cotton canvas for boat sails, awnings, hammocks, hammock cloths, wind sails, bags, boat and boom covers, and tarpaulings, is so far approved, that it is now generally used for these purposes, and it may be used with advantage, it is believed, for *light* sails generally, but its use for topsails and courses, particularly for large ships, would be attended with so many hazards to the safety of the ships, that the board would not take upon itself the responsibility of substituting it for hemp canvas for such purposes."

I have the honor to be, &c.,
HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

JOHN RODGERS.

No. 2.

NAVY COMMISSIONERS' OFFICE, *September 13, 1830.*

SIR: The Commissioners have received your letter of the 11th instant. Frocks, trowsers, and banyans, made of cotton, have, at different periods, been used in the service, but objections were made to it. Washing it in salt water turns it yellow, and when scrubbed with a brush (the usual mode of washing at sea,) it wears out quickly.

If dyed in indigo, it would probably cost more than duck made of flax. This, however, can be ascertained by inquiries of the manufacturers of cotton. It appears to the Commissioners that blue would not be a suitable color for shirts. It would not have the same cleanly, wholesome appearance that white has.

If, however, you should think proper to gratify Commodore Elliott, in clothing the crews of the West India squadron with cotton dyed blue, the Commissioners will make, in their next contracts, arrangements to carry your views into effect.

I have the honor to be, &c., &c.,
HON. JOHN BRANCH, *Secretary of the Navy.*

JOHN RODGERS.

No. 3.

Extracts from communications from Commodore Elliot, Captain McCall, and Lieutenant Beerum, to the Secretary of the Navy, and transmitted by him to the Board of Navy Commissioners on September 11, 1830.

From Commodore Elliott.

UNITED STATES SHIP PEACOCK, *Pensacola*, August 23, 1830.

On an examination of that part of the report of Master Commandant McCall, of this ship, and of Lieutenant Boerum, of the *Erie*, you will perceive that the experimental sails, manufactured of cotton, are in the full force of successful operation; and I will take occasion to suggest the propriety of having cotton for the wearing apparel, manufactured of the same materials, twilled, and dyed of a good indigo blue for shirts, trowsers, and jackets; this cannot fail to be acceptable to them, and equally healthy in a climate which requires a better absorbent material than linen.

From Captain McCall.

UNITED STATES SHIP PEACOCK, *Pensacola*, August 23, 1830.

I have the honor to inform you that this ship has been now in commission twelve months, during which time she has been kept almost constantly at sea, and her sails, which are composed of cotton canvas, have been in constant use during that time, having stood the test of the north winds on the coast of Mexico during the last winter, which are very severe, and often very violent, and, during the rainy summer months, the squalls are frequently severe, but of short duration. They are in a trifling manner mildewed, and a little chafed.

From Lieutenant Boerum.

UNITED STATES SHIP *ERIE*, *Pensacola*, August 25, 1830.

With regard to our cotton sails, I have to inform you, sir, that I am much pleased with them, and, so far as my experience may avail, I think they will stand every test. We found as little difficulty in manning them in heavy, wet weather, as the other sails, and that they hold better wind, nobody will deny.

No. 4.

NAVY COMMISSIONERS' OFFICE, *May 25*, 1831.

SIR: The Commissioners of the Navy respectfully submit copies of a letter from Commodore Morris, dated the 20th instant, with other papers therein referred to, upon the subject of the sails of the *Peacock*, which were made of cotton canvas.

It was the pleasure of the late Secretary of the Navy to extend the use of cotton canvas, hence the board does not feel itself at liberty to give to Commodore Morris a reply which might conflict with that direction; but the opinion expressed by the surveying officers, concurring as they do with that heretofore entertained and expressed by the board upon the same subject, appears to justify a reference of the question to you, that you will enable the board to inform Commodore Morris whether the use of cotton canvas is to be continued or not.

For certain purposes (say for bags, awnings, wind-sails, hammocks, hammock cloths, and the lighter sails of the vessels-of-war,) cotton canvas may, it is believed, be used without disadvantage to the service; indeed, for many years it has been used for most of these purposes, but the Commissioners could not take upon themselves the responsibility of recommending cotton canvas for the courses, topsails, or other principal sails of any vessel-of-war larger than a schooner.

I am, &c.,

JOHN RODGERS.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

No. 5.

NAVY YARD, *Charlestown*, *May 20*, 1831.

SIR: In examining the cotton sails of the *Peacock*, preparatory to the alterations required by a change of masts and spars, they were found to be so much more defective than their general appearance indicated, that I was induced to order a particular survey upon them; and as they had been exposed to considerable service, and seemed to offer a favorable opportunity of comparing them with other canvas, I directed the same surveying officer to obtain particular information from the officers of the ship, as to the time they had been used, and general character of the weather; and to report their opinion of its value for naval purposes, compared with flax canvas.

I enclose a copy of their report for the information of the board.

As the surveying officers consider the cotton courses, topsails, and jib to be unworthy of repair, I have to request your instructions whether they shall be replaced with sails made from cotton or from flax canvas.

Very respectfully, &c.,

C. MORRIS.

Com. JOHN RODGERS, &c., &c.

No. 6.

NAVY YARD, *Charlestown, May 13, 1831.*

GENTLEMEN: You will carefully survey and examine the sails of the United States ship Peacock, and report to me their condition, specifying such as require and are worthy repairs, and such as are unfit for service.

You will also make a separate report of the state of the sails which are made from cotton canvas, specifying particularly its comparative strength, and all other facts which you can ascertain in relation to its advantages or disadvantages for use in the navy, when compared with canvas made from flax, together with your opinions of the propriety of using it generally, made up from an examination of the sails, and the information you may be able to obtain from the officers of the ship.

Respectfully, &c.,

C. MORRIS.

Capt. JOHN DOWNES, C. W. MORGAN, and Master Comdt. C. S. McCauley. *Present.*

No. 7.

SIR: In compliance with your order of the 13th instant, we have surveyed the sails of the United States ship Peacock, and having carefully examined the same, we find that the following cotton sails are so rotten as to be unworthy of repairs, viz: one main course, one main topsail, one fore course, one fore topsail, one mizen topsail, one jib.

We also find the following cotton sails to be injured, but to be worthy of repair, viz: one main topgallant sail, one fore topgallant sail, one mizen topgallant sail, one fore royal, one main royal, one mizen royal, one spanker, one fore topmast staysail.

And we find the following cotton sails to be in good serviceable order, viz: one fore spencer, one main spencer, one flying jib, one middle staysail, one topgallant staysail, one royal, two lower steering sails, two fore topmast sails, two fore topgallant sails, two fore royal sails, two main topmast sails, two main topgallant sails, two main royal sails.

We find also the following sails, made from flax canvas, to be strong and serviceable, but the roping to be so heavy that we recommend that it be changed: one foresail, one fore topsail, one fore top gallant sail, one royal, one mainsail, one main royal, one mizen topsail, one mizen topgallant sail, one mizen royal, one spanker, one main topsail, one main topgallant sail, one main jib, one flying jib.

And we find one fore storm staysail of flax canvas a little worn, but worthy of repair.

We are, &c., &c.,

JNO. DOWNES, *Captain.*
CHAS. W. MORGAN.
C. S. McCAULEY.

To Com. CHARLES MORRIS, &c., &c.

No. 8.

U. S. NAVY YARD, *Charlestown, Mass., May 14, 1831.*

SIR: In further compliance with your instructions of the 13th instant, having reference to a comparison between the cotton and flax cloth, together with the propriety of its general use in the navy, in which you wish the undersigned to be governed in some measure in the present survey of the Peacock's cotton sails, and the information obtained from the officers of the ship, they report:

That, agreeably to the report of the first lieutenant, the ship has been about seventeen months on the West India station, and two hundred and thirty-seven days at sea, using but a single suit of cotton sails. During the cruise, the topsails, courses, jib and spanker, have undergone extensive repairs; and, if sound in the first instance, we are of opinion that they are far inferior to the flax cloth sails usually worn by our ships-of-war. Such has been the decay of all the cotton sails continued in use, that they may, with ease, be torn between the thumb and fingers in any direction.

They are further of the opinion that, with equal numbers or sizes of canvas, it would require double the power to tear the flax cloth; which, besides being very soft and pliable, does not absorb half the weight of water of the other; while the cotton, on the contrary, is stiff and heavy, and the sails difficult to handle, especially in wet weather, which requires a much greater force at all times to manage. Oil or grease of any kind have a very destructive tendency upon cotton cloth; this, together with its combustible qualities, may be urged as serious additional objections, both in reference to discharging firearms, or when accidentally stowed away wet.

Doubtless, one-half of the canvas used in the navy might be furnished of cotton, viz: for boats' sails, awnings, white hammock-cloths, hammocks, bags, men's clothing, and covers of every description. It might also be used for schooners' sails, and partially on sloops-of-war. But it must be palpable to men acquainted with heavy ships-of-war, or to disinterested persons who know anything of the subject, that it would be jeopardizing a ship of the line, or a frigate, to entrust it to cotton canvas.

We are, &c., &c.,

JNO. DOWNES.
CHAS. W. MORGAN.
C. S. McCAULEY.

To Com. CHARLES MORRIS, *commanding Naval Station, &c.*

No. 9.

UNITED STATES SHIP PEACOCK, *May 21, 1831.*

SIR: In compliance with your order, I have to report that the whole suit of cotton sails were first bent in New York on the 18th September, 1829, and have been in constant use ever since, with the exception of two months and a half at Pensacola, during the last summer, when they were unbent.

The weather has been unusually mild, excepting the first five months the sails were in use; during that time the ship was in the Gulf of Mexico, and experienced several northers, but in every instance we have had sufficient warning to get under snug sail before the gale became severe; we have no time been caught with much sail upon her in a heavy squall of wind.

The ship has been at sea during her cruise two hundred and thirty-seven days; there has been no flax canvas used, with the exception of the fore storm staysail, and that because we had none of cotton.

I have the honor to be, sir, very respectfully, your obedient servant,

G. J. VAN BRUNT.

Com. CHARLES MORRIS, *commanding U. S. Navy Yard and Station, Charlestown, Mass.*

No. 10.

NAVY COMMISSIONERS' OFFICE, *August 20, 1829.*

SIR: The Commissioners of the Navy request you will be pleased to apply to Mr, Isaac McKim to ascertain where the best cotton canvas can be procured, and, on obtaining the necessary information, purchase and ship the quantity specified in the enclosed bill to Commodore Chauncey, at New York.

This canvas is to be charged to "repairs," and you will send a bill of its cost to this office.

I am, very respectfully, &c.,

JOHN RODGERS.

ISAAC PHILIPS, Esq., *Navy Agent, Baltimore.*

Quantity of cotton canvas required for a complete suit of sails for a sloop-of-war of the second class:

No. 1	76 bolts.
No. 2	21 bolts.
No. 3	7 bolts.
No. 4	17 bolts.
No. 5	43 bolts.
No. 6	25 bolts.
No. 7	9 bolts.
No. 8	12 bolts.
	210 bolts.
	210 bolts.

No. 11.

COMMANDANT'S OFFICE, NAVY YARD, *Washington, October 20, 1831.*

SIR: I have the honor to transmit for your information the result of sundry experiments made at this yard to ascertain the comparative strengths of flax canvas, and canvas of the same number made of cotton; the experiments were made with great care, and I believe are as accurate as they can well be without resorting to some other method of testing.

With very great respect, I have the honor to be, sir, your obedient servant,

ISAAC HULL.

Com. JOHN RODGERS, *President of the Navy Board, Washington.*

No. 12.

NAVY YARD, *Washington, October 20, 1831.**Experiments for ascertaining the comparative strength of flax and cotton canvas.*

	Pounds.
<i>First.</i> 5 feet square flax, No. 2, bore	11,872
5 feet square cotton, No. 2, bore	10,948
Difference	1,824
<i>Second.</i> 5 feet square flax, No. 1, wet, 571 32lb. shot dropped from a height of 12 feet.....	18,272
5 feet square cotton, No. 1, wet, 405 32lb. shot dropped in same manner	12,960
Difference	5,312

<i>Third.</i> With cable-proving machine,	
6 feet cotton, lengthwise, bore	22 lbs. 12 oz. stretched 18 inches.
6 feet flax, lengthwise, bore	18 lbs. 00 oz. stretched 11 inches.
Difference	4 lbs. 12 oz.
Deduct from cotton for greater width than flax $\frac{3}{2}$	
	3 lbs. 1 $\frac{1}{2}$ oz. nearly.
	1 lb. 10 $\frac{1}{2}$ oz.
<i>Fourth.</i> With cable-proving machine,	
6 feet flax, crosswise	22 lbs. 8 oz. stretched 3 inches.
6 feet cotton, crosswise	17 lbs. 12 oz. stretched 6 inches.
Difference	10 lbs. 12 oz.
<i>Fifth.</i> With lever,	
1 square foot of flax No. 2, bore	298 lbs. 8 oz.
1 square foot cotton No. 2, bore	240 lbs. 8 oz.
Difference	58 lbs. 0 oz.
<i>Sixth.</i> Lever,	
1 square foot flax No. 2, bore	271 lbs. 0 oz.
1 square foot cotton No. 2, bore	237 lbs. 0 oz.
Difference	34 lbs. 0 oz.
Two yards No. 2 flax canvas, dry rot	2 lbs. 4 oz.
Two yards No. 2 cotton canvas, reduced to the same width	2 lbs. 0 $\frac{3}{4}$ oz.
Difference	3 $\frac{1}{4}$ oz.
Two yards No. 2 flax canvas, net weight	3 lbs. 7 oz.
Two yards No. 2 cotton canvas, net weight, reduced to same width	3 lbs. 2 $\frac{1}{2}$ oz.
Difference	4 $\frac{1}{2}$ oz.

ISAAC HULL.

23D CONGRESS.]

No. 583.

[2D SESSION.

ON CLAIMS FOR ARREARS OF NAVAL PENSIONS, AND THE NECESSITY OF CONFINING THE ALLOWANCES TO THE ORIGINAL OBJECTS OF THE NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 25, 1835.

Mr. GRAYSON, from the Committee on Naval Affairs, to whom were referred the petitions of Mary McPherson, Mary W. Rose, Eliza C. Porter, and others, praying arrears of pensions granted at various times, reported:

That it is not expedient, in their opinion, that the prayer of the petitioners be granted.

As this decision of the committee depends rather on a general principle, applicable to all similar cases, than to anything peculiar to the petitions referred, they will submit, as briefly as they are able, a few remarks on the objects and application of the navy pension fund.

This fund was established by the law of April, 1800. It consisted of money accruing to the Treasury from the sales of prizes. The objects of its creation were: First. To provide pensions for officers, seamen, and marines in the service of the United States, disabled in the line of their duty. Second. From any surplus remaining after such provision, to make further provision for the same classes of persons. Third. To provide for those who, although not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country. For the sufficiency of the fund, so far as concerns the first class of cases provided for, the faith of the nation is formally pledged.

The purposes of the law of 1800 have been accomplished partially only. Provision has been made for the first and second classes, but nothing has been done in favor of the third, except perhaps in the single case of Captain Tucker. Yet this third class of persons provided for by the law, consisting of those who have performed acts of distinguished courage, and of deserving officers and seamen whose age makes it desirable, perhaps necessary, for them to retire, is one which well merits the provision made for them by the law. Why, then, has the benefit of the pension fund not been extended to them? The only cause that can be assigned is, the application of the fund to purposes not within the original provisions of the law.

By laws passed at various times, the navy pension fund has been made to embrace, first, the widows of officers killed or dying in consequence of wounds received in the service of their country, then to the widows and orphans of seamen and marines; and finally, by the law of 1817, to the widows and orphans of those who should die of disease or casualty while in the line of their duty. In some few cases, the benefit of the fund has also been given to the mothers of a few seamen killed in battle. This diversion

of the law from its original purpose gave the advantages of its provisions to such a large number of persons as threatened to cut off, altogether, the original objects of the act of 1800. The law of 1817 was consequently repealed by that of 1824.

But again, the claim for arrears of pensions granted from time to time, if successful, would perhaps produce the same effects; and the Committee on Naval Affairs, in their report of 1831, recommended that pensions should commence not more than six months previous to the completion of the proof upon which the pension should be granted. Every reason that suggested the law of 1824, and the report of 1831; is equally strong now for preventing the extension of the benefits of the navy pension fund, to the injury or exclusion of the original objects of the law. The present applications are only the forerunners of others, to satisfy which, the fund would be inadequate.

If it be thought expedient to establish a fund for the payment of the arrears claimed, it would be better to meet the subject fairly by proposing to draw the money from the Treasury, and not from a fund on which it was not originally intended that any pensions, of the description paid to the petitioners, should be imposed.

The committee are, therefore, of opinion that these claims, and all others for arrears of pensions, ought not to be granted, as they would lead to a vast number of the same description, and more than exhaust the income of the fund.

[23D CONGRESS.]

No. 584.

[2D SESSION.]

STATEMENT SHOWING THE PAY, RATIONS, AND ALLOWANCES, AND THE IRREGULAR ALLOWANCES, TO ALL COMMISSIONED OFFICERS OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 3, 1835.

NAVY DEPARTMENT, *February 7, 1835.*

SIR: I have the honor, in compliance with the resolution of the House of Representatives, of the 12th ultimo, to send a report, dated the 5th instant, from the Fourth Auditor of the Treasury, with statements A and B, therein referred to as containing the information as to the sums allowed for pay, rations, house rent, fuel, candles, stationery, furniture, commissions, &c., to the officers enumerated in the resolution.

I have the honor to be, very respectfully, sir, your obedient servant,

M. DICKERSON.

Hon. JOHN BELL, *Speaker of the House of Representatives.*

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 5, 1835.*

SIR: In compliance with your letter of the 15th ultimo, and the accompanying resolution of the House of Representatives, I have the honor to enclose herewith:

1. A statement exhibiting the regular pay, rations, and allowances, of all commissioned officers of the navy, at sea and on shore, according to existing laws and regulations, marked A.
2. A statement exhibiting the irregular allowances to all commissioned officers of the navy, according to existing regulations, marked B.

These two papers are believed to contain all the information asked for by the House of Representatives in their resolution.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. MAHLON DICKERSON, *Secretary of the Navy.*

A.

Statement exhibiting the pay, rations, and allowances of each grade of officers in the navy of the United States.

Grades.	Pay per month.	Pay per annum.	Number of rations per day.	Amount of rations per annum.	Cabin furniture.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Commutation price of wood, Sept., 1833, for year ending Sept. 30, 1834.	Value of wood at commutation price, from Oct. 1, 1833, to Sept. 30, 1834.	Servants, at \$8 per month and one ration per day.	Servants, at \$6 per month and one ration per day.	Amount of pay for servants per annum.	Amount of rations for servants per annum.	Stationery per annum.	Extra allowance per annum.	Total amount received per annum.
Captain, acting as Navy Commissioner, in lieu of pay, rations, and regular allowances.....																	\$3,500 00
Captain, commanding a squadron on separate service.....	\$100 00	\$1,200 00	16	\$1,460 00	\$360 00												3,020 00
Captain, commanding a line-of-battle ship.....	100 00	1,200 00	8	730 00	300 00												2,230 00
Captain, commanding a vessel of 32 guns and upwards.....	100 00	1,200 00	8	730 00	240 00												2,170 00
Captain, commanding Navy yard, Philadelphia.....	100 00	1,200 00	16	1,460 00		\$600 00	\$65 00	30	\$6 00	\$180 00	3		\$288 00	\$273 75			4,066 75
Captain, commanding Navy yard, Portsmouth.....	100 00	1,200 00	16	1,460 00			65 00	30	6 75	202 50	3		288 00	273 75			3,489 25
Captain, commanding Navy yard, Boston.....	100 00	1,200 00	16	1,460 00			65 00	30	8 75	262 50	3		288 00	273 75			3,549 25
Captain, commanding Navy yard, New York.....	100 00	1,200 00	16	1,460 00			65 00	30	9 00	270 00	3		288 00	273 75			3,556 75
Captain, commanding Navy yard, Washington.....	100 00	1,200 00	16	1,460 00			65 00	30	4 50	135 00	3		288 00	273 75			3,421 75
Captain, commanding Navy yard, Norfolk.....	100 00	1,200 00	16	1,460 00			65 00	30	3 50	105 00	3		288 00	273 75			3,391 75
Captain, commanding Navy yard, Pensacola.....	100 00	1,200 00	16	1,460 00			65 00	30	5 00	150 00	3		288 00	273 75			3,436 75
Captain, commanding station, Baltimore.....	100 00	1,200 00	8	730 00		300 00	65 00	30	4 50	135 00	3		288 00	273 75			2,991 75
Captain, commanding station, Charleston.....	100 00	1,200 00	8	730 00		300 00	65 00	30	6 00	180 00	3		288 00	273 75			3,036 75
Captain, on leave, waiting orders, or on ordnance duty at Washington.....	100 00	1,200 00	8	730 00													1,930 00
Captain, on furlough.....	50 00	600 00															600 00
Master commandant, commanding a sloop-of-war.....	60 00	720 00	5	456 25	180 00												1,356 25
Master commandant, attached to Navy yard, Philadelphia.....	60 00	720 00	5	456 25		300 00	40 00	20	6 00	120 00	2		192 00	182 50			2,016 75
Master commandant, attached to Navy yard, Portsmouth.....	60 00	720 00	5	456 25		300 00	40 00	20	6 75	135 00	2		192 00	182 50			2,025 75
Master commandant, attached to Navy yard, Boston.....	60 00	720 00	5	456 25			40 00	20	8 75	175 00	2		192 00	182 50			1,765 75
Master commandant, attached to Navy yard, New York.....	60 00	720 00	5	456 25		300 00	40 00	20	9 00	180 00	2		192 00	182 50			2,070 75
Master commandant, attached to Navy yard, Washington.....	75 00	900 00	6	547 50			40 00	20	4 50	90 00	2		192 00	182 50			1,952 00
Master commandant, attached to Navy yard, Norfolk.....	60 00	720 00	5	456 25		300 00	40 00	20	3 50	70 00	2		192 00	182 50			1,960 00
Master commandant, attached to Navy yard, Pensacola.....	60 00	720 00	5	456 25			40 00	20	5 00	100 00	2		192 00	182 50			1,690 75
Master commandant, on leave, or waiting orders.....	60 00	720 00	5	456 25													1,176 25
Master commandant, on furlough.....	30 00	360 00															360 00
Lieutenant, commanding at sea.....	60 00	720 00	5	456 25	120 00												1,296 25
Lieutenant, attached to a ship, on leave, waiting orders, or on ordnance duty at Washington.....	50 00	600 00	4	365 00													965 00
Lieutenant, Navy yard, Philadelphia.....	50 00	600 00	4	365 00		200 00	20 00	20	6 00	120 00	1		96 00	91 25			1,492 25
Lieutenant, Navy yard, Portsmouth.....	50 00	600 00	4	365 00			20 00	20	6 75	135 00	1		96 00	91 25			1,307 25
Lieutenant, Navy yard, Boston.....	50 00	600 00	4	365 00			20 00	20	8 75	175 00	1		96 00	91 25			1,347 25

A.—Statement exhibiting the pay, rations, and allowances of each grade of officers in the navy of the United States—Continued.

Grades.	Pay per month.	Pay per annum.	Number of rations per day.	Amount of rations per annum.	Cabin furniture.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Commutation price of wood, Sept., 1833, for year ending Sept. 30, 1834.	Value of wood at commutation price, from Oct. 1, 1833, to Sept. 30, 1834.	Servants at \$8 per month and one ration per day.	Servants at \$6 per month and one ration per day.	Amount of pay for servants per annum.	Amount of rations for servants per annum.	Stationery per annum.	Extra allowance per annum.	Total amount received per annum.
Lieutenant, Navy yard, New York.....	\$50 00	\$600 00	4	\$365 00	.....	.....	\$20 00	20	\$0 00	\$180 00	1	.....	\$96 00	\$91 25	.....	.....	\$1,352 25
Lieutenant, Navy yard, Washington.....	50 00	600 00	4	365 00	.....	.....	20 00	20	4 50	90 00	1	.....	96 00	91 25	.....	.....	1,262 25
Lieutenant, Navy yard, Norfolk.....	50 00	600 00	4	365 00	.....	.....	20 00	20	3 50	70 00	1	.....	96 00	91 25	.....	.....	1,242 25
Lieutenant, Navy yard, Pensacola.....	50 00	600 00	4	365 00	.....	.....	20 00	20	5 00	100 00	1	.....	96 00	91 25	.....	.....	1,272 25
Lieutenant, Navy yard, New York.....	50 00	600 00	4	365 00	.....	\$200 00	20 00	20	9 00	180 00	1	.....	96 00	91 25	.....	.....	1,552 25
Lieutenant, Navy yard, Norfolk.....	50 00	600 00	4	365 00	.....	200 00	20 00	20	3 50	70 00	1	.....	96 00	91 25	.....	.....	1,442 25
Lieutenant, stations, Baltimore and Charleston.....	50 00	600 00	4	365 00	.....	200 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,165 00
Lieutenant, instrument depot, at Washington.....	50 00	600 00	4	365 00	.....	175 00	20 00	20	4 50	90 00	1	.....	96 00	91 25	\$25 00	\$450 25	1,918 50
Lieutenant, on furlough.....	25 00	300 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300 00
Master, at sea, attached to a vessel in ordinary, in charge of ordnance at Washington, on leave, or waiting orders.....	40 00	480 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	662 50
Master, Navy yard, Philadelphia.....	40 00	480 00	2	182 50	.....	200 00	20 00	12	6 00	72 00	1	.....	96 00	91 25	.....	.....	1,141 75
Master, Navy yard, Portsmouth.....	40 00	480 00	2	182 50	.....	.....	20 00	12	6 75	81 00	1	.....	96 00	91 25	.....	.....	950 75
Master, Navy yard, Boston.....	40 00	480 00	2	182 50	.....	.....	20 00	12	8 75	105 00	1	.....	96 00	91 25	.....	.....	974 75
Master, Navy yard, New York.....	40 00	480 00	2	182 50	.....	.....	20 00	12	9 00	108 00	1	.....	96 00	91 25	.....	.....	977 75
Master, Navy yard, Washington.....	40 00	480 00	2	182 50	.....	.....	20 00	12	4 50	54 00	1	.....	96 00	91 25	.....	.....	923 75
Master, Navy yard, Norfolk.....	40 00	480 00	2	182 50	.....	.....	20 00	12	3 50	42 00	1	.....	96 00	91 25	.....	.....	911 75
Master, Navy yard, Pensacola.....	40 00	480 00	2	182 50	.....	.....	20 00	12	5 00	60 00	1	.....	96 00	91 25	.....	.....	920 75
Master, Navy yard, New York.....	40 00	480 00	2	182 50	.....	200 00	20 00	12	9 00	108 00	1	.....	96 00	91 25	.....	.....	1,177 75
Master, Navy yard, Norfolk.....	40 00	480 00	2	182 50	.....	200 00	20 00	12	3 50	42 00	1	.....	96 00	91 25	.....	.....	1,111 75
Master, Navy yard, Sackett's Harbor.....	40 00	480 00	2	182 50	.....	200 00	20 00	12	1 75	21 00	1	.....	96 00	91 25	.....	.....	1,090 75
Surgeon, under five years' service, on leave, or waiting orders.....	50 00	600 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	782 50
Surgeon, Navy yard, Pensacola.....	50 00	600 00	2	182 50	.....	.....	20 00	20	5 00	100 00	1	.....	96 00	91 25	.....	.....	1,089 75
Surgeon, hospital, Pensacola.....	50 00	600 00	2	182 50	.....	200 00	20 00	20	5 00	100 00	1	.....	96 00	91 25	.....	.....	1,280 75
Surgeon, over five years' service on shore, on leave, or waiting orders.....	55 00	660 00	3	273 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	933 75
Surgeon, over ten years' service on shore, on leave, or waiting orders.....	60 00	720 00	4	365 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,085 00
Surgeon, Navy yard, Portsmouth.....	60 00	720 00	4	365 00	.....	.....	20 00	20	6 75	135 00	1	.....	96 00	91 25	.....	.....	1,427 25
Surgeon, Navy yard, Boston.....	60 00	720 00	4	365 00	.....	.....	20 00	20	8 75	175 00	1	.....	96 00	91 25	.....	.....	1,467 25
Surgeon, hospital, Philadelphia.....	60 00	720 00	4	365 00	.....	.....	20 00	20	6 00	120 00	1	.....	96 00	91 25	.....	.....	1,412 25
Surgeon, hospital, Norfolk.....	60 00	750 00	4	365 00	.....	.....	20 00	20	3 50	70 00	1	.....	96 00	91 25	.....	.....	1,362 25
Surgeon, Navy yard, New York.....	60 00	720 00	4	365 00	.....	200 00	20 00	20	9 00	180 00	1	.....	96 00	91 25	.....	.....	1,672 25
Surgeon, Navy yard, Norfolk.....	60 00	720 00	4	365 00	.....	200 00	20 00	20	3 50	70 00	1	.....	96 00	91 25	.....	.....	1,562 25
Surgeon, station, Baltimore.....	60 00	720 00	4	365 00	.....	200 00	20 00	20	4 50	90 00	1	.....	96 00	91 25	.....	.....	1,582 25

A.—Statement exhibiting the pay, rations, and allowances of each grade of officers in the navy of the United States—Continued.

Grades.	Pay per month.	Pay per annum.	Number of rations per day.	Amount of rations per annum.	Cabin furniture.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Commutation price of wood, Sept., 1833, for year ending Sept. 30, 1834.	Value of wood at commutation price, from Oct. 1, 1833, to Sept. 30, 1834.	Servants at \$8 per month and one ration per day.	Servants at \$6 per month and one ration per day.	Amount of pay for servants per annum.	Amount of rations for servants per annum.	Stationery per annum.	Extra allowance per annum.	Total amount received per annum.	
Surgeon, station, Charleston.....	\$60 00	\$720 00	4	\$365 00	.....	\$200 00	\$20 00	20	\$6 00	\$120 00	1	.....	\$96 00	\$91 25	.....	.....	\$1,612 25
Surgeon, hospital, Boston.....	60 00	720 00	4	365 00	.....	200 00	20 00	20	8 75	175 00	1	.....	96 00	91 25	.....	.....	1,667 25
Surgeon, hospital, New York.....	60 00	720 00	4	365 00	.....	200 00	20 00	20	9 00	180 00	1	.....	96 00	91 25	.....	.....	1,672 25
Surgeon, over twenty years' service on shore, on leave, or waiting orders.....	70 00	840 00	4	365 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,205 00
Surgeon, Navy yard, Philadelphia.....	70 00	840 00	4	365 00	.....	200 00	20 00	20	6 00	120 00	1	.....	96 00	91 25	.....	.....	1,732 25
Surgeon, Navy yard, Washington.....	70 00	840 00	4	365 00	.....	200 00	20 00	20	4 50	90 00	1	.....	96 00	91 25	.....	.....	1,702 25
Surgeon, under five years' service at sea.....	60 00	720 00	4	365 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,085 00
Surgeon, over five years' service at sea.....	65 00	780 00	6	567 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,327 50
Surgeon, over ten years' service at sea.....	70 00	840 00	8	730 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,570 00
Surgeon, over twenty years' service at sea.....	80 00	960 00	8	730 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,690 00
Surgeon of the fleet, under five years' service at sea.....	60 00	720 00	8	730 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,450 00
Surgeon of the fleet, over five years' service at sea.....	65 00	780 00	12	1,095 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,875 00
Surgeon of the fleet, over ten years' service at sea.....	70 00	840 00	16	1,460 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,300 00
Surgeon of the fleet, over twenty years' service at sea.....	80 00	960 00	16	1,400 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,420 00
Assistant surgeon, under five years' service on shore, on leave or waiting orders.....	30 00	360 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	542 50
Assistant surgeon, Navy yard, Boston, hospital, Boston.....	30 00	360 00	2	182 50	.....	145 00	16 00	14	8 75	122 50	.....	1	72 00	91 25	.....	.....	989 25
Assistant surgeon, Navy yard, New York, hospital, New York.....	30 00	360 00	2	182 50	.....	145 00	16 00	14	9 00	126 00	.....	1	72 00	91 25	.....	.....	992 75
Assistant surgeon, Navy yard, Washington.....	30 00	360 00	2	182 50	.....	145 00	16 00	14	4 50	63 00	.....	1	72 00	91 25	.....	.....	929 75
Assistant surgeon, Navy yard, Pensacola.....	30 00	360 00	2	182 50	.....	145 00	16 00	14	5 00	70 00	.....	1	72 00	91 25	.....	.....	936 75
Assistant surgeon, hospital, Norfolk.....	30 00	360 00	2	182 50	1	72 00	91 25	770 75
Assistant surgeon, hospital, Pensacola.....	30 00	360 00	2	182 50	1	72 00	91 25	791 75
Assistant surgeon, over five years' service on shore, on leave or waiting orders.....	35 00	420 00	3	273 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	693 75
Assistant surgeon, hospital, Philadelphia.....	35 00	420 00	3	273 75	1	72 00	91 25	957 00
Assistant surgeon, over ten years' service on shore, on leave or waiting orders.....	40 00	480 00	4	365 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	845 00
Assistant surgeon, Navy yard, Philadelphia.....	40 00	480 00	4	365 00	.....	145 00	16 00	14	6 00	84 00	.....	1	72 00	91 25	.....	.....	1,253 25
Assistant surgeon, Navy yard, Norfolk.....	40 00	480 00	4	365 00	.....	145 00	16 00	14	3 50	49 00	.....	1	72 00	91 25	.....	.....	1,218 25
Assistant surgeon, over two years' service at sea.....	35 00	420 00	4	365 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	785 00
Assistant surgeon, over five years' service at sea.....	40 00	480 00	6	547 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,027 50
Assistant surgeon, over ten years' service at sea.....	45 00	540 00	8	730 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,270 00
Purser, at sea, on leave, or waiting orders.....	40 00	480 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	662 50
Purser, Navy yard, Portsmouth.....	40 00	480 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	96 00	91 25	.....	.....	955 75
Purser, Navy yard, Pensacola.....	40 00	480 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	96 00	91 25	.....	.....	929 75
Purser, Navy yard, Boston.....	40 00	480 00	2	182 50	.....	200 00	20 00	12	8 75	105 00	1	.....	96 00	91 25	.....	.....	1,174 75

A.—Statement exhibiting the pay, rations, and allowances of each grade of officers in the navy of the United States—Continued.

Grades.	Pay per month.	Pay per annum.	Number of rations per day.	Amount of rations per annum.	Cabin furniture.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Commutation price of wood, Sept., 1833, for year ending Sept. 30, 1834.	Value of wood at commutation price, from Oct. 1, 1833, to Sept. 30, 1834.	Servants at \$8 per month and one ration per day.	Servants at \$6 per month and one ration per day.	Amount of pay for servants per annum.	Amount of rations for servants per annum.	Stationery per annum.	Extra allowance per annum.	Total amount received per annum.
Purser, Navy yard, New York.....	\$40 00	\$480 00	2	\$182 50	.....	\$200 00	\$20 00	12	\$0 00	\$108 00	1	.....	\$96 00	\$91 25	.....	.....	\$1,177 75
Purser, Navy yard, Philadelphia.....	40 00	480 00	2	182 50	.....	200 00	20 00	12	6 00	72 00	1	.....	96 00	91 25	.....	.....	1,141 75
Purser, Navy yard, Washington.....	40 00	480 00	2	182 50	.....	200 00	20 00	12	4 50	54 00	1	.....	96 00	91 25	.....	.....	1,123 75
Purser, Navy yard, Norfolk.....	40 00	480 00	2	182 50	.....	200 00	20 00	12	3 50	42 00	1	.....	96 00	91 25	.....	.....	1,111 75
Purser, station, Baltimore.....	40 00	480 00	2	182 50	.....	200 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	862 50
Purser and storekeeper, Charleston.....	40 00	480 00	2	182 50	.....	200 00	20 00	20	6 00	120 00	1	.....	96 00	91 25	.....	.....	1,189 75
Chaplain, at sea, on leave, or waiting orders.....	40 00	480 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	662 50
Chaplain, Navy yard, Boston.....	40 00	480 00	2	182 50	.....	200 00	12 00	9	8 75	78 75	.....	1	72 00	91 25	.....	.....	1,116 50
Chaplain, Navy yard, New York.....	40 00	480 00	2	182 50	.....	200 00	12 00	9	9 00	81 00	.....	1	72 00	91 25	.....	.....	1,118 75
Chaplain, Navy yard, Philadelphia.....	40 00	480 00	2	182 50	.....	200 00	12 00	9	6 00	54 00	.....	1	72 00	91 25	.....	.....	1,091 75
Chaplain, Navy yard, Washington.....	40 00	480 00	2	182 50	.....	200 00	12 00	9	4 50	40 50	.....	1	72 00	91 25	.....	.....	1,078 25
Chaplain, Navy yard, Norfolk.....	40 00	480 00	2	182 50	.....	200 00	12 00	9	3 50	31 50	.....	1	72 00	91 25	.....	.....	1,069 25
Chaplain, Navy yard, Pensacola.....	40 00	480 00	2	182 50	.....	.....	12 00	9	5 00	45 00	.....	1	72 00	91 25	.....	.....	882 75
Schoolmasters.....	25 00	300 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	482 50
Teacher of mathematics, Navy yard, Boston.....	40 00	480 00	2	182 50	.....	90 00	12 00	9	8 75	78 75	.....	1	72 00	91 25	.....	.....	1,000 50
Teacher of mathematics, Navy yard, New York.....	40 00	480 00	2	182 50	.....	90 00	12 00	9	9 00	81 00	.....	1	72 00	91 25	.....	.....	1,008 75
Teacher of mathematics, Navy yard, Norfolk.....	40 00	480 00	2	182 50	.....	90 00	12 00	9	3 50	31 50	.....	1	72 00	91 25	.....	.....	959 25
Teacher of languages, Navy yards, Boston, New York, and Norfolk.....	40 00	480 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	662 50
Passed midshipman.....	25 00	300 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	482 50
Passed midshipman, attached to instrument depot, at Washington.....	25 00	300 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$182 50	665 00
Midshipman.....	19 00	228 00	1	91 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	319 25
Boatswains, gunners, carpenters, and sailmakers.....	20 00	240 00	2	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	422 50
Boatswains, gunners, carpenters, and sailmakers, at Navy yard, Portsmouth.....	20 00	240 00	2	182 50	.....	.....	12 00	9	6 75	60 75	.....	1	72 00	91 25	.....	.....	658 50
Boatswains, gunners, carpenters, and sailmakers, at Navy yard, Boston.....	20 00	240 00	2	182 50	.....	.....	12 00	9	8 75	78 75	.....	1	72 00	91 25	.....	.....	676 50
Boatswains, gunners, carpenters, and sailmakers, at Navy yard, New York.....	20 00	240 00	2	182 50	.....	90 00	12 00	9	9 00	81 00	.....	1	72 00	91 25	.....	.....	708 75
Boatswains, gunners, carpenters, and sailmakers, at Navy yard, Philadelphia.....	20 00	240 00	2	182 50	.....	90 00	12 00	9	6 00	54 00	.....	1	72 00	91 25	.....	.....	741 75
Boatswains, gunners, carpenters, and sailmakers, at Navy yard, Washington.....	20 00	240 00	2	182 50	.....	90 00	12 00	9	4 50	40 50	.....	1	72 00	91 25	.....	.....	728 25
Boatswains, gunners, carpenters, and sailmakers, at Navy yard, Norfolk.....	20 00	240 00	2	182 50	.....	90 00	12 00	9	3 50	31 50	.....	1	72 00	91 25	.....	.....	719 25
Captain's clerk.....	25 00	300 00	1	91 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	391 25
Secretaries to commanders of squadrons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,000 00
Steward.....	18 00	216 00	1	91 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	307 25
Steward, assistant to purser.....	30 00	360 00	1	91 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	451 25
Boatswains and carpenters' mates.....	19 00	228 00	1	91 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	319 25

A.—Statement exhibiting the pay, rations and allowances of each grade of officers in the Navy of the United States—Continued.

Grades.	Pay per month.	Pay per annum.	Number of rations per day.	Amount of rations per annum.	Cabin furniture.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Commutation price of wood, Sept., 1833, for year ending Sept. 30, 1834.	Value of wood at commutation price, from Oct. 1, 1833, to Sept. 30, 1834.	Servants at \$8 per month and one ration per day.	Servants at \$6 per month and one ration per day.	Amount of pay for servants per annum.	Amount of rations for servants per annum.	Stationery per annum.	Extra allowance per annum.	Total amount received per annum.
Storekeeper, Portsmouth.....																	\$1,400 00
Storekeeper, Boston, New York, Washington, Norfolk, and Pensacola.....																	1,700 00
Storekeeper, Philadelphia.....																	1,250 00
Storekeeper, Mahon.....																	1,200 00
Storekeeper, Rio de Janeiro.....																	1,500 00
Master builder and inspector of timber at Portsmouth.....																	900 00
Chief naval constructor, Washington.....																	3,000 00
Master builder, Boston, New York, and Norfolk.....																	2,300 00
Master builder, Philadelphia.....																	2,000 00
Assistant master builder, Washington.....																	1,000 00
Clerk to Navy yards, Portsmouth and Philadelphia.....																	600 00
Clerk to Navy yards, Boston, New York, Washington, Norfolk and Pensacola.....																	900 00
Insp'r and measurer of timber, Boston, N. York, Washington, and Philadelphia.....																	900 00
Inspector and measurer of timber, Norfolk.....																	1,050 00
Clerk to commandant, Portsmouth, Boston, New York, Washington and Norfolk.....																	600 00
Clerk to commandant, Boston, New York, Washington and Norfolk.....																	900 00
Clerk to commandant, Philadelphia and Pensacola.....																	750 00
Clerk to storekeeper, Portsmouth, Philadelphia and Pensacola.....																	350 00
Clerk to storekeeper, Boston, New York and Norfolk.....																	600 00
Clerk to storekeeper, Boston, New York and Norfolk.....																	360 00
Clerk to storekeeper, Washington.....																	500 00
Clerk to master builder, Portsmouth and Philadelphia.....																	300 00
Clerk to master builder, Boston, New York and Norfolk.....																	600 00
Clerk to assistant master builder, Washington.....																	420 00
Master oamboose maker and plumber, Washington.....																	1,200 00
Master chain cable and anchor maker, Washington.....																	1,000 00
Engineer.....																	800 00
Keeper of magazines, Washington and Norfolk.....																	480 00
Porter, at navy yards.....																	300 00
Washers, (hospital).....	\$8 00	\$96 00	1	\$91 25													187 25
Nurses, (hospital).....	10 00	120 00	1	91 25													211 25
Cook, (hospital).....	12 00	144 00	1	91 25													235 25

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PAY, RATIONS, AND ALLOWANCES.

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REMARKS.

1. The following officers, in addition to those noted in the foregoing "statement," when on *furlough*, receive half their *monthly pay* only, without *rations*, viz: sailingmasters, chaplains, pursers, passed midshipmen, midshipmen, teachers of naval schools, boatswains, gunners, carpenters and sailmakers.

2. Masters commandant, commanding a recruiting rendezvous, receive the same pay, rations, and allowances as when attached to a navy yard.

3. No allowance is made to officers on account of servants' "clothing."

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 5, 1835.*

B.

Irregular allowances.

Chamber money, at the rate of two dollars per week, is allowed to officers who are compelled to remain at places where no quarters are provided for them, except officers regularly attached to navy yards, for whom no house rent is provided in the estimates.

Allowances, at the following rates, are made to all officers detained at any place other than their station or residence, upon surveys of yards or vessels, courts or boards of examination, viz:

To judge advocates, not of the navy.....	\$10 00 per day.
To judge advocates, being of the navy.....	5 00 per day.
To captains and masters commandant.....	3 00 per day.
To surgeons, lieutenants, and citizens.....	2 00 per day.
To all others.....	1 50 per day.
To provost martial of a court, in special cases.....	1 50 per day.

An additional allowance of ten dollars is made to judge advocates, not of the navy, for every fifteen pages of the record and other copying, and five dollars if of the navy.

A commission of two and a half per cent. is allowed to the navy agent at Norfolk, on all disbursements for the Navy hospital.

Pursers are allowed a commission of five per cent. on the cost of clothing distributed to the crew, and on the sales of dead men's clothes; twenty-five per cent. on the cost of articles of secondary necessity; and fifty per cent. on luxuries, such as tea, coffee, sugar, and tobacco, furnished to officers and crew.

The commission is increased five per cent. in vessels of twenty guns, and ten per cent. in vessels under twenty guns.

A purser acting as special agent in the Pacific squadron is allowed \$2,500 per annum, in addition to his regular pay and rations, together with his actual expenses while necessarily acting on shore. He is empowered to employ a secretary at \$1,000 per year, or sub-agents at the same cost, and payment of actual expenses.

An extra allowance of one dollar and fifty cents per day is made to lieutenants, surgeons, and assistant surgeons, on duty at recruiting rendezvous.

The necessary sick expenses of officers in actual service, deducting one-half their pay and rations, are allowed when said officers are in situations not to receive the attention of naval surgeons or assistant surgeons.

Traveling expenses are allowed at the following rates, viz:

To captains, masters commandant, and judge advocates, by land, fifteen cents per mile; by water, ten cents; to all others, by land, twelve cents; by water, eight cents. The distance on the nearest mail route is taken as the basis; the actual distance necessarily traveled by land on said route is allowed as land travel, and the rest of the mail distance as water travel, whatever may be the actual distance traveled by water.

The actual cost of transportation is allowed to officers returning from distant service under orders, or upon sick ticket, when they have no opportunity to return in a public vessel.

In special cases, where an officer is in command of a vessel or squadron at a distance from any naval station, and is obliged to raise funds for his ship by drawing on the Department, a commission of one per cent. is allowed on his bills drawn and negotiated for such a purpose.

The actual expenses of officers necessarily detained on shore in foreign countries, upon the public service, are allowed when duly vouched.

Officers employed in surveying harbors, bays, &c., have been generally allowed one dollar and fifty cents per day, and in some instances three dollars per day.

Lieutenants employed on the survey of the coast, under Mr. Hassler, are allowed two dollars per day extra, and midshipmen one dollar.

Surgeons and assistant surgeons, doing temporary hospital duty at naval stations, in times of much sickness, as upon the prevalence of the cholera, have been allowed, for the time being, house rent, fuel, &c., the same as regular hospital surgeons.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 5, 1835.*

[24TH CONGRESS.]

No. 585.

[1ST SESSION.]

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN THE YEAR 1835.

COMMUNICATED TO CONGRESS, WITH THE PRESIDENT'S MESSAGE, DECEMBER 8, 1835.

NAVY DEPARTMENT, *December 5, 1835.**To the President of the United States:*

Sir: In presenting to your consideration the condition of our navy for the past year, it affords me great satisfaction to state that all the available means for its improvement have been successfully applied, and that its operations in protecting our commerce, although inadequate to the exigencies of that great and growing interest, have been highly honorable to the officers serving upon our naval stations at home and abroad.

Since my report of the 29th November, 1834, the ship of the line *North Carolina* has been thoroughly repaired in her hull, has been lately taken out of dock, and may be fitted for sea in eighty days.

The repairs of the ship of the line *Independence*, now in dock at Boston, have been commenced, and are progressing with great dispatch. The frigates *Constitution* and *Constellation* have been equipped and sent to sea. The frigate *United States* has been prepared, and is ready for the reception of a crew. The hull of the frigate *Columbia*, at Washington, has been so nearly completed, under the law for the gradual improvement of the navy, that she may be launched in the course of this month. The sloops-of-war *Peacock* and *Vandalia* have been equipped and sent to sea. The sloop-of-war *Warren* is taking in her crew, and will sail in a few days. The sloops-of-war *Concord* and *Boston* have been prepared and are ready for the reception of their crews; and the *Lexington* will be equally prepared in a few weeks.

The repairs of the sloops-of-war *Falmouth* and *Natchez*, and of the schooner *Grampus*, have been recently commenced, and it is believed that in a few weeks they may be ready for the reception of their crews.

The building of a store-ship, authorized by a law of the 30th of June, 1834, has been commenced at Philadelphia, and a steam vessel has been commenced at New York, but will not be ready for service until some time in the summer of 1836.

The ships of the line *Alabama*, *Vermont*, *Virginia*, *Pennsylvania*, *New York*, and the frigates *Santee*, *Cumberland*, *Sabine*, *Savannah*, *Raritan*, and *St. Lawrence*, are on the stocks, well protected from the weather, and as nearly completed as it is proper they should be, until it is determined to launch them.

For a more detailed statement of the condition of those vessels, as well as that of the ships of the line *Franklin*, *Washington*, *Columbus*, and *Ohio*, and their means of repair, I beg leave to refer to a report of the Commissioners of the Navy Board, herewith submitted, marked K; and for the amount of timber, iron, and other materials procured for the gradual improvement of the navy, I refer to their report, marked L.

The ship of the line *Delaware*, the frigate *Potomac*, the sloop *John Adams*, and the schooner *Shark* have been employed in the Mediterranean during the last year. The frigate *Constitution* sailed for that station on the 19th of August last from New York. The frigate *United States* returned from the Mediterranean on the 10th of December last. The *Delaware* is ordered to the United States, and is daily expected.

On the West India station the sloops-of-war *Vandalia*, *St. Louis*, and *Falmouth*, and the schooners *Grampus* and *Experiment*, have been employed. The *Vandalia*, after undergoing considerable repairs, sailed from Norfolk on the 14th of January last, to resume her station in the West Indies. The *Falmouth* returned from that station on the 1st of August last, and is now at Norfolk; the schooner *Experiment* also returned from that station in April last, and has been employed on the survey of the coast. The *Grampus* returned to Norfolk on the 23d of September last, is undergoing repairs, and will soon resume her station in the West India squadron. The frigate *Constellation* sailed for the West Indies on the 8th of October last from Norfolk.

The sloops-of-war *Natchez*, *Erie*, and *Ontario*, and the schooner *Enterprise*, composed the squadron on the Brazil station. The *Natchez* has lately returned to the United States, having arrived at New York on the 3d of October. The schooner *Enterprise* has been detached from that station, and ordered on a cruise to the East Indies; she sailed in company with the sloop *Peacock* from Rio on the 12th of July last, the *Peacock* having sailed from New York for that station on the 23d of April; in June last, the *Ontario* was ordered to the coast of Africa, with instructions to visit the Island of *St. Thomas*, *Bassa Cove*, *Cape Palmas*, and *Mesurado*.

The vessels which have been employed in the Pacific are, the frigate *Brandywine*, sloops *Fairfield* and *Vincennes*, and the schooners *Dolphin* and *Boxer*. The *Vincennes* has been ordered home by the way of the East Indies, and the *Fairfield* has lately arrived at Norfolk.

The events of the last year furnish much additional evidence that our naval force in commission is not adequate to the protection of our rapidly increasing commerce. The frequent insurrections and revolutions in the governments of South America and of Mexico endanger our merchant vessels upon the Atlantic as well as Pacific ocean, and in the Gulf of Mexico, and even upon our own coast.

Influenced by a knowledge of these circumstances, and in accordance with your suggestions, I have asked and obtained from the Board of Navy Commissioners an estimate of the increased annual expense of adding two frigates, three sloops-of-war, and four steam vessels to our force now in commission, to be employed upon foreign stations as well as upon our own coast.

By their report it appears that such an addition to our vessels in commission would require annually an appropriation of four hundred and seventy-eight thousand dollars: but as not more than one steam vessel can be finished in the next year, the appropriation wanted for 1836 for this purpose need not exceed four hundred and thirty-four thousand dollars. The sum is small compared with the benefits that may be fairly calculated to result from its expenditure in affording protection to our commerce, independently of the advantage to the efficiency and discipline of our navy, by calling into active service a large number of officers now unemployed.

A large portion of the entire expenditure for the additional force proposed must be incurred, even if it should not be called into service.

The vessels necessary for such increase of force (except the steam vessels) will, if not so employed, remain at our wharves, affording no benefit to the country, and suffering more from decay than they would do if at sea; and a large portion of the officers necessary for their command, although earnestly asking for service, will remain on shore, receiving pay, but performing no duty; adding nothing to their professional skill, but losing their habits of discipline, which can only be preserved by constant exercise.

Should the proposed increase of force be sanctioned by Congress, we shall have in commission, in the year 1836, one ship of the line, six frigates, fourteen sloops-of-war, five schooners, and one steam vessel, with an addition of three steam vessels in succeeding years, as soon as the same can be prepared, the estimated expense of which appears by the report of the Commissioners, marked D, 1.

Appropriations for the gradual improvement of our navy yards are next in importance to the like appropriations for the gradual improvement of our navy. The necessity of more ample means for protecting our shipping, as well as the immense amount of public property in the different yards, must be apparent to every one who is acquainted with the subject; and the expediency of increasing the facilities for constructing and repairing our ships is not less apparent. Moderate appropriations, in addition to those that are usual, for three or four years, would accomplish those important objects. In accordance with this view of the subject, I submit a letter of the Board of Navy Commissioners, marked No. 2, together with an estimate, marked E 1, of the probable cost of the proposed improvements, which amounts to three millions five hundred thousand dollars, including that of the dry dock at New York, amounting to nine hundred thousand dollars.

A national foundry for the purpose of casting cannon, shot, and shells, as well for the army as the navy, was a subject of discussion before the two Houses of Congress at their late session, but was postponed in consequence of the shortness of the session and the pressure of more urgent business. No doubt can be entertained of the importance of such an establishment, when we consider the great improvements made in the fabrication of small arms at the different armories of the United States.

In our future wars, especially on the ocean, we must rely much upon the excellence of our cannon. The bursting of a single cannon may cause, as it often has done, the loss of a battle. The disasters from this cause, that occurred during the revolutionary as well as the late war, admonish us to guard against like disasters in future, which, it is believed, may be avoided by the means proposed.

It is only by a long series of experiments, and those attended with great expense, that we can hope to discover the best material for making cannon which our country affords, and the art of fabricating them with the most perfect accuracy and efficiency. Believing that such discoveries and improvements are attainable, and that they would be highly important in the army, and still more so in the navy, I must be permitted to express a hope that the subject will be revived at the approaching session of Congress, and that a plan of a national foundry will be adopted.

The importance of rearing a body of seamen, by enlisting into the service of our navy boys over the age of thirteen and under the age of eighteen, until they should arrive at the age of twenty-one years, has already attracted the attention of Congress. At the last session a bill for this purpose was introduced into the Senate. Every year the importance of this measure becomes more apparent. Able seamen are much wanted, while there are boys enough in our cities, leading lives of idleness and vice, for want of employment, who, if thus enlisted, under judicious regulations, would, in a few years, afford us a sufficient corps of able seamen to man our navy, and, in the meantime, render services to their country worth their pay.

The compensation to be given, by the late pay bill, to professors of mathematics, is such as to command the services of those who are every way competent to perform the duties of this station. A regulation is adopted to appoint none to this station who shall not receive a certificate of competency, after submitting to a rigid examination by scientific gentlemen who shall be appointed for that purpose. This will be of great advantage to the young officers of the navy; and if a large portion of them should be called into active service, by employing an additional naval force for the protection of our commerce, they will be enabled to perfect themselves in seamanship, the most important part of their education, and which can be acquired only at sea; but to make them accomplished officers something more is required than can probably be derived from those sources. A knowledge of military tactics, of engineering, and drawing, is deemed indispensable in the education of an officer of the army, and which ought to be deemed equally so in the education of a naval officer. So much of chemistry, mineralogy, geology, and natural history, as is taught at the Military academy, although not absolutely essential to the military or naval officer, yet is decidedly more important to the latter than to the former.

If provision should be made for the admission of a class of one hundred midshipmen at a time at the academy at West Point, to pursue such studies as should be prescribed by the Navy Department, and to be succeeded at the end of one or two years by another class, all, in their turn, might receive the advantage of this course of studies, highly necessary to their education as accomplished officers of the navy, and at a small expense; as the midshipmen, while at the academy, would receive no more pay than if attending the schools at the navy yards, or if waiting orders.

A national observatory, although not immediately necessary to the defence of our country, is remotely so; and considered with reference to the bearing it would have upon our navy, our commerce, and scientific pursuits, it assumes an importance worthy the consideration of Congress.

It is hardly to be doubted that we shall, at some future period, make such an establishment, and I will venture to express an opinion that no time can be more propitious for such an undertaking than the present. It would not be attended with any great expense. It is necessary now to employ an officer of science to keep our maps and charts, to regulate our chronometers, and to preserve all mathematical and philosophical instruments required for the naval service, and buildings are necessary for these purposes.

These duties would properly devolve upon the superintendent of an observatory, and the buildings necessary to such an establishment would be amply sufficient for the preservation of our maps, charts, and instruments.

Under the act concerning naval pensions and the navy pension fund, eighteen invalid pensions have been granted since my last report, making the number on the roll three hundred and five, and the annual amount required to pay them \$24,944; and forty-one widows' pensions have been granted, making the number on the roll one hundred and fifty, and the annual amount necessary to pay them \$32,594.

The annual charge, therefore, according to the present roll, will amount to \$57,538.

It is not probable that all on the list will claim; but as the death of a pensioner is not officially known except when the account is settled by his or her representative, the number is made out from the rolls in this Department. Some have not claimed for two, three, four, and five years, but, as they are not known to be dead, their names are still continued on the rolls. The receipts and expenditures on account of the fund, to the 30th September last, will be seen in the statement marked M, and the amount and description of stocks belonging to the fund in the statement marked M, 1.

Under the act of the 19th June, 1834, respecting pensions chargeable to the privateer pension fund, since my last report, six widows have received five years' pension each, amounting to \$2,400; more than five years having elapsed since the date to which they were last paid. Two invalid pensions have also been granted, making the number on the roll thirty-six, and the annual amount required to pay them \$3,184.

The account of stock, and of receipts and expenditures, will be seen in statement N.

The condition of the navy hospital fund, including receipts and expenditures, will appear in statement O. The annual receipts are much greater than the disbursements; and, as they will probably continue to be greater for several years, I respectfully repeat the suggestion in my last report, that authority be given to vest the surplus in some well secured stock, for the benefit of the fund.

Under the act of 30th June, 1834, the widows of all officers, seamen, and marines, who have died in the naval service since the first day of January, 1824, or who may die in said service, by reason of disease contracted, or of casualties by drowning or otherwise, or of injuries received while in the line of duty, are entitled to pensions equal to half the amount of the pay to which their husbands respectively were entitled at the time of their deaths.

The act of the 3d of March last, "to regulate the pay of the navy of the United States," and which increased the pay of many officers, is silent as to pensions. A difficulty arises in ascertaining the proper amount of pension to be allowed to widows of naval officers whose pay has been increased by this act. The pay of a captain in command of a squadron was increased to four thousand dollars a year; when on other duty, to three thousand five hundred dollars; and when off duty, to two thousand five hundred dollars. A corresponding increase of pay is made to other officers.

In the case of a captain dying when in command of a squadron on a foreign station, a question arises whether his widow should receive a pension to the amount of six hundred dollars a year, to which she would have been entitled if this act had not passed, or whether she shall receive half the amount of pay to which her husband was entitled at the time of his death, as a captain commanding a squadron, as captain on other duty, or as a captain off duty.

After much deliberation, it has been decided to allow a pension in such cases of \$1,135.62 a year, being the half pay of a captain commanding a squadron, reduced by the amount of \$1,728.75, equal to his allowance before this act. The salary of four thousand dollars a year to a captain in command of a squadron is in lieu of former pay and emoluments. Those emoluments, excepting one ration a day, amounted to \$1,728.75, which sum, deducted from \$4,000, leaves \$2,271.25, the half of which, \$1,135.62, is considered as the proper amount of the widow's annual pension.

Questions on pensions more complicated than this may arise under this act, especially in the case of the deaths of surgeons and assistant surgeons, whose grades of pay are more numerous than those of captains.

The necessity of an explanatory act, to obviate these difficulties, is respectfully suggested. By the act of Congress of the 10th July, 1832, it is required that any surplus money belonging to the navy pension fund shall be vested in the stock of the Bank of the United States. The amount so vested is \$619,000, and this Department has no authority to make a different investment of money without the further action of Congress.

Previously to the passing of the act of the 30th of June, 1834, for the better organization of the United States marine corps, double rations had been allowed to the commandant of that corps, and to the officers of the same, commanding at the Navy yards at Portsmouth, Boston, New York, Philadelphia, Washington, Norfolk, and Pensacola, and to the senior marine officers in the squadrons in the Mediterranean, the West Indies, the Brazilian coast, and the Pacific ocean, all receiving the sanction of Congress by their appropriations. By this act, the officers of the marine corps are to receive the same pay, emoluments, and allowances as are given to officers of similar grades in the infantry of the army.

The act of the 16th of March, 1802, fixing the military peace establishment of the United States, authorizes allowances, to the commanding officers of each separate post, of such additional number of rations as the President of the United States shall from to time direct.

These provisions of this last act were continued by an act of the 3d of March, 1815, fixing the military peace establishment.

The paymaster of the marine corps made payments for double rations to officers heretofore receiving the same, from the 1st of July to the 30th of September, 1834; but the accounting officers of the Treasury did not think proper to allow the same, inasmuch as the commands of these officers had never been designated as separate stations, agreeably to the rule prescribed for the army. This is a case of difficulty which, it is respectfully suggested, requires the interposition of Congress.

Being still of the opinion expressed in my last report, that the public interests would be promoted by having the marine barracks placed without the navy yards to which they are attached, as early as may be practicable, estimates are submitted for purchasing sites and erecting barracks at places where they are deemed most necessary.

In performance of my duty under the act of the 3d of March last, authorizing the construction of a dry dock for the naval service, in the harbor of New York, or its adjacent waters, I proceeded in May last to the city of New York, where I was met by an able engineer, Loammi Balwin, Esq., whom I had previously engaged to make the soundings and other examinations necessary to a proper selection of a suitable site. After a long and laborious examination, Mr. Baldwin made his report, which has been submitted to your consideration, by which it appears that the proposed dry dock may be advantageously constructed in the Navy yard at Brooklyn. A selection of this place for this purpose is recommended by the consideration that the land occupied as the Navy yard belongs to the United States, and that the public buildings upon it, which are of great value, cannot be abandoned without serious loss.

One difficulty presented itself, which created some delay in making this selection; a building for the purpose of distilling turpentine had been erected so near the navy yard as greatly to endanger the public property; other buildings for similar purposes, or for purposes equally dangerous, might be erected near

the yard, if not prevented by some act of legislation. I am happy to state that the common council of Brooklyn, when the case was laid before them, promptly passed an ordinance, which, it is believed, will effectually secure the property in the navy yard from the danger of this nuisance and all similar ones; and it cannot be doubted that the common council of Brooklyn will grant all reasonable protection and accommodation to this navy yard, and that the State of New York will protect and promote the interests of the same by any legislative acts that may be found to be necessary and proper.

I shall therefore proceed, under your direction, with as much dispatch as present and future appropriations will permit, to cause the dry docks thus authorized by law to be constructed in the Navy yard at Brooklyn.

Under the act of the 30th of June, 1834, "authorizing the Secretary of the Navy to make experiments for the safety of the steam engine," and appropriating \$5,000 for that purpose, many proposed improvements have been submitted for the purpose of being tested by experiments. Some of these were so easily tested by those having steam engines in operation, that the aid of government was not needed. Others were attended with greater difficulty, and could not be tested without the expense of constructing boilers and other machinery for the purpose. These proposed improvements have not been such as, in my opinion, to warrant a large expenditure of money, and no experiments have been made upon them. Such experiments, however, would have been made, if they could have been so made without the expense of constructing engines.

The act seemed particularly to require that the steam engine devised by Benjamin Philips, of Philadelphia, should be examined and tested, and that Mr. Philips should be employed in making the experiments. Mr. Philips was, therefore, employed to construct a model engine, with boilers and other machinery which he deemed necessary for the purpose of testing his improvements, which he brought to this district, where he remained several weeks, making his experiments before many members of the two Houses of Congress, before the officers of the different departments, and others.

I attended very carefully to these experiments, but have not been able to perceive in them any improvement increasing the safety of the steam engine.

The money paid for Mr. Philips' machinery, preparation and experiments, amounts to \$519.75; the residue of the appropriation remains unexpended.

The fourth report of Mr. Hassler, superintendent of the coast survey, upon the operations performed in that work between the months of May and December, 1835, together with his detailed estimate of the appropriations required for the same for the next year, are herewith submitted, marked T.

Much work appears to have been done on the secondary triangulations, on the topographical operations, and by the sounding parties. That more has not been done in the primary triangulations is explained in the report.

Of the appropriations heretofore made for this survey, there remained, on the first day of this month, an unexpected balance of \$8,823.

The duties of the sounding parties are performed by the officers and seamen of the navy, and the chief part of the expense is charged to the navy appropriations. As, however, there are some expenses which cannot be charged to these appropriations, they must necessarily be charged to the appropriations for the coast survey. In September, 1834, the schooner *Jersey*, not wanted for any purposes of the navy, was purchased for the sounding party under the command of Lieutenant Gedney. The price of this vessel, (\$3,350) therefore, could not be charged to the naval appropriations; it was properly charged to the appropriations for the coast survey. For the same reason, the boats, equipments, and other expenses for the schooner, amounting to \$1,888.60, were charged to the same appropriation, as was also the charge for the extra pay to the officers, amounting to \$650 in all, for the year 1834, to \$5,888.60.

During the present season the expenses of this schooner, chargeable to the coast survey, have amounted to \$1,399, making the whole expense of this schooner, for the years 1834 and 1835, chargeable to the coast survey, amount to \$7,287.60.

It is not probable that the expense of this schooner, chargeable to the coast survey appropriation, will, for the next year, exceed \$1,500.

The schooner *Experiment*, employed by the sounding party under Lieutenant Blake, belongs to the navy. The coast survey appropriation has, therefore been charged only for equipments, which were not necessary for the purposes of the navy. These, with other expenses attending the operations of the sounding party on board this schooner, from the 1st of July last, when she was sent upon the survey, to the 30th of September last, amounted to \$2,517.73.

As most of the equipments of these schooners will last for several years, with but little expense for repairs and supply of articles which may be lost by accident, it is believed that the expenses of both schooners and the sounding parties on board of them, for the next year, chargeable to the coast survey, will not exceed \$4,000.

It will be seen that this differs widely from the statement of Mr. Hassler, which may be explained by the circumstance that he did not derive his information from the books of the Treasury Department.

By a statement hereunto annexed, marked P, it appears that of the appropriations heretofore made for the suppression of the slave trade, there remains in the Treasury a balance of \$13,489.55.

In my last report I took the liberty of stating that some of the clerks in my Department did not receive salaries proportioned to their services, or adequate to the decent support of themselves and families; and I respectfully solicited that the salaries, particularly of the chief clerk of the Navy Board, the warrant clerk, and the clerk keeping the register of correspondence of this Department, whose duties are arduous, requiring both talent and experience, should be increased, so that the first might receive \$1,700 per annum, and the others \$1,490 each. I repeat the solicitation, from a thorough conviction that their faithful services fully merit this increase of compensation.

The superintendent of the southwest executive building receives but \$250 per annum for his services, which, it is believed, is a compensation too small to command the services of one competent to perform the duties of the station. The sergeants acting as clerks to the commandant and staff officers of the marine corps are paid at the rate of less than \$700 a year for all their services, which, it is respectfully suggested, is not an adequate compensation.

The necessary references to papers and documents connected with this report will be found in a schedule hereunto annexed.

All of which is respectfully submitted.

MAHLON DICKERSON.

Schedule of papers accompanying the report of the Secretary of the Navy to the President of the United States, of November, 1835.

- No. 1. The letter of the Commissioners of the Navy to the Secretary, transmitting the general and special estimates of the navy for the year 1836.
- No. 2. Letter of the Commissioners, submitting estimate marked E, 1.
- A. Estimate for the office of the Secretary of the Navy.
- B. Estimate for the office of the Commissioners of the Navy.
- C. Estimate for the expenses of the southwest Executive building.
- D. The general estimate for the navy.
- Detailed estimate D, 1, for vessels in commission.
- D, 2, for receiving vessels.
- D, 3, for recruiting stations.
- D, 4, for officers and others attached to navy yards and shore stations, and the abstract or recapitulation.
- D, 5, for officers waiting orders and on furlough.
- D, 6, for provisions.
- D, 7, for improvements and repairs of navy yards, and recapitulation.
- E. Special estimate for magazines, hospitals, steam vessels, and coast survey.
- E, 1. Estimate of the several works, and their probable cost, which it is proposed to construct at the several navy yards.
- F. General estimate for the marine corps.
- Detailed estimates for the marine corps, F, 1 to 4.
- G. List of vessels, in commission, of each squadron, their commanders and stations.
- H. List of vessels in ordinary.
- I. List of vessels building.
- K. Report of the proceedings under the law for the *gradual increase* of the navy.
- L. Report of the proceedings under the law for the *gradual improvement* of the navy.
- M. Statement of the condition of the navy pension fund.
- M, 1. Amount and description of stocks belonging to the navy pension fund.
- N. Statement of the condition of the privateer pension fund.
- O. Statement of the condition of the navy hospital fund.
- P. Statement of the proceedings under the law for the suppression of the *slave trade*.
- Q. List of deaths.
- R. List of resignations.
- S. List of dismissions.
- T. Mr. Hassler's fourth report on coast survey.

No. 1.

NAVY COMMISSIONERS' OFFICE, *November 18, 1835.*

SIR: The Navy Commissioners have the honor to transmit, herewith, the estimates for the navy for the year 1836, together with the reports of the condition of the vessels building and in ordinary, and of the measures which have been taken under the laws for the gradual increase and gradual improvement of the navy.

Special estimates are also submitted for steam vessels, according to your directions, and for other objects, which do not fall within the usual annual appropriations for the navy, but which are deemed essential to the public interests.

The general estimate for the usual appropriations of the navy presents two columns, one showing the amounts estimated for the year 1836, and the other showing the amounts appropriated for the year 1835. This arrangement shows, at a single view, the differences between the amounts for each of the items of the appropriation, as well as in the total amounts.

It will be perceived that the total amount of the estimate for the year 1836 exceeds the amount appropriated for 1835, in the sum of \$622,151.75.

A comparison of the differences between the appropriations and estimates for *each* of the two first items cannot be accurately made, because the additional appropriation made March 3d, 1835, in consequence of the law establishing the pay of the navy, does not distinguish the amounts applicable to each of the items; but the difference between the sums of the two items for the two years shows an increase for 1836 of \$184,141.75.

This increase arises, in part, from a proposed addition to the force to be employed in commission, consisting of two frigates, three sloops-of-war, and one steam vessel; in part, from a modification of the pay of the officers by the laws of last session, and partly from a small increase of pay to some persons at navy yards, as stated in connection with estimate D, 4.

Under the third item, of provisions, there is also an increase of \$140,000. This arises, in part, from additional numbers of persons proposed to be employed, and partly because the amount in the Treasury is not supposed to justify a reduction from the total estimate under this head, proportional to that made for 1835.

Under the fourth head, of repairs of vessels in ordinary, &c., the amount of the estimate is less than the sum appropriated for the year 1835, in the sum of \$24,000.

The appropriation for 1835, and the estimate for 1836, under the fifth head, for medicine and hospital stores, are the same, notwithstanding the proposed increase of force, in consequence of the large sum still remaining in the Treasury.

Under the sixth head, for improvements and repairs of navy yards, there is an increase in the estimates for 1836, over the appropriations for 1835, of the sum of \$237,010. This increase is large, but is deemed necessary to meet the immediate wants of the public service. Although much has been done in

the different yards since the adoption of approved plans, under the law of March 3d, 1827, much still remains to be done to provide adequate means for the preservation of the materials which a prudent foresight has directed to be collected for future use, or to prepare the necessary conveniences for building, repairing, and equipping ships with proper economy and dispatch. The board refrain from any further remarks upon the subject at this time, as they have recently presented you with their views upon it in great detail.

The increase of \$35,000, under the seventh head, for ordnance and ordnance stores, is occasioned by the necessity of renewing the supplies of several articles embraced under that head of expenditures.

The estimates for enumerated contingent is the same as the appropriation for 1835. It is possible that the alterations made by the law of the last session for regulating the pay of the navy might authorize some small reduction under this head; but, as the force in commission, and number of persons to be employed, is proposed to be increased, and the appropriations under the former laws were uniformly found to be insufficient, it has been deemed best to make no alteration until the effects of the change shall be practically tested.

The ninth item, for other contingencies, is the same as asked and granted for 1835.

The board beg leave to again call your attention to the salary of their chief clerk, and to request, if it should comport with your views, that your recommendation may be given for granting the additional hundred dollars to his salary, as proposed in paper B, placing him on the same footing as the chief clerks of his grade in other offices.

I have the honor to be, with great respect, sir, your obedient servant,

JNO. RODGERS.

Hon. MAHLON DICKERSON, *Secretary of the Navy.*

No. 2.

NAVY COMMISSIONERS' OFFICE, *November 12, 1835.*

SIR: The Board of Navy Commissioners beg leave respectfully to present for your consideration the propriety of asking from Congress appropriations for a series of years, for the purpose of carrying forward the works of a general and permanent character in the different navy yards, which have been designated on the plans, in addition to those of a more special character, which are usually embraced in the annual estimates.

Regular plans were first made and approved for most of the navy yards in 1828, in conformity to the act of March 3d, 1827; previous to that time the buildings in the respective yards were generally temporary in their character, limited in extent, and calculated for present wants, and special rather than for general purposes. Since that time, two dry docks have been built, and other important improvements and additions made in different yards; but there is much still to be done to properly preserve the materials which are authorized to be collected, and to provide the means of economically and rapidly increasing, equipping, or repairing our vessels-of-war. Among the most important of these objects, and which seem to require a special appropriation, to continue for a series of years, are, the dry dock within the waters of the harbor of New York, for which Congress has made a partial appropriation; the construction of permanent quay walls, to prevent injury to the channels by their decay or want of stability; the construction of secure and durable building slips and launching ways, ready for building vessels; for ship houses to cover and shelter ships during their construction, and whilst policy may require them to be kept in readiness for launching; for the construction of timber docks and sheds, to season and prepare the quantities of timber which a just regard to our future wants requires us to keep prepared; for building pile wharves, where the quay walls are not intended to approach so near the channel as to admit vessels to come to them for repairs and equipment; for the construction of hydraulic docks, or inclined planes, in some of the yards, upon which to examine and repair small vessels, and thus to leave the docks for the examination and repair of the large ships; for gradually constructing the proposed wet basins, and for reducing the surface of the yards to a proper graduation, by leveling and excavation; and for the purchase of sites, when necessary.

The construction of the other buildings, as storehouses and workshops, and the ordinary repairs to the different buildings, may perhaps be best provided for as heretofore, that is, by annual appropriations for the respective yards, upon estimates stating the particular objects of proposed expenditure, made with reference to the particular wants of each year.

There being at present no civil engineer employed in the navy, particular estimates of the expense of the different objects could not be procured, which could be entirely depended upon for their accuracy. It was deemed sufficient, however, for the general purposes in view, to take the cost of objects which have already been built as the probable cost of those which are to be constructed, making such allowances as the difference in dimensions, nature of soil, and of difficulties to be overcome, seemed to demand.

From this general estimate, it is believed that the sum of three millions five hundred thousand dollars will be required for the purposes herein named, and that this sum may be advantageously expended in the course of the next five years, if it should be deemed expedient by Congress to appropriate, annually, the sum of seven hundred thousand dollars for that period. (See the estimate enclosed herewith.)

In presenting this subject to your consideration, the board would respectfully recall your attention to the great disadvantages which the public service would experience from a want of the improvements proposed, should they be delayed till a change of circumstances shall require any great and sudden extension of our naval force in commission; and to the great increase of expense, as well as inconvenience, if these works were to be constructed when other objects of great and pressing importance might claim a large portion of the financial resources of the country.

I have the honor to be, your obedient servant,

JNO. RODGERS.

Hon. MAHLON DICKERSON, *Secretary of the Navy.*

A.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the year 1836.

Secretary of the Navy.....		\$6,000 00
Six clerks, per act of 20th April, 1818.....	\$8,200 00	
One clerk, per act of 26th May, 1824.....	1,000 00	
One clerk, per act of 2d March, 1827.....	1,000 00	
		<u>10,200 00</u>
One clerk of navy and privateer pension funds, and navy hospital fund, per act of 10th July, 1832.....	\$1,600 00	
Messenger and assistant messenger.....	1,050 00	
Contingent expenses.....	3,000 00	
		<u>5,650 00</u>
		<u>\$21,850 00</u>
Submitted:		
For two clerks, \$400 additional each, now at 1,000 each, per annum.....	\$800 00	
		<u>800 00</u>
		<u><u>\$22,650 00</u></u>

NOTE.—The last item in this estimate was submitted in my report of November, 1834. It was not acted on. It is again respectfully submitted, with the hope that it will receive favorable notice. Justice to the two gentlemen who are intended to be benefited by it, requires me to say that their grade, as compared with the clerks of the other departments of the government, as well as their important services and strict attention to duty, entitle them to the increase of salary proposed.

B.

Estimate of the sums required for the support of the Navy Commissioners' office for the year 1836.

For the salaries of the Commissioners of the Navy Board.....	\$10,500 00	
For the salary of the secretary.....	2,000 00	
For the salaries of their clerks, draughtsmen, and messenger, per acts of 20th April, 1818, 20th May, 1824, and 2d March, 1827.....	\$8,450 00	
Additional to the chief clerk, making his salary equal to that allowed to all other chief clerks of his grade.....	100 00	
		<u>8,550 00</u>
For contingent expenses.....	1,800 00	
		<u>\$22,850 00</u>

C.

Estimate of the sums required for the expenses of the southwest Executive building for the year 1836.

Superintendent.....	\$250	
Two watchmen, at \$500 each.....	1,000	
Contingent expenses, including fuel, labor, oil, repairs of building, engine, and improvement of the grounds.....	3,350	
		<u>\$4,600</u>

D.

There will be required for the navy during the year 1836, in addition to the balances that may remain on hand on the first day of January, 1836:

	Amount of estimate for 1836.	Amount appropriated for 1836.
1. For the pay of commission, warrant, and petty officers, and of seamen..	\$1,974,538 91	
2. For pay of superintendents, naval constructors, and all the civil establishment at the several yards.....	68,340 00	\$1,858,737 16
3. For provisions.....	590,000 00	450,000 00
4. For the repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission.....	950,000 00	974,000 00

	Amount of estimate for 1836.	Amount appropriated for 1836.
5. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick	\$40,000 00	\$40,000 00
6. For improvements and the necessary repairs of navy yards, viz:		
Portsmouth, N. H.	\$67,000	
Boston	199,575	
New York	84,300	
Philadelphia	11,750	
Washington	37,500	
Norfolk	167,000	
Pensacola	64,000	
	631,125 00	344,115 00
7. For ordnance and ordnance stores.....	50,000 00	15,000 00
8. For contingent expenses that may accrue for the following purposes, viz:		
For the freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent, traveling expenses of officers, and transportation of seamen; house rent for pursers when attached to yards and stations where no house is provided; for funeral expenses; for commissions, clerk hire, office rent, stationery and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowance to persons attending courts-martial and courts of inquiry, or other services as authorized by law; for printing and stationery of every description, and for working the lithographic press; and for books, maps, charts, mathematical and nautical instruments, chronometers, models and drawings; for the purchase and repair of fire engines and machinery, and for the repair of steam engines; for the purchase and maintenance of oxen and horses, and for carts, timber-wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships-of-war; for furniture of vessels in commission, and fixtures in houses for officers as allowed by law; for taxes and assessments on public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel, and for candles and oil; for repairs of magazines or powder houses; for preparing moulds for ships to be built, and for no other object or purpose whatever.....	295,000 00	295,000 00
9. For contingent expenses for objects not hereinbefore enumerated	3,000 00	3,000 00
	<u>\$4,602,003 91</u>	<u>\$3,979,852 16</u>

NOTE.—The excess of this estimate for 1836 over the appropriation for 1835, amounting to \$622,157.75, arises from a proposed increase of force to be employed in commission, from a proposed increase of expenditure for improving the navy yards, and from the late modifications in the pay of the officers.

The letter from the Board of Navy Commissioners to the Secretary of the Navy, of the 18th November, 1835, and the detailed estimates, give further and more particular explanations of the causes of this difference.

JOHN RODGERS.
I. CHAUNCEY.
C. MORRIS.

D, 1.

Estimate of the amount of pay that will be necessary for the year 1836, for the following vessels in commission, viz: one ship of the line, five frigates of the first class, and one frigate of the second class, fourteen sloops-of-war of the first class, five schooners and one steam vessel, being part of the first item of the general estimate.

Five commanders of squadrons.....	\$20,000 00
One ship of the line.....	152,455 25
Five frigates, 1st class, at \$88,905.25.....	444,526 25
One frigate, 2d class.....	72,951 91
Fourteen sloops-of-war, 1st class, at \$44,023.25.....	616,325 50
Five schooners; at \$18,103.25.....	90,516 25
One steam vessel.....	26,091 25
	<u>\$1,422,866 41</u>

D, 2.

Estimate of the number and pay, of officers, &c., required for five receiving vessels, for the year 1836, being part of the first item in the general estimate.

	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	Total number.	Aggregate amount.
Commandants	1	1	1	.....	1	4	\$8,400 00
Lieutenants	3	3	2	2	3	13	19,500 00
Masters	1	1	1	.....	1	4	4,000 00
Pursers	1	1	.....	.....	1	3	1,987 50
Passed midshipmen.....	2	2	.....	.....	2	6	4,500 00
Midshipmen	6	6	3	3	6	24	8,400 00
Boatswains	1	1	.....	.....	1	3	1,500 00
Boatswains' mates.....	1	1	1	1	1	5	1,140 00
Gunners' mates.....	1	1	.....	.....	1	3	684 00
Carpenters' mates.....	1	1	1	.....	1	4	912 00
Masters-at-arms	1	1	.....	.....	1	3	648 00
Ships' stewards.....	1	1	1	1	1	5	1,080 00
Officers' stewards.....	1	1	1	1	1	5	1,080 00
Ships' cooks	1	1	1	1	1	5	1,080 00
Officers' cooks.....	2	2	1	.....	2	7	1,512 00
Seamen	2	2	2	2	2	10	1,440 00
Ordinary seamen.....	6	6	4	2	6	24	2,880 00
Boys.....	10	10	3	2	10	35	2,940 00
Number of persons	42	42	22	15	42	163	\$63,683 50

D, 3.

Estimate of the pay of the officers attached to five recruiting stations, for the year 1836, being part of the first item in the general estimate.

	Boston.	New York.	Philadelphia.	Baltimore	Norfolk.	Total number.	Aggregate amount.
Commanders.....	1	1	1	1	1	5	\$10,500 00
Lieutenants.....	2	2	2	2	2	10	15,000 00
Midshipmen.....	2	2	2	2	2	10	3,500 00
Surgeons	1	1	1	1	1	5	8,750 00
Number of persons	6	6	6	6	6	30	\$37,750 00

D, 4.

Estimate for the pay of officers and others, at the several navy yards and stations, for 1836.

PORTSMOUTH, N. H.

Naval.

One captain.....	\$3,500 00
One commander	2,100 00
One lieutenant	1,500 00
One master	1,000 00
One surgeon	1,800 00
Three midshipmen, \$350 each	1,050 00
One boatswain	500 00
One gunner	500 00
One carpenter.....	500 00
One sailmaker.....	500 00
One purser	941 75
One steward.....	216 00
	<hr/>
	\$14,107 75

Ordinary.

One lieutenant	\$1,500 00
One carpenter's mate.....	228 00
Six seamen, \$144 each.....	864 00
Twelve ordinary seamen, \$120 each	1,440 00
	<hr/>
	4,032 00

<i>Civil.</i>	Amount.	Aggregate.
One storekeeper	\$1,400 00	
One master builder and inspector of timber	1,200 00	
One clerk to the yard	900 00	
One clerk to commandant	900 00	
One clerk to storekeeper	500 00	
One clerk to master builder	400 00	
One porter	300 00	
	<hr/>	\$5,600 00
		<hr/> <hr/>
		\$23,739 75

BOSTON.

Naval.

One captain	\$3,500 00	
One commander	2,100 00	
Two lieutenants, \$1,500 each	3,000 00	
Two masters, \$1,000 each	2,000 00	
One surgeon	1,800 00	
Two assistant surgeons, \$950 each	1,900 00	
One chaplain	1,200 00	
Two professors, \$1,200 each	2,400 00	
Four midshipmen, \$350 each	1,400 00	
One boatswain	500 00	
One gunner	500 00	
One carpenter	500 00	
One sailmaker	500 00	
One purser	1,141 75	
One steward	216 00	
One steward, assistant to purser	360 00	
	<hr/>	\$23,017 75

Ordinary.

Three lieutenants, \$1,500 each	\$4,500 00	
One master	1,000 00	
Six midshipmen, \$350 each	2,100 00	
One boatswain	500 00	
One gunner	500 00	
One carpenter	500 00	
One carpenter's mate	228 00	
Three carpenters' mates, as caulkers, \$228 each	684 00	
Two boatswains' mates, \$228 each	456 00	
Fourteen seamen, \$144 each	2,016 00	
Thirty-six ordinary seamen, \$120 each	4,320 00	
	<hr/>	16,804 00

Hospital.

One surgeon	\$1,750 00	
One assistant surgeon	950 00	
One steward	360 00	
Two nurses, (when the number of sick shall require them,) \$120 each	240 00	
Two washers, (when the number of sick shall require them,) \$96 each	192 00	
One cook	144 00	
	<hr/>	3,636 00

Civil.

One storekeeper	\$1,700 00	
One master builder	2,300 00	
One inspector and measurer of timber	900 00	
One clerk to yard	900 00	
One clerk to commandant	900 00	
One second clerk to commandant	750 00	
One clerk to storekeeper	750 00	
One second clerk to storekeeper	450 00	
One clerk to master builder	650 00	
One keeper of the magazine	480 00	
One porter	300 00	
	<hr/>	10,080 00
		<hr/> <hr/>
		\$53,537 75

NOTE.—The surgeon and assistant surgeons of the yard are to be required to attend to the duties of the yard, to those of the receiving ship, and to the marines; one to be always on board the receiving ship.

NEW YORK.

Naval.

	Amount.	Aggregate.
One captain.....	\$3,500 00	
One commander.....	2,100 00	
Two lieutenants, \$1,500 each.....	3,000 00	
Two masters, \$1,000 each.....	2,000 00	
One surgeon.....	1,800 00	
Two assistant surgeons, \$950 each.....	1,900 00	
One chaplain.....	1,200 00	
Two professors, \$1,200 each.....	2,400 00	
Four midshipmen, \$350 each.....	1,400 00	
One boatswain.....	500 00	
One gunner.....	500 00	
One carpenter.....	500 00	
One sailmaker.....	500 00	
One purser.....	1,141 75	
One steward, assistant to purser.....	360 00	
One steward.....	216 00	
	<hr/>	\$23,017 75

Ordinary.

Three lieutenants, \$1,500 each.....	\$4,500 00	
One master.....	1,000 00	
Six midshipmen, \$350 each.....	2,100 00	
One boatswain.....	500 00	
One gunner.....	500 00	
One carpenter.....	500 00	
Four carpenters' mates; three as caulkers, \$228 each.....	912 00	
Two boatswains' mates, \$228 each.....	456 00	
Fourteen seamen, \$144 each.....	2,016 00	
Thirty-six ordinary seamen, \$120 each.....	4,320 00	
	<hr/>	16,804 00

Hospital.

One surgeon.....	\$1,750 00	
One assistant surgeon.....	950 00	
One steward.....	360 00	
Two nurses (when the number of sick shall require them), \$120 each.....	240 00	
Two washers (when the number of sick shall require them), \$96 each.....	192 00	
One cook.....	144 00	
	<hr/>	3,636 00

Civil.

One storekeeper.....	\$1,700 00	
One master builder.....	2,300 00	
One inspector and measurer of timber.....	900 00	
One clerk to yard.....	900 00	
One clerk to commandant.....	900 00	
One second clerk to commandant.....	750 00	
One clerk to storekeeper.....	750 00	
One second clerk to storekeeper.....	450 00	
One clerk to master builder.....	650 00	
One keeper of the magazine.....	480 00	
One porter.....	300 00	
	<hr/>	10,080 00
		<hr/> <hr/>
		\$53,537 75

NOTE.—The surgeon and assistant surgeons of the yard are to be required to attend to the duties of the yard, the receiving ship, and to the marines; one to be always on board the receiving ship.

PHILADELPHIA.

Naval.

	Amount.	Aggregate.
One captain.....	\$3,500 00	
One commander.....	2,100 00	
One lieutenant.....	1,500 00	
One master.....	1,000 00	
One surgeon.....	1,800 00	
One assistant surgeon.....	950 00	
One chaplain.....	1,200 00	
One boatswain.....	500 00	
One gunner.....	500 00	
One carpenter.....	500 00	
One purser.....	1,141 75	
One steward.....	216 00	
	<hr/>	\$14,907 75

<i>Ordinary.</i>		Amount.	Aggregate.
One lieutenant		\$1,500 00	
One boatswain's mate		228 00	
Four seamen, \$144 each		576 00	
Twelve ordinary seamen, \$120 each		1,440 00	
		<hr/>	\$3,744 00
<i>Hospital.</i>			
One surgeon		\$1,750 00	
One assistant surgeon		950 00	
One steward		360 00	
Two nurses (when the number of sick shall require them), \$120 each.....		240 00	
Two washers (when the number of sick shall require them), \$96 each.....		192 00	
One cook		144 00	
		<hr/>	3,636 00
<i>Civil.</i>			
One storekeeper		\$1,250 00	
One master builder		2,000 00	
One inspector and measurer of timber.....		900 00	
One clerk to yard.....		900 00	
One clerk to commandant.....		900 00	
One clerk to storekeeper.....		500 00	
One clerk to master builder		400 00	
One porter.....		300 00	
		<hr/>	\$7,150 00
			<hr/> <hr/>
			\$29,437 75

NOTE.—The surgeon and assistant surgeon of the yard are both to attend to the yard, receiving vessel, and marines.

WASHINGTON.

<i>Naval.</i>		Amount.	Aggregate.
One captain.....		\$3,500 00	
One commander		2,100 00	
One lieutenant		1,500 00	
Two masters; one in charge of ordnance, \$1,000 each		2,000 00	
One surgeon		1,800 00	
One assistant surgeon.....		950 00	
One chaplain.....		1,200 00	
One boatswain		500 00	
One gunner (as laboratory officer)		500 00	
One carpenter		500 00	
One purser.....		1,141 75	
One steward		216 00	
One steward, assistant to purser.....		360 00	
One hospital steward.....		216 00	
		<hr/>	\$16,483 75
<i>Ordinary.</i>			
One boatswain's mate		\$228 00	
One carpenter's mate.....		228 00	
Six seamen, \$144 each.....		864 00	
Fourteen ordinary seamen, \$120 each.....		1,680 00	
		<hr/>	3,000 00
<i>Civil.</i>			
One storekeeper		\$1,700 00	
One assistant master builder		1,000 00	
One inspector and measurer of timber.....		900 00	
One clerk to yard.....		900 00	
One clerk to commandant.....		900 00	
One clerk (2d) to commandant		750 00	
One clerk to storekeeper.....		750 00	
One clerk to assistant master builder.....		420 00	
One master camboose-maker and plumber.....		1,200 00	
One master chain cable and anchor maker.....		1,000 00	
One keeper of magazine.....		480 00	
One porter		300 00	
		<hr/>	\$10,300 00
			<hr/> <hr/>
			\$29,783 75

NORFOLK.

Naval.

	Amount.	Aggregate.
One captain.....	\$3,500 00	
One commander.....	2,100 00	
Two lieutenants, \$1,500 each.....	3,000 00	
Two masters, \$1,000 each.....	2,000 00	
One surgeon.....	1,800 00	
Two assistant surgeons, \$950 each.....	1,900 00	
One chaplain.....	1,200 00	
Two professors, \$1,200 each.....	2,400 00	
Four midshipmen, \$350 each.....	1,400 00	
One boatswain.....	500 00	
One gunner.....	500 00	
One carpenter.....	500 00	
One sailmaker.....	500 00	
One purser.....	1,141 75	
One steward, assistant to purser.....	360 00	
One steward.....	216 00	
	<hr/>	\$23,017 75

Ordinary.

Three lieutenants, \$1,500 each.....	\$4,500 00	
One master.....	1,000 00	
Six midshipmen, \$350 each.....	2,100 00	
One boatswain.....	500 00	
One gunner.....	500 00	
One carpenter.....	500 00	
Four carpenter's mates; three as caulkers, \$228 each.....	912 00	
Two boatswain's mates \$228 each.....	456 00	
Fourteen seamen, \$144.....	2,016 00	
Thirty-six ordinary seamen, \$120 each.....	4,320 00	
	<hr/>	16,804 00

Hospital.

One surgeon.....	\$1,750 00	
One assistant surgeon.....	950 00	
One steward.....	360 00	
Two nurses, (when the number of sick requires them,) \$120 each.....	240 00	
Two washers, (when the number of sick requires them,) \$96 each.....	192 00	
One cook.....	144 00	
	<hr/>	3,636 00

Civil.

One storekeeper.....	\$1,700 00	
One master builder.....	2,300 00	
One inspector and measurer of timber.....	1,050 00	
One clerk to yard.....	900 00	
One clerk to commandant.....	900 00	
One clerk (2d) to commandant.....	750 00	
One clerk to store-keeper.....	750 00	
One clerk (2d) to store-keeper.....	450 00	
One clerk to master builder.....	650 00	
One keeper of magazine.....	480 00	
One porter.....	300 00	
	<hr/>	10,230 00
		<hr/>
		\$53,687 75

NOTE.—The surgeon and assistant surgeons of the yard are to be required to attend to the duties of the yard, to those of the receiving ship, and to the marines; one to be always on board the receiving ship.

PENSACOLA.

Naval.

	Amount.	Aggregate.
One captain.....	\$3,500 00	
One commander.....	2,100 00	
Two lieutenants, \$1,500 each.....	3,000 00	
One master.....	1,000 00	
One surgeon.....	1,800 00	
One assistant surgeon.....	950 00	
One chaplain.....	1,200 00	
Three midshipmen, \$350 each.....	1,050 00	
One boatswain.....	500 00	
One gunner.....	500 00	
One carpenter.....	500 00	
One sailmaker.....	500 00	
One purser.....	1,141 75	
One steward.....	216 00	
	<hr/>	\$17,957 75

<i>Ordinary.</i>		Amount.	Aggregate.
One carpenter.....		\$500 00	
One carpenter's mate.....		228 00	
One boatswain's mate.....		228 00	
Ten seamen, \$144 each.....		1,440 00	
Ten ordinary seamen, \$120 each.....		1,200 00	
		<hr/>	\$3,596 00
<i>Hospital.</i>			
One surgeon.....		\$1,750 00	
One assistant surgeon.....		950 00	
One steward.....		360 00	
Two nurses (when the number of the sick requires them,) \$120 each.....		240 00	
Two washers (when the number of the sick requires them,) \$96 each.....		192 00	
One cook.....		144 00	
		<hr/>	3,636 00
<i>Civil.</i>			
One storekeeper.....		\$1,700 00	
One clerk to the yard.....		900 00	
One clerk to commandant.....		900 00	
One clerk to storekeeper.....		500 00	
One porter.....		300 00	
		<hr/>	4,300 00
			<hr/> <hr/>
			\$29,489 75

NOTE.—The surgeon and assistant surgeon of the yard to attend to the duties of the yard, the ordinary, the marines, and the receiving ship, should one be allowed.

STATIONS.

<i>Baltimore.</i>		Amount.	Aggregate.
One captain.....		\$3,500 00	
One lieutenant.....		1,500 00	
One surgeon.....		1,500 00	
One purser.....		862 50	
		<hr/>	7,362 50
<i>Charleston.</i>			
One captain.....		\$3,500 00	
One lieutenant.....		1,500 00	
One surgeon.....		1,500 00	
One purser and storekeeper.....		1,189 75	
		<hr/>	7,689 75
<i>Sackett's Harbor.</i>			
One master.....		\$1,000 00	
		<hr/>	1,000 00
<i>On duty at Washington, or on general duty.</i>			
<i>Ordnance:</i>			
One captain.....		\$3,500 00	
One lieutenant.....		1,500 00	
		<hr/>	5,000 00
<i>Chart and instrument depot.</i>			
One lieutenant.....		\$1,500 00	
One passed midshipman.....		750 00	
		<hr/>	2,250 00
One chief naval instructor.....		\$3,000 00	
One civil engineer.....		4,000 00	
		<hr/>	7,000 00
<i>Foreign stations.</i>			
One storekeeper at Mahon.....		\$1,200 00	
One storekeeper at Rio de Janerio.....		1,500 00	
		<hr/>	2,700 00
			<hr/> <hr/>

RECAPITULATION.

	1st item. Naval.	1st item. Ordinary.	1st item. Hospital.	2d item. Civil.	Aggregate.
Portsmouth.....	\$14,107 75	\$4,032 00	.....	\$5,600 00	\$23,739 75
Boston.....	23,017 75	16,804 00	\$3,636 00	10,080 00	53,537 75
New York.....	23,017 75	16,804 00	3,636 00	10,080 00	53,537 75
Philadelphia.....	14,907 75	3,744 00	3,636 00	7,150 00	29,437 75
Washington.....	16,483 75	3,000 00	.....	10,300 00	29,783 75
Norfolk.....	23,017 75	16,804 00	3,636 00	10,230 00	53,687 75
Pensacola.....	17,957 75	3,596 00	3,636 00	4,300 00	29,489 75
Baltimore.....	7,362 50	.....	.....	.....	7,362 50
Charleston.....	7,689 75	.....	.....	.....	7,689 75
Sackett's Harbor.....	1,000 00	.....	.....	.....	1,000 00
Ordnance.....	5,000 00	.....	.....	.....	5,000 00
Instrument depot.....	2,250 00	.....	.....	.....	2,250 00
Naval constructor.....	.....	.....	.....	3,000 00	3,000 00
Civil engineer.....	.....	.....	.....	4,000 00	4,000 00
Navy storekeepers.....	.....	.....	.....	2,700 00	2,700 00
	\$155,812 50	\$64,784 00	\$18,180 00	\$67,440 00	\$306,216 50

Under this item of the estimates, the following changes are proposed for 1836, in the number of persons and their compensation, as allowed for the year 1835, viz:

In the naval branch.—A steward, as an assistant to the purser at Washington, is proposed, at the usual pay of \$30 per month, equal to \$360. The number of mechanics employed at this yard renders this addition necessary, in the opinion of the board.

In the hospital branch.—An increase of pay, from \$18 to \$30 per month, is proposed for the *stewards* of the hospitals at Boston, New York, Philadelphia, Norfolk, and Pensacola, amounting, in the whole, to \$720. This addition is proposed, from the belief that it will be necessary to command the services of persons possessing the requisite information to perform the increased duties, and sustain the increased responsibilities, which will hereafter be allotted to them in the permanent hospitals now about to be opened.

In the civil branch.—It is proposed to increase the compensation of the master builder and inspector of timber at Portsmouth, N. H., to the amount of \$300. The compensation for the performance of both duties has, for some years past, only been equal to that allowed for the performance of the duties of inspector of timber at other yards. As the duties will be greater hereafter, in consequence of the quantities of timber delivering under contracts, it is deemed just to increase the compensation in a corresponding degree. The compensation to the principal clerks to the storekeepers at Boston, New York, and Norfolk, is proposed to be increased from \$600 to \$750. The second clerks, at the same yards, from \$360 to \$450. The storekeepers' clerks at Portsmouth, Philadelphia, and Pensacola, from \$350 to \$500; and at Washington, from \$500 to \$750. An increase is also proposed for the clerks to the master builders at Boston, New York, and Norfolk, from \$500 to \$650, and those at Portsmouth and Philadelphia, from \$400 to \$500 each. The person charged with the management and repair of steam engines and sawmills, formerly paid by an annual salary of \$800, it is now proposed to place on daily pay, to be paid for his actual attendance only. This renders the whole increase under this head equal to \$1,570, making the total increase equal to \$2,650.

An increase of compensation to the different clerks has been solicited by them, upon the grounds that their present compensation was insufficient to meet their necessary expenses at their several places of residence, and that it was not proportioned to the compensation granted to other persons in the yards having no greater responsibilities, and performing duties requiring no greater qualifications. From the representations made by the commandants of the yards, and other officers, the board were satisfied that the first ground taken by the clerks was generally correct, and they coincided in opinion with them as respects the relative responsibilities and necessary qualifications.

The board, influenced by these considerations, have, therefore, proposed to place the principal clerks of the storekeepers, as heretofore, at the same compensation as the second clerks to commandants, which was established by the law of the last session, and to submit a proportionate increase to the other clerks, modified, in a slight degree, by the amount of labor to be performed, and the ordinary cost of subsistence, at the respective yards.

D, 5.

Exhibit of the commission and warrant officers that will be waiting orders, and on furlough, for the year 1836, by the estimates, being part of the first item in the general estimate.

WAITING ORDERS.	
12 captains	} \$207,200 00
6 commanders	
89 lieutenants	
4 surgeons	
47 passed midshipmen	
*86 midshipmen	
ON FURLOUGH.	
2 commanders	} 5,162 50
3 lieutenants	
1 purser	
2 passed midshipmen	
2 midshipmen	
	<u>\$212,362 50</u>

D, 6.

Estimate of the amount required for provisions for the year 1836, explanatory of the third item in the general estimate.

6,269 persons in vessels in commission, besides the marines embarked.
 524 marines embarked in vessels in commission.
 396 enlisted persons attached to receiving vessels and shore stations.

Making 7,189 persons in total, at one ration each per day, makes 2,623,985 rations, which, at twenty-five cents per ration, is equal to	\$655,996 25
From this sum there may be deducted (estimating the balance that may remain in the Treasury on the 1st January, 1836, which, it is presumed, will not be required) the sum of	65,096 25
Which will leave	<u>\$590,000 00</u>

Being the amount asked for in the third item of the general estimate.

D, 7.

Estimates of the proposed improvements and repairs to be made in navy yards during the year 1836, explanatory of the sixth item in the general estimate.

NAVY YARD, PORTSMOUTH, NEW HAMPSHIRE.	
For building timber shed	\$18,000 00
Towards mast and boat house	25,000 00
For a timber dock	20,000 00
Repairs of all kinds	4,000 00
	<u>\$67,000 00</u>
NAVY YARD, BOSTON.	
For the ropewalk	\$63,000 00
For the tarring house	9,000 00
For the steam engine and machinery for laying up	30,000 00
For spinning machinery	15,000 00
For a hemp house	38,000 00
For storehouse No. 15	35,275 00
For repairing and replacing masting shears	3,575 00
For yard wall at northeast corner	1,500 00
For completing the change of fronts to officers' quarters	1,225 00
For the repairs of docks, wharves, and buildings in the yard	3,000 00
	<u>\$199,575 00</u>

* Embracing seventy-five midshipmen, who, after examination, may be entitled to be arranged as passed midshipmen, in addition to their pay as midshipmen, \$300 each.

NAVY YARD, NEW YORK.

For securing and preserving the ordnance, or for repairing the gun block.....	\$5,000 00
For building offices	9,000 00
For building a timber shed.....	21,000 00
Launching slip to ship house No. 1.....	9,500 00
To enlarge smithery	2,500 00
For well and reservoir for watering ships	2,500 00
For leveling the yard and filling in.....	5,700 00
For walls to enclose the yard on the lines, by the wharf and back of the stores, from the south end of the present wall to southwest corner of yard, from southwest corner to the magazine or southeast corner, from entrance gate to present wall	18,500 00
Slip for boat house	1,600 00
Repairs of ship house No. 2	5,000 00
For the repairs of other buildings, wharves, and docks.....	4,000 00
	<u>\$84,300 00</u>

NAVY YARD, PHILADELPHIA.

For raising brick wall on north side of ship house No 2	\$800 00
For extending brick wall from the east end of ship house No. 2 to the end of the wharf, 80 feet	800 00
For planking over slip at east end of ship house No 1	470 00
New floor for mould loft, and six fireproof windows.....	700 00
For paving timber shed No 4	850 00
For paving ground in front of officers' quarters	130 00
For painting offices, &c., &c.	350 00
For building an engine and hose house, 40 feet by 30	1,500 00
For building frame saw shed	1,650 00
For repairs	500 00
For tinning ship house No. 2.....	3,500 00
	<u>\$11,750 00</u>

NAVY YARD, WASHINGTON.

A timber shed.....	\$16,000 00
Repairs to ship house W.....	1,500 00
Repairs to buildings, fences, and gutters.....	5,000 00
Foundation for building slip where the Columbia now stands	15,000 00
	<u>\$37,500 00</u>

NAVY YARD, NORFOLK.

For the eastern wall and entrance gates to the timber dock	\$38,000 00
For the quay wall on east side of yard, including launching ways of the Macedonian.....	23,500 00
For a quay wall from timber dock round to meet the present east wharves	26,000 00
For a steam engine to pump out coffer dams.....	1,500 00
For smithery No. 9	21,000 00
For two houses, No. 39, and dependencies.....	27,000 00
For houses Nos. 2 and 3, and dependencies.....	7,000 00
For No. 28, mast house	6,500 00
For boat house No. 29.....	1,500 00
For repairs of ship house B.....	10,000 00
For repairs of all other buildings, docks, and wharves	5,000 00
	<u>\$167,000 00</u>

NAVY YARD, PENSACOLA.

For a bakery and mess room.....	\$3,000 00
For a brick kitchen, and filling up cellars.....	1,500 00
For slating navy store.....	4,000 00
For a cistern.....	5,000 00
For three third class houses.....	27,000 00
For a building to accommodate assistant surgeon and sick in the yard.....	5,500 00
Wharf	15,000 00
Repairs.....	3,000 00
	<u>\$64,000 00</u>

RECAPITULATION.

Portsmouth, N. H.....	\$67,000 00
Boston	199,575 00
New York.....	84,300 00
Philadelphia.....	11,750 00
Washington	37,500 00
Norfolk	167,000 00
Pensacola	64,000 00
	<u>\$631,125 00</u>

E.

Special estimates for extraordinary purposes, or for objects not embraced in the usual annual estimates for the current service of the navy.

No 1.

FOR STEAM VESSELS.

For completing the steam vessels-of-war, now building at the Navy yard, Brooklyn, New York, in aid of the amount which may be available from the appropriation for the gradual increase of the navy	\$150 000 00
For building, equipping and arming complete, three steam vessels-of-war.....	675,000 00
Total.....	<u>\$825,000 00</u>

The Board of Navy Commissioners would respectfully remark that, from a want of experience in the construction and equipment of steam vessels-of-war in this country, it is possible that these estimates may not prove as accurate as might be wished; but, from the best information which they have been able to obtain, they believe that the amounts asked will be sufficient for the objects proposed.

No. 2.

HOSPITALS.

For the completion of the hospitals near New York and Boston, and for regulating the grounds, and building necessary enclosures, and repairing the Naval asylum and all other hospitals, and the buildings, wharves and landings dependent upon and connected with them, and for preparing suitable burying grounds.....	<u>\$45,410 00</u>
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No. 3.

POWDER MAGAZINES.

For building a powder magazine near the Navy yard, Pensacola.....	\$17,000 00
For completing the magazines near New York and Boston, and for the necessary landings, enclosures and other dependencies.....	19,200 00
	<u>\$36,200 00</u>

No. 4.

COAST SURVEY.

Towards the survey of the coast of the United States	<u>\$80,000 00</u>
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JNO. RODGERS.
I. CHAUNCEY.
C. MORRIS.

E, No. 1.

Estimate of the several works, and their probable cost, which it is proposed to construct at the several navy yards.

PORTSMOUTH, N. H.

Timber docks, and quay walls, ship houses and launching ways.....	\$100,000 00
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BOSTON.

A ship house and launching slip.....	\$40,000 00
Walls and wet basin.....	250,000 00
Excavations and filling up.....	60,000 00
Wharves	50,000 00
Quay walls	30,000 00
Hydraulic dock or inclined plane.....	120,000 00
	<u>550,000 00</u>

NEW YORK.

Quay walls, launching slips and timber docks.....	\$550,000 00
Dry dock.....	900,000 00
	<u>1,450,000 00</u>

PHILADELPHIA.

Quay walls and appendages.....	60,000 00
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WASHINGTON.

Timber docks and wharves.....	65,000 00
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NORFOLK.	
Quay walls, landing slips and timber docks.....	\$704,000 00
Three ship houses.....	125,000 00
Canal at south side of yard, &c.....	46,000 00
Hydraulic dock or inclined plane.....	125,000 00
	\$1,000,000 00
PENSACOLA.	
Wharves and appendages.....	\$150,000 00
Hydraulic dock or inclined plane.....	125,000 00
	275,000 00
	\$3,500,000 00

F.

General estimate of the expenses of the marine corps for the year 1836.

There will be required for the support of the marine corps during the year 1836, in addition to the balances which may remain on hand on the 1st of January, 1836, the sum of \$488,856.19.

Paymaster's department.

- | | |
|---|--------------|
| 1. For the pay of the officers, non-commissioned officers, musicians and privates, and subsistence of the officers of the marine corps..... | \$163,077 25 |
|---|--------------|

Quartermaster's department.

2. For the provisions for the non-commissioned officers, musicians and privates serving on shore, servants and washerwomen.....	\$33,517 72
3. For clothing.....	38,655 00
4. For fuel.....	14,589 00
5. For repair of barracks near Portsmouth, N. H., and for repairs at other stations.....	8,900 00
6. For the purchase of sites and erection of barracks near Charlestown, New York, Norfolk, and Pensacola.....	200,000 00
7. For transportation of officers, non-commissioned officers, musicians and privates, and expenses of recruiting.....	6,000 00
8. For medicines, hospital stores, surgical instruments, and pay of matron.	4,139 29
9. For military stores, pay of armorers, keeping arms in repair, drums, fifes, flags, accoutrements, and ordnance stores.....	2,000 00
10. For contingencies, namely: Freight, ferriage, toll, wharfage, and cartage; per diem allowance for attending courts-martial and courts of inquiry; compensation to judge advocate; house rent where there are no public quarters assigned; incidental labor in the Quartermaster's department; expenses of burying deceased persons belonging to the marine corps; printing, stationery, forage, postage on public letters; expenses in pursuit of deserters; candles and oil for the different stations, straw for the men, barrack furniture, bed sacks, spades, axes, shovels, picks, and carpenter's tools....	17,977 93
	325,778 94
Total amount.....	\$488,856 19

NOTE.—The excess of this estimate over the appropriations for 1835 arises principally from the sum of \$200,000, proposed for the purchase of sites and erection of barracks.

G.

List of vessels in commission, of each squadron, their commanders, and stations.

Class.	Names.	Flag ships.	Commanders of vessels.	Commanders of squadrons.	Station.
Ship of the line.	*Delaware . . .	Flag ship . .	Captain J. B. Nicolson	Commodore D. T. Patterson . .	Mediterranean.
Frigate	†Constitution .	Flag ship . .	Commodore J. D. Elliott	Commodore J. D. Elliott	Mediterranean.
Frigate	Potomac . . . .	. . . . .	Captain J. J. Nicholson . . . . .	. . . . .	Mediterranean.
Sloop	John Adams . .	. . . . .	Master Commandant S. H. Stringham .	. . . . .	Mediterranean.
Schooner	Shark . . . . .	. . . . .	Lieutenant Ebenezer Ridgeway . . . .	. . . . .	Mediterranean.
Frigate	Constellation .	Flag ship . .	Commodore A. J. Dallas	Commodore A. J. Dallas	West Indies.
Sloop	St. Louis . . . .	. . . . .	Master Commandant L. Rousseau . . . .	. . . . .	West Indies.
Sloop	Vandalia . . . .	. . . . .	Master Commandant Thos. T. Webb . . .	. . . . .	West Indies.
Sloop	Warren . . . . .	. . . . .	Master Commandant William V. Taylor .	. . . . .	West Indies.
Schooner	Grampus . . . .	. . . . .	Lieutenant Robert Ritchie . . . . .	. . . . .	West Indies.
Sloop	Erie	Flag ship . .	Commodore James Renshaw	Commodore James Renshaw	Coast of Brazil.
Sloop	Ontario . . . . .	. . . . .	Master Commandant William D. Salter .	. . . . .	Coast of Brazil.
Frigate	Brandywine . .	Flag ship . .	Captain David Deacon	Commodore A. S. Wadsworth	Pacific.
Sloop	Vincennes . . . .	. . . . .	Master Commandant John H. Aulick . . .	. . . . .	Pacific.
Sloop	Fairfield . . . .	. . . . .	Master Commandant E. A. F. Valette . .	. . . . .	Pacific.
Schooner	Dolphin . . . . .	. . . . .	Lieutenant Charles H. Bell . . . . .	. . . . .	Pacific.
Schooner	Boxer . . . . .	. . . . .	Lieutenant Hugh N. Page . . . . .	. . . . .	Pacific.
Sloop	Peacock	Flag ship . .	Commodore E. P. Kennedy	Commodore E. P. Kennedy	East Indies.
Schooner	Enterprise . . . .	. . . . .	Lieutenant A. S. Campbell . . . . .	. . . . .	East Indies.

H.

Statement showing the names, distribution, and condition of the vessels in ordinary.

AT PORTSMOUTH, N. H.

Concord—sloop-of-war, nearly ready for sea.
Lexington—sloop-of-war, repairs nearly completed.

AT CHARLESTOWN, MASS.

Columbus—ship of the line, requires large repairs.
Independence—ship of the line, under repair.
Boston—sloop-of-war, nearly ready for sea.

AT BROOKLYN, N. Y.

Washington—ship of the line, requires very large repairs.
Franklin—ship of the line, requires very large repairs.
Ohio—ship of the line, requires large repairs; few of her equipments have ever been provided.
United States—frigate, nearly ready for sea.
Hudson—frigate, considered unfit for sea service.
Natchez—sloop-of-war, recently arrived, supposed to require considerable repairs.

AT PHILADELPHIA.

Warren—sloop-of-war, nearly ready for sea.
Cyane—sloop-of-war, condemned, as unfit for service.
Sea Gull—an old steam vessel, decayed and unfit for sea service.

AT GOSPORT, VA.

North Carolina—ship of the line, under repair.
Guerrriere—frigate, requires large repairs or to be rebuilt.
Java—frigate, unfit for sea service.
Falmouth—sloop-of-war, requires large repairs.
Grampus—schooner, requires large repairs.

I.

Statement of the vessels building at the different navy yards.

Those building under the laws for the gradual increase of the navy are distributed as follows:

AT PORTSMOUTH, N. H.

One ship of the line, one frigate.

AT CHARLESTOWN, MASS.

Two ships of the line, one frigate.

AT BROOKLYN, N. Y.

Two frigates, one steam vessel.

* On her return to the United States.

† Arrived at Gibraltar Sept. 11, 1835.

One ship of the line, one frigate.

AT PHILADELPHIA.

One frigate.

AT WASHINGTON.

One ship of the line, one frigate.

AT GOSPORT, VA.

All these vessels are under cover, and generally in good order, with the exception of their keels, keelsons, and deadwoods, of which some have been found to be defective.

There is building at Norfolk a frigate, under the authority of the act of Congress of July 10, 1832, to replace the Macedonian; she has a roof over her, and is in a state of perfect preservation.

K.

Statement of the measures which have been taken to carry into effect the laws for the gradual increase of the navy, approved April 29, 1816, and March 3, 1821.

The ships of the line Columbus, North Carolina, and Delaware, have been built and in service for several years.

The ship of the line, Ohio, was launched in May, 1820, but has never been equipped, nor has her hull been completed; she now requires repairs.

The frigates Brandywine and Potomac have been completed, and employed for several years.

Five ships of the line and seven frigates remain upon the stocks, all under tight houses. They are generally sound and in good condition, with the exception of the keels, keelsons, and deadwoods, of which some have become defective, and will require to be replaced. The ships are all, however, so far advanced that it is believed they can be completed and equipped by the time that crews could be collected for them.

A steam vessel has been recently commenced, under this appropriation, at the Navy yard at Brooklyn, and such arrangements made as the present state of the appropriation will justify. The amount in the Treasury on the 1st of October, 1835, was but \$156,261, and, as a part of this must necessarily be devoted to the completion of the frigate Columbia, which has been directed to be launched, some further provision will be necessary to complete the steam vessel. This may be made by a direct appropriation, or, if admissible, by the transfer of materials purchased for "gradual increase," but which are not now wanted for that appropriation, to "repairs," for which they are required, and by transferring their value from the appropriation for "repairs" to the appropriation for "gradual increase."

Besides the articles which might be thus transferred with advantage, there are others to a large amount in the different navy yards that can be advantageously preserved for this appropriation, to which they belong.

The distribution of the ships building is shown in statement I.

It may be proper to remark that additional appropriations will be necessary before these vessels can be completed, as was more fully stated in a recent communication from the board.

L.

Statement of the measures which have been adopted to carry into effect the laws for the gradual improvement of the navy, approved March 3, 1827, and March 2, 1833.

The live oak frames for four ships of the line, for seven frigates, and for four sloop-of-war, complete, have been delivered; the greater part of the frames of a frigate and sloop-of-war have also been delivered at the Navy yard, Portsmouth, New Hampshire, and part of the frame of a sloop-of-war at the Navy yard at Washington.

The complete frames are distributed as follows:

At the Navy yard, Charlestown, Massachusetts, for two ships of the line, for two frigates, and for one sloop-of-war.

At the Navy yard, Brooklyn, New York, for one frigate.

At the Navy yard, Philadelphia, for two frigates and one sloop-of-war.

At the Navy yard, Washington, for one frigate and one sloop-of-war.

At the Navy yard, Gosport, Virginia, for two ships of the line, one frigate, and one sloop-of-war.

Contracts have been entered into, and have been in part executed, for the white oak and yellow pine timber, and for the copper and iron necessary to complete the hulls of these vessels, and for their masts and spars.

Dry docks at Charlestown, Massachusetts, and at Gosport, Virginia, have been built from this appropriation, and other expenses incurred, under the provisions of the law, for buildings to preserve the materials, for receiving and storing them, and for the purchase, selection, preservation and improvement of lands for the cultivation of live oak trees.

The cost of works and materials to the 1st of October, 1835, under this appropriation, have been as follows:

For the dry dock at Charlestown, Massachusetts.....	\$677,089 78
For the dry dock at Gosport, Virginia.....	974,356 69
For timber sheds and other buildings.....	143,508 84
For receiving and storing materials.....	142,894 59
For purchase of land, cultivation and preservation of live oak trees.....	68,224 76

For 395,143 cubic feet live oak timber.....	\$499,297 35
For 236,653 cubic feet white oak timber	94,653 08
For 327,531 <i>superficial</i> feet white oak plank.....	17,304 25
For 7,718 white oak knees	42,803 87
For 251,056 cubic feet of yellow pine, for plank	79,936 37
For 120,595 cubic feet yellow pine, for masts and spars	58,902 99
For 45,896 cubic feet yellow pine, for beams, &c.....	23,489 73
For 915,670 lbs. of iron	34,384 02
For 826,449 lbs. of copper	173,244 73
Total	\$3,030,091 05
From which deduct reservations as security for completion of contracts not yet paid	27,335 25
Leaves a balance of.....	\$3,002,755 80
Which, deducted from the whole amount appropriated to the present time, equal to.....	4,500,000 00
Leaves a balance of.....	\$1,497,245 20
Of which there remained in the Treasury on the 1st Oct., 1835, the sum of	\$1,454,316 46
The balance, supposed to be in the hands of navy agents, is.....	42,929 34
Making a total, as above, of.....	\$1,497,245 20
Of this sum there will be required, to meet existing engagements under contracts, about	616,000 00
Leaving, for other purposes, about	\$881,245 20

Advertisements have been issued inviting offers for furnishing the live oak frames for five ships of the line, six frigates, five sloops-of-war, five schooners, and three steamers, which, if contracted for, will probably require about \$600,000 of the balance remaining, after meeting existing engagements.

M.

Statements showing the balance standing to the credit of the navy pension fund on the first day of November, 1834; the amount of receipts and disbursements on account of said fund, from that date to the first of October, 1835; and the amount of advances to agents during the same period.

1. Balance in the Treasury to the credit of the fund on the 1st day of November, 1834, per Register's report..... \$9,223 00

2. Amount received into the Treasury since that time, from whom, and on what account, viz:
1834.

Nov. 28.	From United States district attorney, Baltimore, for part of balance recovered in a suit against Joseph D. Learned.....	\$49 60
Dec. 16.	From the Secretary of the Navy, for sale of United States Bank stock.....	21,600 00
Dec. 31.	From the Secretary of the Navy, for sale of United States Bank stock.....	5,261 38

1835.

Jan. 19.	From the Secretary of the Navy, for dividends on United States Bank stock.....	20,643 00
Jan. 29.	From the Secretary of the Navy, for interest on Maryland stocks.	3,562 87
Feb. 5.	From the Secretary of the Navy, for interest on Pennsylvania stocks	5,311 73
March 13.	From Richard Smith, cashier, for balance due on settlement.....	25
April 1.	From H. Toland, navy agent, Philadelphia, refunded.....	200 00
April 13.	From the Secretary of the Navy, for dividend on Union Bank stock	300 00
April 14.	From the Secretary of the Navy, for interest on Cincinnati corporation stock.....	2,500 00
June 6.	From the Secretary of the Navy, for sale of United States Bank stock.....	22,493 62
July 10.	From the Secretary of the Navy, for interest on Maryland stock..	1,789 66
July 21.	From the Secretary of the Navy, for dividends on United States Bank stock	20,706 00
August 5.	From the Bank of Pennsylvania, for proceeds of property taken from the pirates, and sold in Smyrna by the American consul.....	145 00
August 22.	From the Secretary of the Navy, for interest on Pennsylvania stock	5,311 73
August 25.	From the Secretary of the Navy, for interest on Maryland stock..	1,752 78

Total amount of receipts..... \$111,627 62

3. Disbursements made from the fund, from the 1st day of November, 1834, to the 1st day of October, 1835, viz:

1834.			
Dec.	1.	Paid the Secretary of the Treasury, for eighty-five shares of United States Bank stock.....	\$8,500 00
Dec.	1.	Paid Elizabeth Sevier, for five years' pension	1,200 00
Dec.	1.	Paid Susannah Taggart, (widow of S. A. Eakin,) for pension due her prior to her second marriage	256 67
1835.			
Jan.	16.	Paid Ann Stevenson (widow), for pension due her from 27th August 1813, to the 1st of January, 1835.....	5,122 64
Feb.	11.	Paid the Secretary of the Treasury, for 228 shares of stock of the Bank of the United States	22,800 00
Feb.	25.	Paid Abigail C. Fernald, for five years' pension	360 00
April	15.	Paid the Secretary of the Treasury, for 40 shares of stock of the Bank of the United States.....	4,000 00
May	28.	Paid Hannah Hazen, for five years' pension.....	360 00
June	26.	Paid Caroline M. Arnold, for balance of pension due to 11th March, 1835.....	79 82
July	13.	Paid the Secretary of the Treasury, for 110 shares of United States Bank stock	11,000 00
Aug.	1.	Paid the Secretary of the Treasury for 170 shares of United States Bank stock.....	17,000 00
Sept.	14.	Paid the Secretary of the Treasury, for 80 shares of United States Bank stock.....	8,000 00
Aug.	7.	Paid President of the Branch Bank of the United States, Washington, for balance due him for payments to pensioners	228 69
Total amount of disbursements.....			<u>\$78,907 82</u>

4. Advances to agents to pay pensions, viz:

1834.			
Nov.	11.	To the president of the Branch Bank of the United States, at Pittsburgh, Penn.	\$36 00
Dec.	13.	To the president of the Branch Bank of the United States, at Washington, D. C.	514 00
Dec.	13.	To the president of the Branch Bank of the United States, at New Orleans, La.	200 00
Dec.	13.	To the president of the Branch Bank of the United States, at Savannah, Ga.....	120 00
Dec.	13.	To the president of the Branch Bank of the United States, at Charleston, S. C.	300 00
Dec.	13.	To the president of the Branch Bank of the United States, at Portsmouth, N. H.	400 00
Dec.	13.	To the president of the Branch Bank of the United States, at Providence, R. I.	500 00
Dec.	13.	To the president of the Branch Bank of the United States, at Norfolk, Va.....	4,300 00
Dec.	13.	To the president of the Bank of the United States, at Philadelphia, Penn.....	2,000 00
Dec.	13.	To the president of the Farmers' Bank of New Castle, Del.....	48 00
Dec.	13.	To the president of the Trenton Banking Company, N. J.....	36 00
Dec.	13.	To the president of the Branch Bank of the United States, at Hartford, Conn.....	700 00
Dec.	13.	To the president of the Branch Bank of the United States, at Baltimore, Md.....	2,200 00
Dec.	13.	To the president of the Branch Bank of the United States, at Cincinnati, Ohio	90 00
Dec.	13.	To the president of the Branch Bank of the United States, at Portland, Me.....	450 00
Dec.	13.	To the president of the Branch Bank of the United States, at Pittsburgh; Penn.....	130 00
Dec.	13.	To the president of the Branch Bank of the United States, at New York, N. Y.	1,000 00
Dec.	13.	To the president of the Branch Bank of the United States, at Louisville, Ken.	800 00
Dec.	13.	To the president of the Branch Bank of the United States, at Boston, Mass.....	3,000 00
Dec.	13.	To the president of the Branch Bank of the United States, at St. Louis, Mo.....	36 00
Dec.	31.	To the president of the Branch Bank of the United States, at Washington, D. C.	1,000 00
1835.			
Jan.	9.	To the president of the Branch Bank of the United States, at Savannah, Ga.....	120 00
Jan.	22.	To the president of the Branch Bank of the United States, at Portsmouth, N. H.....	182 00

Jan.	24.	To the president of the Branch Bank of the United States, at Mobile, Ala.	\$44 20
Feb.	9.	To the president of the Branch Bank of the United States, at Portsmouth, N. H.	100 00
Feb.	20.	To H. Toland, navy agent, Philadelphia, Penn.	200 00
March	10.	To Elias Kane, navy agent, Washington, D. C.	40 00
June	9.	To the president of the Branch Bank of the United States, at Boston, Mass.	3,300 00
June	9.	To the president of the Branch Bank of the United States, at Norfolk, Va.	800 00
June	9.	To the president of the Farmers' Bank, at New Castle, Del.	48 00
June	9.	To the president of the Branch Bank, of the United States, at Portsmouth, N. H.	700 00
June	9.	To the president of the Branch Bank of the United States, at Portland, Me.	600 00
June	9.	To the president of the Branch Bank of the United States, at New York, N. Y.	5,000 00
June	9.	To the president of the Branch Bank of the United States, at Louisville, Ky.	300 00
June	9.	To the president of the Branch Bank of the United States, at New Orleans, La.	50 00
June	9.	To the president of the Branch Bank of the United States, at St. Louis, Mo.	36 00
June	9.	To the president of the Branch Bank of the United States, at Mobile, Ala.	50 00
June	9.	To the president of the Branch Bank of the United States, at Baltimore, Md.	2,000 00
June	9.	To the president of the Branch Bank of the United States, at Cincinnati, Ohio.	90 00
June	9.	To the president of the Branch Bank of the United States, at Providence, R. I.	700 00
June	9.	To the president of the Branch Bank of the United States, at Pittsburg, Penn.	158 00
June	9.	To the president of the Branch Bank of the United States, at Savannah, Ga.	300 00
June	9.	To the president of the Branch Bank of the United States, at Charleston, S. C.	180 00
June	9.	To the president of the Trenton Banking Company, New Jersey. .	72 00
June	13.	To the president of the Farmers and Mechanics' Bank, at Hartford, Conn.	200 00
June	29.	To the president of the Branch Bank of the United States, at Norfolk, Va.	600 00
July	1.	To the president of the Bank of the United States, at Philadelphia, Penn.	1,182 00
July	9.	To the president of the Bank of the United States, at Philadelphia, Penn.	200 00
July	21.	To the president of the Branch Bank of the United States, at Baltimore, Md.	950 00
Sept.	1.	To the president of the Branch Bank of the United States, at New York, N. Y.	240 00
Sept.	3.	To the president of the Branch Bank of the United States, at New York, N. Y.	120 00
Sept.	9.	To the president of the Branch Bank of the United States, at Louisville, Ky.	120 00
Sept.	25.	To the president of the Branch Bank of the United States, at Washington, D. C.	40 00
Total amount of advances.			<u>\$40,582 20</u>

J. C. PICKETT.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 12, 1835.*

M, 1.

Amount and description of stocks belonging to the navy pension fund, 1st November, 1835.

United States Bank stock.	\$619,100 00
Pennsylvania five per cents.	212,469 16
Maryland five per cents.	140,220 72
Cincinnati five per cents.	100,000 00
Washington Lottery stock, five per cent.	59,472 40
Bank of Washington stock.	14,000 00
Stock of the Union Bank, Georgetown.	15,000 00
	<u>\$1,160,262 28</u>

N.

Statement showing the balance standing to the credit of the privateer pension fund on the 1st day of November, 1834, the amount of receipts and disbursements on account of said fund from that date to the 1st of October, 1835, and the amount of advances to agents during that period.

1. Balance in the Treasury to the credit of the fund on the 1st November, 1834, per Register's report. \$1,261 46

2. Amount received into the Treasury since that time, from whom, and on what account, viz:

1834.
Dec. 16. From the Secretary of the Navy, for sale of Maryland five per cent. stocks \$3,097 24

1835.
Jan. 29. From the Secretary of the Navy, for interest on Maryland stock.. 319 31
March 31. From the Secretary of the Navy, for sale of Maryland stock..... 528 68
March 13. From R. Smith, cashier, for balance at settlement 11
April 9. From the Secretary of the Navy, for sale of Maryland stock..... 523 69
May 21. From the Secretary of the Navy, for sale of Maryland stock..... 1,057 35
June 6. From the Secretary of the Navy, for sale of Maryland stock..... 2,326 17
July 10. From the Secretary of the Navy, for interest on Maryland stock.. 106 43
July 25. From the Secretary of the Navy, for interest on Maryland stock.. 57 50
Aug. 25. From the Secretary of the Navy, for interest on Maryland stock.. 104 58

\$8,12' 03

3. Disbursements made from the fund from the 1st day of November, 1834, to the 1st October, 1835:

1834.
Jan. 22. Paid Mary Conklin, for five years' pension..... \$1,200 00
Jan. 22. Paid Andrew Desendorf, for pension due him from the 4th July, 1829, to 1st of January, 1835..... 263 47
March 13. Paid Sally Thomas, widow, for 5 years' pension..... 360 00
March 13. Paid Catharine C. McMurray, for 5 years' pension 480 00
March 13. Paid Sally Mulloy, for 5 years' pension..... 360 00
May 7. Paid Ann Bennett, for 5 years' pension..... 360 00
May 21. Paid Patience Elden, for 5 years' pension..... 480 00
May 30. Paid Rachel Ridley, for 5 years' pension..... 360 00
Aug. 20. Paid president Branch Bank United States, Washington, D. C., for balance due him on payments to pensioners to 1st January last. 72 00

\$3,935 47

4. Advances to agents to pay pensions, viz:

1833.
Dec. 13. To president Branch Bank United States, Portsmouth, N. H..... \$600 00
Dec. 13. To president Branch Bank United States, Philadelphia..... 120 00
Dec. 13. To president Branch Bank United States, Providence, R. I. 18 00
Dec. 13. To president Branch Bank United States, Baltimore 234 00
Dec. 13. To president Branch Bank United States, Portland, Maine..... 504 00
Dec. 13. To president Branch Bank United States, New York 450 00
Dec. 13. To president Branch Bank United States, Boston..... 900 00
March 14. To president Branch Bank United States, Washington 72 00
June 9. To president Branch Bank United States, Boston 1,000 00
June 9. To president Branch Bank United States, Portland, Maine..... 300 00
June 9. To president Branch Bank United States, New York 500 00
June 9. To president Branch Bank United States, Providence, R. I. 36 00
June 9. To president Bank of the United States, Philadelphia..... 50 00
July 3. To president Bank of the United States, Philadelphia..... 218 00

\$5,002 00

Five per cent. Maryland stock owned by the fund..... \$8,367 05

J. C. PICKETT.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 12, 1835.*

O.

Navy hospital fund.

Balance in the Treasury, November 1, 1834 \$35,559 04
Repayments from November 1, 1834, to October 1, 1835..... 20,349 09

\$55,908 13

Payments from November 1, 1834, to October 1, 1835 3,029 34

\$52,878 79

P.

Suppression of the slave trade, under act of March 3, 1819.

		<i>Dr.</i>
1834.		
Nov. 19.	To balance in the Treasury this day.....	\$14,213 91
1835.		
Nov. 11.	To balance in the Treasury this day.....	\$13,489 55
1834.		<i>Cr.</i>
Dec. 24.	By bill of exchange of John B. Pinny, agent	\$149 91
Dec. 29.	By bill of exchange of John B. Pinny, agent	100 00
Dec. 29.	By bill of exchange of John B. Pinny, agent	174 45
1835.		
March 9.	By bill of exchange of John B. Pinny, agent	150 00
Oct. 15.	By bill of exchange of John B. Pinny, agent	150 00
Nov. 11.	By amount to balance.....	13,489 55
		\$14,213 91

Q.

List of deaths in the navy of the United States, as ascertained at the Department, since 1st of Dec'r, 1834.

Name and rank.	Date.	Cause.	Place.
CAPTAINS.			
B. V. Hoffman	Dec. 10, 1834..	.....	Jamaica, N. Y.
John D. Henley	May 23, 1835..	.....	On board the Vandalia at the Havana.
Wolcott Chauncey	Oct. 14, 1835..	.....	Navy yard, Pensacola.
LIEUTENANTS.			
Wm. Taylor	Jan. 13, 1835..	.....	Naval hospital, Norfolk.
John Evans	Feb. 5, 1835..	.....	Naval hospital, Philadelphia.
Samuel B. Cocke	May 31, 1835..	Consumption	Portsmouth, Va.
David R. Stewart	Aug. 6, 1835..	.....	Girgenti, coast of Sicily.
H. J. Auchmuty	Oct. 8, 1835..	.....	Westchester county, N. Y.
SURGEONS.			
Gerard Dayers	May 20, 1835..	.....	Roxbury, near Boston.
Hyde Ray	Sept. 7, 1835..	.....	Annapolis, Md.
ASSISTANT SURGEON.			
Frederick Wessels	Nov. 15, 1835..	.....	At sea, on board the Falmouth.
PURSER.			
George Beale	April 4, 1835..	.....	Washington.
PASSED MIDSHIPMAN.			
Wm. C. Farrar	Feb. 24, 1835..	Killed by a fall from a horse..	Near St. Louis, Mo.
MIDSHIPMEN.			
John A. Jarvis	1834..	.....	.....
David Irwin	Oct. 8, 1834..	.....	Pensacola.
George Macomber	Nov. 12, 1834..	.....	At sea, on board the Falmouth.
John Bannister	June 3, 1835..	.....	Rio de Janeiro.
Thos. W. Magruder	July 4, 1835..	Killed by accidental discharge of a gun	Baltimore.
GUNNERS.			
Stephen Jones	Feb. 8, 1834..	.....	Norfolk, Va.
Francis Gardner	May 1, 1835..	.....	Buenos Ayres.
CARPENTER.			
Elliott Green	Nov. 14, 1834..	.....	At sea, on board the Falmouth.
MARINE OFFICER.			
2d Lt. T. M. W. Young.	July 7, 1835..	Consumption.....	New York.

R.

List of resignations in the navy of the United States since the 1st of December, 1834.

Name and rank.		When accepted.
Henry De Witt Paulding.....	ASSISTANT SURGEON.	December 1, 1834.
William H. Burges.....	PASSED MIDSHIPMAN.	December 11, 1834.
	MIDSHIPMEN.	
R. D. McDonald.....		December 26, 1834.
Henry C. Hart.....		December 29, 1834.
Albert Wadsworth.....		January 19, 1835; declined accepting his appointment.
J. T. S. Collins.....		January 31, 1835.
F. V. Delbirge.....		February 14, 1835.
Charles Burdett.....		February 25, 1835.
William H. Inskeep.....		March 20, 1835.
William O. Slade.....		June 8, 1835.
A. B. Eustis.....		June 8, 1835.
Robert P. Welsh.....		July 6, 1835.
William H. Pendleton.....		July 7, 1835.
H. C. Tilghman.....		July 24, 1835.
Oliver Perry Baldwin.....		August 8, 1835.
Baldwin M. Hunter.....		August 20, 1835.
Alexander C. Blount.....		October 19, 1835.
	BOATSWAINS.	
George Blanchard.....		May 4, 1835, as of March, 1835.
William Waters.....		June 5, 1835.
	• SAILMAKER.	
Christian Nelson.....		August 7, 1835.
	CARPENTER.	
L. Kervan, (acting).....		November 30, 1835.
	MARINE OFFICER.	
Second Lieutenant Edgar Irving.....		February 27, 1835.

S.

List of dismissions from the navy of the United States since the 1st of December, 1834.

Name and rank.		Date of dismissal.
Thomas W. Gibbons.....	MIDSHIPMEN.	April 30, 1835.
Lewis M. Wilkins.....		June 29, 1835.
Ninian E. Lake.....		July 11, 1835.
Robert R. Knox.....		July 11, 1835.
	GUNNER.	
Samuel G. City.....		May 2, 1835.
	CARPENTER.	
Elisha Ellis.....		May 23, 1835.
	SAILMAKER.	
John Roser.....		May 16, 1835.

T.

Fourth report of F. R. Hassler, as superintendent of the survey of the coast, upon the operations performed in that work between the months of May and December, 1835; with an estimate of the appropriation required for the next year's work.

1. My report of last May has shown how much work had been prepared by the primary and secondary triangulations of the preceding year; the works of 1817, and all the works connected with them; and how these have been furnished with the most essential element of an accurate base line.

2. The map of assemblage, joined to my last report, shows that near thirty maps were prepared to be executed last summer, if the appropriation had allowed to carry on the topographical works with the activity which I had contemplated, and which it would have been most economical to make immediately.

3. My report also stated the different direction which I was compelled to give to the work under the circumstances which I have there detailed, and I must take the liberty to refer to it.

4. This effect was still increased by the ordering of the schooner Experiment, in the coast survey work, to a station for which the necessary previous calculations had been deferred, with a view to begin the soundings of Long Island Sound only next spring, as the state of the work, as well as of the appropriation, would naturally have dictated.

5. This circumstance necessitated me to stay in Washington with two assistants, all engaged in executing the calculations and projections, upon which all the detail works and soundings connected with it had necessarily to be grounded.

6. However, this delay gave me, also, the facility to attend more closely to the construction of standards of weights and measures, which is equally my task as the coast survey, according to the let-

ter of the Treasury Department, of August 9th, 1832, and upon which I render a separate account to the Treasury Department, under which it stands.

7. The reconnoitring and placing of signals for the junction of the survey of Maryland with the coast survey, by which the work is intended to be brought so much the quicker to the Chesapeake, as was always contemplated, could, on account of these circumstances, not be entered upon until in October, when Mr. Alexander joined me in Washington; from whence we proceeded, selecting stations and placing signals on both sides of the Patuxent and the western shore of the Chesapeake, to Philadelphia, when the press of time required me to go to New York, and I committed the further examination to some of the assistants in the coast survey.

8. The works performed by my assistants during the last season are as follows:

Captain Swift has extended the triangulation between Connecticut and Long Island from New Haven so far eastwardly as the main triangulation would allow. Besides his very laborious task of keeping the very extensive and complicated accountability over the coast survey expenditures, he has not been favored enough by the weather to present a completed result, though he has done much work. There are only two triangles required before a corrected result can be presented; these works will then unite the work of New Haven with the eastern extremity of Long Island Sound, near the Rhode Island State line.

Mr. Ferguson has made the secondary triangulation which is included in my main triangulation of 1817, covering all the inner Bay of New York, and the surrounding elevations of New York and New Jersey.

Mr. Blunt has extended his triangulation, begun the year before, all over the part of Long Island west of the base line and Ruland's hill.

These two gentlemen joined these works by several stations common to both.

Mr. Renard has continued the topographical works which he had begun last fall over the whole extent of Mr. Blunt's triangulation on Long Island, and a great part of the Bay of New York, to the Neversinks, over an extent of about eighty miles of coast. In this course he has, besides, constantly worked jointly with Lieutenant Gedney, to furnish him with the necessary fixed points for his operations of soundings.

Lieutenant Gedney has finished the soundings which he had begun in Great South Bay, and from thence continued westerly along the coast to the light-house of Sandy Hook, including all the offings and outer bar of the Bay of New York.

Lieutenant M. Eakin has made the topographical detail survey from the neighborhood of Black rock, westerly, to Narroton, between the turnpike and the shore; always furnishing Lieutenant Blake with determined points to ground his soundings upon.

Lieutenant Blake has made the soundings of the shore of which Mr. Eakin made the topographical survey, and was proceeding to the opposite southern shore, when the weather became so unfavorable as to prevent his progress in the work there, because that part of the shore presented no safe enough harbor for his vessel.

Lieutenant Mackey, after having assisted in Washington in the projecting and laying out of points for different detail and sounding maps, proceeded to the north shore of Long Island, opposite to Lieutenant Blake's station; which he left afterwards, as Lieutenant Blake did not work in that neighborhood, to make with him a small addition to Mr. Eakin's works towards the east, over the neighborhood of Bridgeport.

Midshipman Dahlgren continued with me all the time that the calculations and plottings lasted, occupied at these calculations, and, after that, joined Mr. Ferguson in his secondary triangulations, and the consequent calculations.

9. The maps thus produced are, of course, all upon too large a scale to be presented with this report, and are to remain in the office of the Coast Survey, to be further worked out, and then to be employed when the whole of the country between New York and Block Island, or that neighborhood, will be finished; to be formed in proper special and general maps over that whole part of the coast.

10. The copy of the map of assemblage, here joined, exhibits the works of this year, by its comparison with that presented last spring, by the sketches of the country surveyed topographically, and the detail triangles of those parts added this year, the intermediate previous secondary triangles presented last year being expressly omitted, and only the main triangulation of that part preserved, to show the connection.

11. It is now necessary to execute, if possible, in continued regular succession, all the topographical part of the country which is now covered by the primary and secondary triangulations, because the signals now standing present the proper facility and economy for the work, and also on account of the great chance of their being lost, by the want of respect paid to such public undertakings, and the consequently too frequent destruction of the signals, and even of the secret marks placed in the ground. It might be desirable that they could be properly protected by a special law, as that is the habit in Europe, where such well-secured triangulations exist, and are still daily making, from Sicily to Lapony, and from Brest and Ireland to Turkey and Petersburg.

12. Having thus rendered account of the faithful exertions and works of my assistants, it would be improper for me to omit mentioning how painful it is for me to see those of my assistants who are connected with the army or navy deprived of that additional remuneration which was stipulated for them at the beginning of the work, (and which the so much increased personal expenditure and labor, by their assistance in the coast survey, deserve,) by the application to them of a law of Congress of last winter, which I cannot conceive ever having been intended to apply to the case in which they are, by the extra expenses unavoidable in the constant traveling life which they have to lead; and, particularly, it can never have been intended by it to load an officer from one department with a heavy responsibility for accountability upon funds under another department, which has, in common order of things, no control over him. If this difficulty cannot be overcome otherwise, I would like to suggest the proposition of a special law to that effect.

13. The increase of compensation granted to the civil chiefs of secondary parties, on account of the unavoidable increase of their expenses in these situations, has been very gratifying to me as well as them. I consider it an unavoidable and proper act of justice, so much the more, as even with that none of the assistants in general are paid as high as they would be for similar works if in the employment of private companies of citizens.

14. In respect to myself, I do not like to do more than simply to state here the facts, that the allowance of \$1,500, made to me for the personal expenses which unavoidably fall upon me in the coast survey, is entirely insufficient, as I have already in the beginning stated it would likely prove (letter of 12th August, 1832, printed document, page 87). This amount does but scantily cover the half of the difference between the life of a steady home and that which I have to lead in that work, which is, of course, what is to be compensated by this allowance. It is, besides, well known that the compensation of a chief engineer of a railroad or canal is generally rated and paid at \$6,000 per annum, and that many come much higher, though the requisite acquirements, labor, and responsibility are by no means equal to what are required in the coast survey. That I have made great pecuniary sacrifices in this work, since as early as 1811, is well enough known to many persons. I may therefore also hope that this subject will receive a more adequate consideration.

15. The Fourth Auditor's refusal to admit in the accounts of the accounting officer the whole of the expenses of certain operations, unavoidably necessary for the work, has laid great impediments in the way of the work. An officer in that situation cannot possibly have a just idea of the propriety of any operation in this work. In fact, none but the director of such a work is possessed of the data indispensable to assess a proper judgment upon the necessary operations, and proper manner of performing them. By the measures of the Auditor, that officer would become the sole and full director of the work, which is entirely inadmissible; if the main direction of the work is entrusted to me, the minor consequences, and all the details of arrangement, must be understood as equally entrusted to me. I have, of course, by that, been obliged to refrain from taking in proper time a variety of measures beneficial to the work, and fully within the limits of the stipulations of the contract under which I work for the coast survey; the loss produced by the delay of the work has been very great, I might say upwards of \$10,000, under the fallacious appearance of trifling economy. I hope that also this difficulty will be remedied, by the Department maintaining the exact observance of the contract with me, and, if needed for better information, ordering the impartial investigation which I have so long claimed, in order that the Department may be furnished with more accurate data to assess a just judgment.

16. I am sorry to be obliged to repeat here again that the larger instrument, with which the main triangulation is to be continued, has not yet arrived from London. I have lately again taken measures to press its forwarding, by means of our chargé d'affaires in London: I hope there will be no doubt of its arrival before the opening of the next campaign, when I shall make the most diligent and constant use of it; it is eminently calculated to accelerate the work, by its superior arrangements and accuracy. However, even if it had been here, I could not have ventured to go in the field with it last summer, on account of the insufficiency of the appropriation to bear the expenses, after what had been applied for the expenditures of the two vessels employed in the soundings, as it would have caused the stopping of the whole work for want of means.

17. My situation, and the state of the two works, of the coast survey and the construction of the weights and measures, standards, which are equally under my charge, according to my contract with the government, have been considerably complicated by the separation of the coast survey from the Treasury Department. Both works are equally in the interest of commerce, and have no reference to the navy. The accurate survey of the coast is made with the view to protect the property afloat on vessels from shipwreck, and the regulation of the weights and measures, by establishing accurate standards, is to regulate the distributive justice in all commercial intercourse. The knowledge and a part of the means to be employed in the two works are the same; so much so, that when I procured the instruments for the coast survey, I procured equally the standards, and part of the means which are now employed, and indispensable for the weights and measures. The reunion of the works in the Treasury Department would be a real advantage to both works.

18. With respect to the appropriation which it will be proper to propose to the session of Congress now opening, I am enabled to give more detailed information from the data which experience has furnished than it was possible to give last year, and to which may be attributed the insufficiency of the last year's appropriation. For the most advantageous and economical advancement of the work, it is very desirable and necessary to avoid it this year, on account of the great detriment which would accrue to the work from it. The following are the results which are presented by the different items:

1. The expenses of each party of secondary triangulation have proved to be about \$4,100 per annum; three parties have been annually engaged, and an equal number it is necessary to employ next year; their amount will, therefore, be.....	\$12,300 00
2. The annual expenses of every topographical party have been at the rate of \$4,000; the next year it will be necessary, for the best advantage of the work, to have five parties, amounting to.....	20,000 00
3. By the amount drawn from the last year's appropriation by the navy agent in New York, it appears that the two vessels have cost, during the time they have been so employed, \$16,124.33; at which rate the same two vessels must be rated for next year.....	20,000 00
4. The main triangulation, according to the experience in 1833, and the nature of the work and necessary persons and means to be employed, must be rated at.....	22,000 00
Instruments, telescopes, reflecting instruments, drawing implements of all kinds, books and other similar articles ordered and to be paid this year, and such as are still to be ordered, or constructed under my direction.....	6,900 00
Field equipments, tents, stands, signals, and similar objects, to be procured or repaired, &c.	3,000 00
Before the next appropriation will likely be made, there will probably be expenses incurred, to be covered by it, to the amount of.....	4,000 00
Total.....	<u>\$87,300 00</u>

19. The paper which I handed in last winter had for its object to show the regular appropriation which it would be most advantageous to make annually, for the proper advantages, and, as to the quantity of result, most economical prosecution of the work, which I estimated at \$60,000 annually, unless it should be found proper, in the greater extension of the work, to make a proportionate increase.

20. The appropriation, which was only \$30,000, was still very much reduced by loading it with the item of the vessels, which had never before been taken into consideration, because it had always been intended to lay this expense upon the general naval appropriation. The deficit therefrom resulting is

evidently the cause of the increased amount proposed above, and so are the expenses of the vessels now to be taken into account.

F. R. HASSLER.

NEW YORK, *November 22, 1835.*

24TH CONGRESS.]

No. 586.

[1ST SESSION.]

ON CLAIM OF LIEUTENANT SHUBRICK, OF THE NAVY, FOR EXTRA PAY WHILE ACTING AS "FLAG CAPTAIN" IN THE SQUADRON ON THE PACIFIC OCEAN, IN 1831 TO 1834.

COMMUNICATED TO THE SENATE DECEMBER 28, 1835.

Mr. SOUTHARD, from the Committee on Naval Affairs, to whom was referred the petition of Irvine Shubrick, reported:

That Lieutenant Shubrick acted, from the 1st August, 1831, to the 21st May, 1834, as first lieutenant of the frigate *Potomac*, under the command of Commodore John Downes, who was, during that period, the commanding officer of the squadron in the Pacific ocean. There was no flag captain at that time in the squadron, but the duties of that officer were performed, under the orders of Commodore Downes, by Lieutenant Shubrick. He did not receive a regular appointment, Commodore Downes not having authority to give the appointment without the sanction of the Secretary of the Navy; but he performed the duties under circumstances which subjected him to additional responsibility and expense; and the committee are of opinion that he is entitled to the relief provided for in the bill.

24TH CONGRESS.]

No. 587.

[1ST SESSION.]

NAVAL REGISTER FOR 1836.

COMMUNICATED TO THE SENATE JANUARY 6, 1836.

NAVY DEPARTMENT, *January 6, 1836.*

SIR: I have the honor to transmit, herewith, for the use of the members of the Senate, sixty copies of the Naval Register for the year 1836.

I am, very respectfully, sir, your obedient servant,

M. DICKERSON.

The PRESIDENT of the *United States Senate.*

Naval register for 1836.

OFFICE OF THE SECRETARY OF THE NAVY.

Names.	Duty.	Place of birth.	Where a citizen.	When appointed.	Salary.
Mahlon Dickerson	Secretary	New Jersey	New Jersey	July 1, 1834.....	\$6,000
John Boyle	Chief clerk.....	Ireland	Maryland	June, 1813.....	2,000
Christopher Andrews.....	Corresponding clerk.....	do	District of Columbia.	June 1, 1829.....	1,600
Lauriston B. Hardin	Register	North Carolina	North Carolina	May 1, 1831.....	1,400
Abraham H. Quiney	Cor'ding and rec'ding clerk	Massachusetts	Massachusetts.....	Aug. 10, 1832.....	1,400
John D. Simms.....	Register of correspondence.	Virginia	Virginia	April 5, 1827.....	1,000
Borden M. Voorhees	Warrant clerk.....	New Jersey	New Jersey	July 9, 1834.....	1,000
Henry Starke.....	Corresponding clerk.....	New Hampshire	New Hampshire	Nov. 28, 1833.....	1,000
Moses Poor.....	Recording and copying clerk	do	District of Columbia.	Jan. 27, 1834.....	800
Thomas L. Ragsdale	Clerk of pension funds, &c.	North Carolina	North Carolina	July 7, 1834.....	1,600
Nathan Eaton.....	Messenger	Massachusetts	District of Columbia.	July 12, 1821.....	700
Lindsay Muse	Assistant messenger.....	Virginia	do	Jan. 1, 1829.....	350

OFFICE OF THE NAVY COMMISSIONERS.

John Rodgers	President Naval Board....	Maryland	Maryland	Oct. 1, 1827.....	\$3,500
Isaac Chauncey.....	Commissioner	Connecticut	New York	June 5, 1833.....	3,500
Charles Morris.....	Commissioner.....	do	do	July 13, 1832.....	3,500
C. W. Goldsborough	Secretary	Maryland	Maryland	Nov. 10, 1823.....	2,000
William G. Ridgely	Chief clerk.....	do	District of Columbia.	Nov. 23, 1823.....	1,600
John Green	Clerk.....	do	Maryland	June 28, 1814.....	1,150
James Hutton.....	Clerk.....	Pennsylvania.....	Pennsylvania.....	July 20, 1822.....	1,000
B. S. Randolph	Clerk.....	Virginia	Virginia	Oct. 1, 1820.....	1,000
Robert Beale.....	Clerk.....	do	District of Columbia.	July 15, 1832.....	1,000
J. P. McCorkle, jr.	Clerk.....	Pennsylvania.....	do	Oct. 1, 1832.....	1,000
C. Schwarz	Draftsman	Germany.....	do	Aug. 30, 1820.....	1,000
Richard Elliott.....	Messenger	Connecticut	do	Feb. 22, 1827.....	700

Naval register for 1836.
CAPTAINS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.	
John Rodgers	Lieutenant,	March 9, 1798.	March 5, 1799.	Maryland	Maryland	Maryland	President Navy Board.
James Barron	do	March 9, 1798.	May 22, 1799.	Virginia	Virginia	Virginia	Commandant Navy yard, Philadelphia.
Charles Stewart	do	March 9, 1798.	April 22, 1806.	Pennsylvania ..	Pennsylvania ..	New Jersey	Waiting orders.
Isaac Hull	do	March 9, 1798.	April 23, 1806.	Connecticut ...	Connecticut ...	Connecticut ...	Leave of absence.
Isaac Chauncey	do	Sept. 17, 1798.	April 24, 1806.	do	New York	New York	Commissioner Navy Board.
Jacob Jones	Midshipman,	April 10, 1799.	March 3, 1813.	Delaware	Delaware	Delaware	Commanding naval officer, Baltimore.
Charles Morris ..	Acting midshipman,	July 1, 1799.	March 5, 1813.	Connecticut ...	Connecticut ...	New York	Commissioner Navy Board.
Lewis Warrington ..	Midshipman,	Jan. 6, 1800.	Nov. 22, 1814.	Virginia	Virginia	Virginia	Commanding Navy yard, Norfolk.
William M. Crane	do	May 23, 1799.	Nov. 24, 1814.	New Jersey ...	New Jersey ...	New Jersey ...	Commandant Navy yard, Portsmouth.
James Biddle	do	Feb. 12, 1800.	Feb. 28, 1815.	Pennsylvania ...	Pennsylvania ..	Pennsylvania ..	Waiting orders.
Charles G. Ridgely ..	do	Oct. 17, 1799.	do	Maryland	Maryland	Maryland	Commandant Navy yard, New York.
Daniel T. Patterson ..	do	Aug. 20, 1800.	do	New York	New York	Louisiana	Commanding Mediterranean squadron.
Molanethon T. Woolsey ..	do	April 9, 1800.	April 27, 1816.	do	do	New York	Waiting orders.
John O. Creighton ..	do	June 25, 1800.	do	do	do	do	Waiting orders.
John Downes	do	June 1, 1802.	March 5, 1817.	Massachusetts ..	Massachusetts ..	Massachusetts ..	Commanding Navy yard, Boston.
Jesse D. Elliott	do	April 2, 1804.	March 27, 1818.	Maryland	Pennsylvania ..	Pennsylvania ..	Commanding Mediterranean squadron.
Stephen Cassin	do	Feb. 21, 1800.	March 3, 1825.	Pennsylvania ...	do ..	Dist. Columbia.	Waiting orders.
James Renshaw	do	July 7, 1800.	do	do ..	do ..	Pennsylvania ..	Commanding Brazilian squadron.
Alex. S. Wadsworth ..	do	April 2, 1804.	do	Maine	Maine	Maine	Commanding Pacific squadron.
George C. Read	do	April 2, 1804.	do	Ireland	Pennsylvania ..	Pennsylvania ..	Under suspension.
Henry E. Ballard	do	April 2, 1804.	do	Maryland	Maryland	Maryland	Waiting orders.
David Deacon	do	Oct. 10, 1799.	Jan. 24, 1826.	New Jersey ...	New Jersey ...	New Jersey ...	Commanding frigate Brandywine.
Samuel Woodhouse	do	May 2, 1801.	March 3, 1827.	Pennsylvania ...	Pennsylvania ...	Pennsylvania ...	Waiting orders.
Joseph J. Nicholson ..	do	April 2, 1804.	do	Maryland	Maryland	Maryland	Commanding frigate Potomac.
Edmund P. Kennedy ..	do	Nov. 22, 1805.	April 24, 1828.	do	Dist. Columbia.	Virginia	Commanding naval forces, East Indies.
Alex. J. Dallas	do	Nov. 22, 1805.	do	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Commanding West India squadron.
John B. Nicholson	do	July 4, 1805.	do	Virginia	Virginia	Virginia	Commanding Delaware 74.
Jesse Wilkinson	do	July 10, 1805.	March 11, 1820.	do	do	do	Waiting orders.
T. Ap' Catesby Jones ..	do	Nov. 22, 1805.	do	do	do	do	Waiting orders.
Wm. Compton Dolton ..	do	June 20, 1806.	Feb. 21, 1831.	England	Dist. Columbia.	Dist. Columbia.	Commanding Navy yard, Pensacola.
Wm. B. Shubrick	do	June 20, 1806.	do	South Carolina .	South Carolina .	South Carolina .	Inspector of ordnance and ammunition.
Alex. Claxton	do	June 20, 1806.	do	Pennsylvania ...	Dist. Columbia.	Pennsylvania ..	Leave of absence.
Charles W. Morgan	do	Jan. 1, 1808.	do	Virginia	Virginia	Virginia	Waiting orders.
Lawrence Kearny	do	July 24, 1807.	Dec. 20, 1832.	New Jersey ...	New Jersey ...	New Jersey ...	Leave of absence.
Foxhall A. Parker	do	Jan. 1, 1808.	March 3, 1835.	Virginia	Virginia	Virginia	Waiting orders.
Edward R. McCall	do	Jan. 1, 1808.	do	South Carolina ..	South Carolina ..	South Carolina ..	Waiting orders.
Daniel Turner	do	Jan. 1, 1808.	do	New York	Rhode Island ...	Rhode Island ...	Waiting orders.
David Conner	do	Jan. 10, 1809.	do	Pennsylvania ...	Pennsylvania ...	Pennsylvania ...	On return from command of John Adams.

Captains—38.

NOTE.—Those officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1836—Continued—MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Budd	Nov. 22, 1805	March 28, 1820	Maryland	Maryland	Maryland	Navy yard, Boston.
John Gallagher	Jan. 16, 1809	March 3, 1825	do	do	do	Navy yard, Washington.
Thomas H. Stevens	Feb. 8, 1808	do	South Carolina	South Carolina	Connecticut	Rendezvous, Boston.
William M. Hunter	Jan. 16, 1809	March 21, 1826	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
John D. Sloat	Feb. 12, 1800	do	New York	New York	New York	Rendezvous, New York.
Matthew C. Porry	March 1, 1809	do	Rhode Island	Rhode Island	do	Navy yard, New York.
Charles W. Skinner	Jan. 16, 1809	March 3, 1827	Maine	Pennsylvania	Virginia	Waiting orders.
John T. Newton	do	do	Virginia	Virginia	New York	Rendezvous, Philadelphia.
Joseph Smith	do	do	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
Lawrence Rousseau	do	April 24, 1828	Louisiana	Louisiana	Louisiana	Commanding sloop St. Louis.
George W. Storer	do	do	New Hampshire	Maine	New Hampshire	Navy yard, Portsmouth, New Hampshire.
Beverly Kennon	May 18, 1809	do	Virginia	Virginia	Virginia	Navy yard, Norfolk.
Edward R. Shubrick	Jan. 16, 1809	do	South Carolina	South Carolina	South Carolina	Waiting orders.
F. H. Gregory	do	do	Connecticut	Connecticut	Connecticut	Waiting orders.
John H. Claek	Nov. 15, 1809	do	Virginia	Virginia	Virginia	Rendezvous, Norfolk.
P. F. Voorhees	do	do	New Jersey	New Jersey	New Jersey	Waiting orders.
Benjamin Cooper	Jan. 16, 1809	do	do	do	New York	Waiting orders.
David Geisinger	Nov. 15, 1809	March 11, 1829	Maryland	Maryland	Maryland	Waiting orders.
Robert F. Stockton	Sept. 1, 1811	May 27, 1830	New Jersey	New Jersey	New Jersey	Furlough.
Isaac McKeever	Feb. 1, 1809	do	Pennsylvania	Louisiana	Pennsylvania	Rendezvous, Ballimore.
John P. Zantzingr	Nov. 15, 1809	March 3, 1831	do	Pennsylvania	do	Leave of absence.
Wm. D. Salter	do	do	New York	New Jersey	New Jersey	Commanding sloop Ontario.
Charles S. McCauley	Jan. 16, 1809	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
Thomas M. Newell	Sept. 11, 1813	do	Georgia	Georgia	Georgia	Under suspension.
Elie A. F. Valetto	Jan. 25, 1812	do	Virginia	Pennsylvania	Pennsylvania	Commanding sloop Fairfield.
Wm. A. Spencer	Nov. 15, 1809	do	New York	New York	New York	Furlough.
Thomas T. Webb	Jan. 1, 1808	do	Virginia	Virginia	Virginia	Commanding sloop Vandalia.
John Percival	March 9, 1809	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
John H. Aulick	Nov. 15, 1809	do	Virginia	Maryland	Virginia	Commanding sloop Vincennes.
Wm. V. Taylor	April 28, 1813	do	Rhode Island	Rhode Island	Rhode Island	Commanding sloop Warren.
Mervine P. Mix	Sept. 22, 1812	do	Connecticut	New York	Connecticut	Commanding receiving ship, New York.
Bladen Dulany	May 18, 1809	do	Virginia	District of Columbia.	Virginia	Waiting orders.
Silas H. Stringham	Nov. 15, 1809	do	New York	New York	New York	Commanding sloop John Adams.
Isaac Mayo	do	Dec. 20, 1832	Maryland	Maryland	Maryland	Waiting orders.
Wm. K. Latimer	do	March 2, 1833	do	do	do	Navy yard, Pensacola.
William Mervine	Jan. 16, 1812	June 12, 1834	Pennsylvania	Pennsylvania	New York	Waiting orders.
Thomas Crabb	Nov. 15, 1809	March 3, 1835	Maryland	do	Pennsylvania	Waiting orders.
Edward B. Babbitt	do	do	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
James Armstrong	do	do	Kentucky	Mississippi	do	Commanding receiving ship, Boston.
Joseph Smoot	Dec. 1, 1809	do	Maryland	Maryland	Maryland	Waiting orders.

Masters commandant—40.

Naval register for 1836—Continued.
ALPHABETICAL LIST OF LIEUTENANTS.

Names.	Date of present commission.	Names.	Date of present commission.
A.			
Abbot, Joel.....	April 1, 1818.	Forrest, French.....	March 5, 1817.
Armstrong, William M.....	March 3, 1821.	Freelon, Thomas W.....	March 28, 1820.
Adams, H. A.....	January 13, 1825.	Farragut, D. G.....	January 13, 1825.
Adams, George.....	March 3, 1827.	Foot, Andrew H.....	May 27, 1830.
Armstrong, Charles M.....	March 3, 1831.	Farrand, Ebenezer.....	March 3, 1831.
Ashton, Gurdon C.....	June 21, 1832.	Ferris, Jonathan D.....	July 13, 1832.
B.			
Breese, Samuel L.....	April 27, 1816.	Fairfax, A. B.....	do
Boarman, Charles.....	March 5, 1817.	G.	
Belt, William J.....	do	Gwinn, John.....	April 27, 1816.
Boerum, William.....	do	Gauntt, Charles.....	March 5, 1817.
Bell, Charles H.....	March 28, 1820.	Graham, John H.....	do
Bigelow, Abraham.....	do	Goodrum, James.....	April 1, 1818.
Byrne, Edmund.....	January 13, 1825.	Gardner, William H.....	January 13, 1825.
Bubier, John.....	do	Glynn, James.....	do
Buchanan, Franklin.....	do	Gedney, Thomas R.....	do
Bruce, Henry.....	do	Goldsborough, L. M.....	do
Blake, George S.....	March 3, 1827.	Gerry, James T.....	April 28, 1826.
Barron, Samuel.....	do	Glendy, William M.....	March 3, 1827.
Benham, Timothy G.....	do	Green, William.....	do
Bullus, Oscar.....	do	Gordon, Alexander G.....	do
Bailey, Theodorus, jr.....	do	Graham, John.....	May 17, 1823.
Boutwell, Edward B.....	May 17, 1828.	H.	
Bispham, John E.....	do	Henry, Henry.....	March 5, 1817.
Blanchard, Edward O.....	do	Hull, Joseph B.....	January 13, 1825.
Ball, John L.....	May 27, 1830.	Harris, William S.....	do
Bell, Henry H.....	March 3, 1831.	Hobbs, H. H.....	do
Boyle, Junius I.....	June 21, 1832.	Hollins, George N.....	do
Browning, Robert L.....	do	Hudson, William L.....	April 28, 1826.
Burns, Owen.....	April 8, 1834.	Howard, William L.....	do
Brent, Thomas W.....	March 3, 1835.	Harwood, A. A.....	March 3, 1827.
Bache, George M.....	do	Homans, James T.....	May 17, 1828.
C.			
Crowley, Charles E.....	December 9, 1814.	Hunter, William W.....	May 27, 1830.
Champlin, Stephen.....	do	Hoff, Henry.....	March 3, 1831.
Conover, Thomas A.....	March 5, 1817.	Hunt, William E.....	June 21, 1832.
Campbell, A. S.....	do	Howison, Neil M.....	July 13, 1832.
Coeke, H. H.....	April 1, 1818.	Hooe, George M.....	December 31, 1833.
Cooper, James B.....	April 22, 1822.	Houston, H. M.....	June 24, 1834.
Carpender, E. W.....	January 13, 1825.	Hunter, Charles G.....	do
Chauncey, John S.....	do	Hitchcock, Robert B.....	March 3, 1835.
Cunningham, R. B.....	do	I.	
Crowninshield, Jacob.....	do	Inman, William.....	April 1, 1818.
Campbell, William H.....	April 28, 1826.	Ingraham, D. N.....	January 13, 1825.
Carr, John A.....	do	Ingersoll, Jonathan.....	March 3, 1831.
Cassin, John.....	May 17, 1828.	Ingersoll, Harry.....	April 8, 1834.
Colhoun, John.....	May 27, 1830.	J.	
Chauncey, Charles W.....	do	Jamesson, William.....	March 5, 1817.
Craven, Thomas T.....	do	Jarvis, Joseph R.....	March 28, 1820.
Chatard, Frederick.....	March 29, 1834.	Johnson, Edward S.....	January 13, 1825.
Cox, John W.....	March 3, 1835.	Jones, Richard A.....	April 28, 1826.
D.			
Downing, Samuel W.....	March 5, 1817.	Johnston, Z. F.....	March 3, 1827.
Dale, John M.....	April 1, 1818.	Jones, Robert W.....	do
Dornin, Thomas A.....	January 13, 1825.	Jackson, Charles H.....	do
Dallas, Alexander J.....	do	Johnston, Stephen.....	March 3, 1831.
Dupont, Samuel F.....	April 28, 1826.	Jenkins, John T.....	December 20, 1832.
Downes, A. E.....	March 3, 1827.	K.	
Deas, Fitz Allen.....	May 27, 1830.	Kelly, John.....	January 13, 1825.
Duke, Nathaniel W.....	March 3, 1831.	Knight, James D.....	do
Davis, Charles H.....	do	Kennon, William H.....	April 28, 1826.
Davis, John A.....	February 27, 1833.	Kennedy, Charles H. A. H.....	March 3, 1835.
Duryee, Charles H.....	December 31, 1833.	L.	
Doughty, E. T.....	March 3, 1835.	Levy, Uriah P.....	March 5, 1817.
E.			
Ellery, Frank.....	March 28, 1820.	Long, John C.....	do
Engle, Frederick.....	January 13, 1825.	Le Compte, Samuel W.....	March 28, 1820.
Eagle, Henry, jr.....	March 3, 1827.	Lowndes, Charles.....	January 13, 1825.
Ellison, Francis B.....	May 17, 1828.	Leib, Thomas J.....	April 28, 1826.
F.			
Farragut, William A. C.....	December 9, 1814.	Lewis, Arthur.....	do
Fitzhugh, Andrew.....	April 27, 1816.	Long, A. K.....	March 3, 1827.
		Little, John H.....	do
		Lynch, William F.....	May 17, 1828.
		Lee, Sidney Smith.....	do
		Lockwood, Samuel.....	do

Naval register for 1836—LIEUTENANTS—Continued.

Names.	Date of present commission.	Names.	Date of present commission.
Lardner, James L.	May 17, 1823.	Ridgeway, Ebenezer.	March 5, 1817.
Lawrence, N. C.	March 3, 1831.	Rutledge, Edward C.	January 13, 1825.
Lyne, William B.	July 13, 1832.	Randolph, V. M.	do
Lanman, Joseph.	March 3, 1835.	Rudd, John.	do
M.		Ritchie, Robert.	do
McKenney, William E.	March 5, 1817.	Ringgold, Cadwallader.	May 17, 1828.
McIntosh, James M.	April 1, 1818.	Rhodes, H. H.	do
McCluney, William I.	do	Russell, Edward M.	do
Montgomery, J. B.	do	Robb, Robert G.	May 27, 1830.
Moorehead, Joseph.	January 13, 1825.	Rowan, James H.	December 31, 1833.
Myers, Joseph.	do	S.	
McKean, William H.	do	Simonds, Lewis E.	April 1, 1818.
Mercer, Samuel.	do	Sawyer, H. B.	do
Marston, John, jr.	do	Stirling, C. K.	do
Mattison, Joseph.	do	Sands, Joshua R.	do
Magruder, George A.	April 28, 1826.	Shields, William F.	March 3, 1821.
Manning, Thomas L.	do	Saunders, John L.	January 13, 1825.
Marshall, John.	March 3, 1827.	Shubrick, Irvine.	do
Morris, H. W.	May 17, 1828.	Smith, John H.	do
Marshall, John H.	do	Slidell, Alexander.	do
Morris, Richard H.	do	Selfridge, T. O.	March 3, 1827.
Moore, John W.	do	Slaughter, A. G.	do
Manning, John.	do	Sterrett, Isaac S.	May 17, 1828.
Mason, Murray.	March 3, 1831.	Shaw, Thompson D.	do
McBlair, Charles H.	July 12, 1831.	Stallings, Joseph.	do
Munn, Samuel E.	December 31, 1833.	Stockton, Samuel W.	May 27, 1830.
McBlair, William.	do	Skipwith, Grey.	March 3, 1831.
Missroon, John S.	do	Swift, Jonathan W.	do
Marbury, A. H.	June, 1834.	Smith, William.	do
Moore, E. W.	March 3, 1835.	T.	
N.		Ten Eick, Abraham S.	April 27, 1816.
Nicholson, Wm. C.	March 3, 1821.	Tattnall, Josiah.	April 1, 1818.
Newman, William D.	January 13, 1825.	Thorburn, R. D.	May 17, 1828.
Nicholas, John S.	April 28, 1826.	Turner, Charles C.	do
Newell, Lloyd B.	May 17, 1828.	Tilton, Edward G.	March 3, 1831.
Neville, Frederick A.	do	Turk, John W.	June 21, 1832.
Noland, William H.	December 31, 1833.	Turner, Peter.	December 20, 1832.
Noble, James.	do	Thatcher, Henry K.	February 28, 1833.
O.		Totten, B. J.	March 29, 1834.
Oellers, James P.	July 24, 1813.	U.	
Ogden, Henry W.	March 5, 1817.	Upshur, George P.	March 3, 1827.
Ogden, William S.	May 17, 1828.	V.	
P.		Voorhees, Ralph.	March 5, 1817.
Paine, Thomas.	December 1, 1815.	Varnum, Frederick.	March 28, 1820.
Page, Benjamin, jr.	April 27, 1816.	Van Brunt, G. J.	March 3, 1827.
Paulding, Hiram.	do	Vail, Edward M.	May 27, 1830.
Page, Hugh N.	April 1, 1818.	W.	
Platt, Charles T.	March 28, 1820.	Wyman, Thomas W.	April 27, 1816.
Pendergrast, G. J.	March 3, 1821.	White, John.	do
Paine, John Stone.	January 13, 1825.	Williamson, Jonathan D.	do
Prentiss, John E.	do	Williamson, Charles L.	March 5, 1817.
Pettigru, Thomas.	do	Williams, James.	March 28, 1820.
Pineckney, R. S.	do	Wilson, Stephen B.	January 13, 1825.
Pinkham, Alexander B.	do	Wetmore, William C.	do
Pearson, George F.	do	Walker, William S.	do
Pope, John.	April 28, 1826.	Wilson, James P.	April 28, 1826.
Powell, Levin M.	do	Wilkes, Charles, jr.	do
Peck, Elisha.	do	Woolsey, William G.	do
Pearson, William.	do	West, John W.	March 3, 1827.
Piercy, William P.	do	Whittle, William C.	May 17, 1828.
Pinkham, R. R.	March 3, 1827.	Westcott, Hampton.	do
Pinkney, Henry.	do	Ward, James H.	March 3, 1821.
Purviance, H. Y.	do	Watson, James M.	December 30, 1821.
Pennington, Lawrence.	May 27, 1830.	Williamson, Gabriel G.	March 29, 1834.
Paine, Amasa.	March 3, 1831.	Y.	
Porter, William D.	December 31, 1833.	Young, John J.	March 28, 1820.
Page, Richard L.	March 26, 1834.		
R.			
Ramsay, William.	March 5, 1817.		

Naval register for 1836—Continued.

LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James P. Uellers, sailingmaster.....	Feb. 28, 1809....	July 24, 1813....	Pennsylvania	Pennsylvania	Pennsylvania	Ordinary, Philadelphia.
1814.						
Charles E. Crowley.....	Jan. 16, 1809....	Dec. 9, 1814....	South Carolina	South Carolina	South Carolina	Waiting orders.
Wm. A. C. Farragut.....	do	do	Tennessee	Louisiana	Mississippi.....	Pascagoula. Sick.
Stephen Champlin, sailingmaster	May 22, 1812....	do	Rhode Island.....	Connecticut	Connecticut	Invalid.
1815.						
Thomas Paine, sailingmaster	Oct. 10, 1812....	Dec. 1, 1815....	Rhode Island.....	South Carolina	Georgia	Leave of absence.
1816.						
Samuel L. Breese.....	Dec. 17, 1810....	April 27, 1816....	New York	New York.....	New York.....	Leave of absence.
Benjamin Page, jr.....	do	do	England.....	do	do	Waiting orders.
John Gwinn.....	May 18, 1809....	do	Maryland	Maryland	Maryland	Waiting orders.
Thomas W. Wyman.....	Dec. 17, 1810....	do	Massachusetts	Massachusetts	Massachusetts.....	Delaware 74.
Andrew Fitzhugh.....	June 9, 1811....	do	Virginia	Virginia	Virginia	Commanding receiving ship, Norfolk.
Abraham S. Ten Eick.....	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Waiting orders.
John White, sailingmaster.....	Dec. 2, 1813....	do	Massachusetts	Massachusetts	Massachusetts.....	Leave of absence.
Hiram Paulding.....	Sept. 1, 1811....	do	New York.....	New York.....	New York.....	On his return from command of schooner
Jonathan D. Williamson	do	do	New Jersey.....	New Jersey	New Jersey	Waiting orders. [Shark.
1817.						
Uriah P. Levy, sailingmaster.....	Oct. 21, 1812....	March 5, 1817....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Charles Boarman	June 9, 1811....	do	Maryland	District of Columbia	Virginia	Waiting orders.
French Forrest	do	do	do	do	District of Columbia.	Waiting orders.
William E. McKenney	do	do	New York.....	New York	New York.....	Rendezvous, New York.
William J. Belt	Sept. 1, 1811....	do	Maryland	Maryland	Maryland	Navy yard, Washington.
William Jameson	do	do	Virginia	District of Columbia	Virginia	Rendezvous, Norfolk.
William Boorum.....	do	do	New York	New York	New York.....	Frigate Constitution.
Charles L. Williamson	do	do	New Jersey	New Jersey	New Jersey	Waiting orders.
Charles Gaunit	do	do	do	do	Pennsylvania	Waiting orders.
William Ramsay.....	do	do	Virginia	Virginia	District of Columbia.	Commanding receiving ship, Baltimore.
Ralph Voorhees	do	do	New Jersey	New Jersey	New Jersey	Rendezvous, Boston.
Henry Henry, sailingmaster.....	July 1, 1812....	do	Maryland	Virginia	Pennsylvania	Waiting orders.
Samuel W. Downing	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Waiting orders.
Henry W. Ogden	do	do	do	Pennsylvania	do	Waiting orders.
Ebenezer Ridgeway.....	Jan. 1, 1812....	do	Massachusetts.....	New Hampshire	New Hampshire	Commanding schooner Shark.
Thomas A. Conover	do	do	New Jersey	New Jersey	New Jersey	Furlough.
Archibald S. Campbell.....	do	do	Virginia	Virginia	Virginia	Commanding schooner Entorpriso.
John C. Long	June 18, 1812....	do	New Hampshire	New Hampshire	New Hampshire	Waiting orders.
John H. Graham	do	do	Vermont	New York.....	New York.....	Waiting orders.

Naval register for 1836—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1818.						
James M. McIntosh.....	Sept. 1, 1811....	April 1, 1818....	Georgia.....	Georgia.....	Georgia.....	Navy yard, Pensacola.
Josiah Tatnall.....	Jan. 1, 1812....	do	do	do	do	Waiting orders.
Hugh N. Page.....	Sept. 1, 1811....	do	Virginia.....	Virginia.....	Virginia.....	Commanding schooner Boxer.
William Inman.....	Jan. 1, 1812....	do	New York.....	New York.....	New Jersey.....	Frigate Brandywine.
Joel Abbot.....	June 18, 1812....	do	Massachusetts.....	Massachusetts.....	Rhode Island.....	Waiting orders.
Lewis E. Simonds.....	Jan. 1, 1812....	do	do	South Carolina.....	Massachusetts.....	Ordinary, Boston.
John M. Dale.....	June 18, 1812....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
H. H. Cocks.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
William J. McCluney.....	Jan. 1, 1812....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
James Goodrum.....	June 18, 1812....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
J. B. Montgomery.....	June 4, 1812....	do	New Jersey.....	New York.....	New Jersey.....	Waiting orders.
Horace B. Sawyer.....	Jan. 1, 1812....	do	Vermont.....	Vermont.....	Vermont.....	Waiting orders.
C. K. Stribling.....	June 18, 1812....	do	South Carolina.....	South Carolina.....	Virginia.....	Sloop Vincennes.
Joshua R. Sands.....	do	do	New York.....	New York.....	New York.....	Rendezvous, New York.
1820.						
John J. Young.....	Jan. 1, 1812....	March 28, 1820....	New York.....	New York.....	New York.....	Superintendent Navy hospital, Norfolk.
Charles H. Bell.....	June 18, 1812....	do	do	do	do	Commanding schooner Dolphin.
Abraham Bigelow.....	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Frank Ellery.....	Jan. 1, 1812....	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.
Frederick Varnum.....	June 18, 1812....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
Joseph R. Jarvis.....	do	do	do	Maine.....	Maine.....	Navy yard, Portsmouth.
Thomas W. Freelon.....	do	do	New York.....	New York.....	Vermont.....	Waiting orders.
James Williams.....	Sept. 1, 1812....	do	West Indies.....	District of Columbia.....	Virginia.....	Waiting orders.
Samuel W. Le Compte.....	June 4, 1812....	do	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Charles T. Platt.....	June 18, 1812....	do	New York.....	New York.....	New York.....	Waiting orders.
1821.						
Wm. M. Armstrong.....	Nov. 30, 1814....	March 3, 1821....	Kentucky.....	Mississippi.....	Kentucky.....	Waiting orders.
Wm. F. Shields.....	Feb. 2, 1814....	do	Georgia.....	Louisiana.....	Georgia.....	Leave of absence.
G. J. Pendergrast.....	Jan. 1, 1812....	do	Kentucky.....	Kentucky.....	Kentucky.....	Navy yard, Philadelphia.
Wm. C. Nicholson.....	June 18, 1812....	do	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
1822.						
James B. Cooper, sailingmaster.....	July 9, 1812....	April 22, 1822....	New Jersey.....	New Jersey.....	New Jersey.....	Naval asylum, Philadelphia.
1825.						
E. W. Carpenter.....	July 10, 1813....	Jan. 13, 1825....	New York.....	New York.....	New York.....	Navy yard, Boston.
John L. Saunders.....	Nov. 15, 1809....	do	Virginia.....	Virginia.....	Virginia.....	Rendezvous, Norfolk.
Joseph B. Hull.....	Nov. 9, 1813....	do	New York.....	Connecticut.....	Connecticut.....	Frigate Potomac.
John Stone Paine.....	do	do	Maine.....	Maine.....	Maine.....	Waiting orders.

Naval register for 1836—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
John E. Prentiss	Nov. 9, 1813	Jan. 13, 1815	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
Joseph Morehead	do	do	Maryland	Ohio	Ohio	Waiting orders.
Thomas Pettigru	Jan. 1, 1812	do	South Carolina	South Carolina	South Carolina	Leave of absence.
John S. Chauncey	do	do	New York	New York	New York	Delaware 74.
Irvine Shubrick	May 12, 1814	do	South Carolina	South Carolina	Delaware	Waiting orders.
John Kelly	Feb. 1, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
Edmund Byrno	do	do	do	do	do	Frigate Constellation.
Edward S. Johnson	Nov. 30, 1814	do	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
William H. Gardner	Dec. 6, 1814	do	Maryland	Maryland	Virginia	Sloop John Adams.
David G. Farragut	Dec. 17, 1810	do	Tennessee	Tennessee	Tennessee	Waiting orders.
Richard S. Pinckney	August 3, 1814	do	South Carolina	South Carolina	South Carolina	Waiting orders.
Stephen B. Wilson	Jan. 1, 1812	do	New York	New York	New York	Waiting orders.
Edward C. Rutledge	Nov. 30, 1814	do	South Carolina	South Carolina	South Carolina	Leave of absence.
William S. Harris	do	do	Kentucky	Kentucky	Kentucky	Waiting orders.
Thomas Aloysius Dornin	May 2, 1815	do	Ireland	Maryland	Maryland	Commanding receiving ship, Philadelphia.
Robert B. Cunningham	Nov. 30, 1814	do	Virginia	Virginia	Virginia	Navy yard, Norfolk.
James Glynn	March 4, 1815	do	Pennsylvania	do	Connecticut	Waiting orders.
Joseph Myers	Dec. 6, 1814	do	North Carolina	do	North Carolina	Leave of absence.
William C. Wetmore	June 18, 1812	do	New York	New York	New York	Waiting orders.
Thomas R. Gedney	March 4, 1815	do	South Carolina	South Carolina	South Carolina	On survey of the coast.
John Bubier	Nov. 9, 1813	do	Massachusetts	Massachusetts	Massachusetts	Receiving ship, Boston.
Victor M. Randolph	June 11, 1814	do	Virginia	Virginia	Virginia	On furlough.
Jacob Crowninshield	March 11, 1815	do	Massachusetts	Massachusetts	Massachusetts	Frigate Potomac.
Frederick Engle	Dec. 6, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Philadelphia.
Alex. J. Dallas	Dec. 17, 1810	do	Connecticut	Connecticut	Massachusetts	Receiving ship, Boston.
John H. Smith	Jan. 1, 1815	do	New York	New York	New York	Furlough.
John Rudd	Nov. 30, 1814	do	Rhode Island	Virginia	Virginia	Waiting orders.
Robert Ritchie	Feb. 1, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Commanding schooner Grampus.
William W. McKean	Nov. 30, 1814	do	do	do	do	Leave of absence.
Franklin Buchanan	Jan. 28, 1815	do	Maryland	do	do	Waiting orders.
Hubbard H. Hobbs	March 4, 1815	do	Virginia	Virginia	Alabama	Frigate Brandywine.
Samuel Morecer	do	do	Maryland	Maryland	Maryland	Leave of absence.
Charles Lowndes	March 18, 1815	do	do	do	do	Leave of absence.
L. M. Goldsborough	June 18, 1812	do	District of Columbia.	District of Columbia.	do	Waiting orders.
George N. Hollins	Feb. 1, 1814	do	Maryland	Maryland	do	Sloop Peacock.
D. N. Ingraham	June 18, 1812	do	South Carolina	South Carolina	South Carolina	West India squadron.
John Marston, jr.	April 15, 1813	do	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
Henry Bruce	Nov. 9, 1813	do	Maine	do	do	Frigate Brandywine.
William D. Newman	Feb. 1, 1814	do	New York	New York	New York	Waiting orders.
Henry A. Adams	March 14, 1814	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.

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Naval register for 1836—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Alexander B. Pinkham.....	June 17, 1814....	Jan. 13, 1825....	Massachusetts.....	Ohio.....	Massachusetts.....	Leave of absence.
James D. Knight.....	Nov. 30, 1814....	do	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Joseph Mattison.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
William S. Walker.....	do	do	New Hampshire.....	New Hampshire.....	Massachusetts.....	Rendezvous, Boston.
Alexander Slidell.....	Jan. 1, 1815....	do	New York.....	New York.....	New York.....	Leave of absence.
George F. Pearson.....	March 11, 1815....	do	New Hampshire.....	Massachusetts.....	Massachusetts.....	Frigate Constitution.
1826.						
James T. Gerry.....	Dec. 20, 1815....	April 28, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Ordinary at Boston.
John S. Nicholas.....	June 6, 1815....	do	Virginia.....	Virginia.....	Virginia.....	Navy yard, New York.
Samuel F. Dupont.....	Dec. 19, 1815....	do	New Jersey.....	Delaware.....	Delaware.....	Sloop Warren.
William L. Hudson.....	Jan. 1, 1816....	do	New York.....	New York.....	New York.....	Ordinary, New York.
William H. Campbell.....	May 30, 1816....	do	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
James P. Wilson.....	Jan. 1, 1817....	do	do	do	do	Sloop Fairfield.
George A. Magruder.....	do	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
John Pope.....	May 30, 1816....	do	Massachusetts.....	Maine.....	Maine.....	Sloop Erie.
Levin M. Powell.....	March 1, 1817....	do	Virginia.....	Virginia.....	Virginia.....	West India squadron.
Charles Wilkes, jr.....	Jan. 1, 1818....	do	New York.....	New York.....	New York.....	In charge of chronometers, &c.
Elisha Peck.....	March 4, 1817....	do	Connecticut.....	Connecticut.....	Connecticut.....	Receiving ship, New York.
John A. Carr.....	July 4, 1817....	do	Maryland.....	Virginia.....	Virginia.....	Sloop Vincennes.
Thomas J. Manning.....	Jan. 1, 1817....	do	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
William Pearson.....	Jan. 1, 1818....	do	do	do	do	Leave of absence.
William L. Howard.....	Jan. 10, 1815....	do	do	New York.....	do	Waiting orders.
William P. Pteroy.....	March 15, 1815....	do	Pennsylvania.....	District of Columbia	District of Columbia.	Ordinary, Washington.
Richard A. Jones.....	June 18, 1812....	do	New York.....	New York.....	New York.....	Frigate Potomac.
Thomas J. Leib.....	Sept. 1, 1811....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
William G. Woolsey.....	Jan. 1, 1817....	do	At sea.....	Maryland.....	Maryland.....	Ordinary, New York.
William H. Kennon.....	Jan. 11, 1817....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Arthur Lewis.....	do	do	do	do	do	Waiting orders.
1827.						
John W. West.....	Nov. 3, 1818....	March 3, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.
T. O. Selfridge.....	Jan. 1, 1818....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Receiving ship, Boston.
B. R. Pinkham.....	do	do	do	Ohio.....	Ohio.....	Leave of absence.
Henry Eagle.....	do	do	New York.....	New York.....	New York.....	Sloop Erie.
A. K. Long.....	do	do	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
G. J. Van Brunt.....	Nov. 3, 1818....	do	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Brandywine.
Henry Pinkney.....	do	do	Maryland.....	Maryland.....	Maryland.....	Frigate Potomac.
William M. Glendy.....	Jan. 1, 1818....	do	Virginia.....	do	Virginia.....	Waiting orders.
John H. Little.....	do	do	Maryland.....	do	Maryland.....	Waiting orders.
George P. Upshur.....	April 23, 1818....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.

Naval register for 1836—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George S. Blake.....	April 23, 1818....	March 3, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Z. F. Johnston.....	do	do	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
William Greene.....	Jan. 1, 1818....	do	Virginia.....	Virginia.....	Virginia.....	Sloop Peacock.
Samuel Barron.....	Jan. 1, 1812....	do	do	do	do	Leave of absence.
Timothy G. Bonham.....	Nov. 30, 1814....	do	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
Robert W. Jones ..	Jan. 1, 1818....	do	New York.....	New York.....	New York.....	Frigate Potomac.
Alexander G. Gordon	do	do	District of Columbia	District of Columbia	Virginia.....	Waiting orders.
A. G. Slaughter.....	Nov. 3, 1818....	do	Virginia.....	Virginia.....	do	Receiving ship, Norfolk.
A. E. Downes.....	Jan. 1, 1818....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
Oscar Bullus.....	Jan. 1, 1817....	do	District of Columbia	New York.....	New York.....	Mediterranean squadron.
John Marshall.....	Jan. 1, 1818....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Charles H. Jackson.....	March 4, 1818....	do	Georgia.....	Georgia.....	Georgia.....	Schooner Boxer.
Andrew A. Harwood	Jan. 1, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Shark.
Theodore Bailey, jr.....	do	do	New York.....	New York.....	New York.....	Sloop Vincennes.
H. Y. Purviance.....	Nov. 3, 1818....	do	Maryland.....	Maryland.....	Maryland.....	Rendezvous, Baltimore.
George Adams.....	Jan. 1, 1818....	do	Delaware.....	do	do	Leave of absence.
1828.						
Cad'r Ringgold.....	March 4, 1819....	May 17, 1828....	Maryland.....	Maryland.....	Maryland.....	Sloop John Adams.
John Graham.....	Feb. 27, 1819....	do	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
William F. Lynch.....	Jan. 26, 1819....	do	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
Henry W. Morris.....	Aug. 21, 1819....	do	New York.....	New York.....	New York.....	Sloop Fairfield.
Isaac S. Sterrott.....	March 24, 1819....	do	Maryland.....	Maryland.....	Maryland.....	Sloop John Adams.
Francis B. Ellison.....	May 28, 1819....	do	New York.....	New York.....	New York.....	Waiting orders.
Edward B. Boutwell.....	March 3, 1819....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
James T. Homans.....	Dec. 3, 1819....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
John E. Bispham.....	Dec. 13, 1819....	do	Pennsylvania.....	New Jersey.....	New Jersey.....	Leave of absence.
Sidney Smith Lee.....	Dec. 30, 1820....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
William C. Whittle.....	May 10, 1820....	do	do	do	do	Waiting orders.
John H. Marshall.....	do	do	do	Louisiana.....	Louisiana.....	Delaware 74.
Richard H. Morris.....	do	do	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
Thompson D. Shaw.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Rendezvous, Philadelphia.
Robert D. Thorburn.....	March 30, 1820....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel Lockwood.....	July 12, 1820....	do	Connecticut.....	New York.....	New York.....	Sloop Fairfield.
Lloyd B. Newell.....	May 10, 1820....	do	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
John Cassin.....	do	do	Pennsylvania.....	District of Columbia.	District of Columbia.	Leave of absence.
Hillary H. Rhodes.....	do	do	District of Columbia.	do	do	Waiting orders.
William S. Ogden.....	July 26, 1820....	do	New York.....	New York.....	New York.....	Leave of absence.
Edward O. Blanchard.....	May 10, 1820....	do	Virginia.....	Mississippi.....	Louisiana.....	West India squadron.
Frederick A. Neville.....	do	do	do	Ohio.....	Ohio.....	Frigate Constitution.

Naval register for 1836—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John W. Mooers.....	May 10, 1820....	May 17, 1828....	New York	New York	New York.....	Waiting orders.
Edmund M. Russell.....	June 18, 1812....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Hampton Wescott.....	May 10, 1820....	do	District of Columbia.	New Jersey	New Jersey	Waiting orders.
Charles C. Turner.....	do	do	Virginia	Virginia	Virginia	Sloop Peacock.
Joseph Stallings.....	do	do	Maryland	Maryland	Maryland.....	Leave of absence.
John Manning.....	do	do	North Carolina	North Carolina	North Carolina	Leave of absence.
James L. Lardner.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania	Leave of absence.
1830.						
Robert G. Robb.....	Sept. 6, 1821....	May 27, 1830....	Virginia	Virginia	Virginia	Waiting orders.
Edward M. Vail.....	Dec. 1, 1821....	do	France.....	District of Columbia.	District of Columbia.	Delaware 74.
Fitz Allen Deas	July 4, 1821....	do	New York.....	South Carolina	South Carolina	Sloop Warren.
Samuel W. Stockton.....	Dec. 1, 1821....	do	New Jersey	New Jersey	New Jersey	Waiting orders.
John Colhoun	Jan. 25, 1821....	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Frigate Constitution.
Charles W. Chauncey.....	May 1, 1822....	do	New York.....	New York.....	New York.....	Sloop John Adams.
Lawrence Pennington.....	Nov. 22, 1822....	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Sloop Ontario.
Thomas T. Craven	May 1, 1822....	do	District of Columbia.	New Hampshire	New York.....	Receiving ship, New York.
Andrew H. Foot.....	Dec. 4, 1822....	do	Connecticut	Connecticut	Connecticut	Delaware 74.
John L. Ball	do	do	Virginia	Virginia	Virginia	Frigate Constellation.
William W. Hunter.....	May 1, 1822....	do	Pennsylvania.....	Louisiana	Louisiana	Receiving ship, Norfolk.
1831.						
N. C. Lawrence	May 1, 1822....	March 3, 1831....	New York.....	New York.....	New York.....	Sloop St. Louis.
Amasa Paine.....	do	do	Vermont	Vermont	Vermont	Navy yard, Boston.
Nathaniel W. Duke	do	do	Kentucky	Kentucky	Kentucky	Waiting orders.
Edward G. Tilton.....	do	do	Delaware	Delaware	Delaware	Leave of absence.
James H. Ward	March 4, 1823....	do	Connecticut	Connecticut	Connecticut	Sloop St. Louis.
Henry Hoff.....	Oct. 28, 1823....	do	Pennsylvania.....	South Carolina	South Carolina	Waiting orders.
Jonathan Ingersoll	March 4, 1823....	do	Connecticut	Connecticut	Connecticut	Waiting orders.
Groy Skipwith.....	do	do	Rhode Island.....	Tennessee.....	Tennessee.....	Frigate Constellation.
Murray Mason.....	Nov. 14, 1823....	do	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Peacock.
Charles H. Davis	Aug. 12, 1823....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Stephen Johnston.....	June 28, 1823....	do	Indiana.....	Ohio	Ohio.....	Frigate Constellation.
Jonathan W. Swift.....	Aug. 25, 1823....	do	Massachusetts.....	North Carolina	New York.....	Leave of absence.
Charles M. Armstrong.....	March 4, 1823....	do	New York.....	New Jersey	New Jersey	Leave of absence.
Ebenezer Farrand	do	do	do	do	do	Sloop Warren.
Henry H. Bell.....	Aug. 4, 1823....	do	North Carolina	North Carolina	North Carolina	Sloop St. Louis.
William Smith.....	March 4, 1823....	do	Kentucky	Kentucky	Kentucky	West India squadron.
Charles H. McBlair.....	do	July 12, 1831....	Maryland	Maryland	Maryland	Sloop Warren.
James M. Watson	Feb. 1, 1823....	Dec. 30, 1831....	Virginia	Virginia	Virginia	Frigate Constitution.

Naval register for 1836—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1832.						
John W. Turk.....	March 4, 1823....	June 21, 1832....	New York.....	New York.....	New York.....	Schooner Dolphin.
Junius J. Boyle.....	Aug. 27, 1823....	do	Maryland.....	District of Columbia.	District of Columbia.	Delaware 74.
Wm. E. Hunt.....	Oct. 28, 1823....	do	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Gurdon C. Ashton.....	Dec. 9, 1823....	do	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Robert L. Browning.....	March 4, 1823....	do	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Vincennes.
Jona D. Ferris, sailingmaster.....	Feb. 28, 1809....	July 13, 1832....	New York.....	New York.....	Louisiana.....	Leave of absence.
A. B. Fairfax.....	Aug. 4, 1823....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Neil M. Howison.....	Feb. 1, 1823....	do	do	do	do	Waiting orders.
William B. Lyno.....	March 4, 1823....	do	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Vandalia.
Peter Turner.....	do	Dec. 20, 1832....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Schooner Boxer.
John T. Jenkins.....	do	do	New York.....	New York.....	New York.....	Leave of absence.
1833.						
John A. Davis.....	March 4, 1823....	Feb. 27, 1833....	North Carolina.....	Tennessee.....	Louisiana.....	Sloop John Adams.
Henry K. Thatcher.....	do	Feb. 28, 1833....	Maine.....	Maine.....	Maine.....	Waiting orders.
James H. Rowan.....	Aug. 19, 1823....	Dec. 31, 1833....	New York.....	New York.....	New York.....	Sloop Erie.
Samuel E. Munn.....	Aug. 27, 1823....	do	Maryland.....	do	Maryland.....	Sloop Warren.
William H. Noland.....	Dec. 31, 1823....	do	Virginia.....	Virginia.....	Arkansas.....	Leave of absence.
William D. Porter.....	Jan. 1, 1823....	do	Louisiana.....	Massachusetts.....	District of Columbia.	Leave of absence.
Charles H. Duryee.....	Aug. 19, 1823....	do	New York.....	New York.....	New York.....	Receiving ship, New York.
William McBlair.....	Nov. 16, 1824....	do	Maryland.....	Maryland.....	Maryland.....	Sloop Vandalia.
George M. Hoco.....	Oct. 21, 1824....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Jno. S. Missroon.....	June 27, 1824....	do	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Vincennes.
James Noble.....	May 27, 1824....	do	Kentucky.....	Indiana.....	Indiana.....	Leave of absence.
1834.						
Richard L. Page.....	March 1, 1824....	March 26, 1834....	Virginia.....	Virginia.....	Virginia.....	Schooner Enterprise.
Frederick Chatard.....	Nov. 16, 1824....	March 29, 1834....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Gabriel G. Williamson.....	June 2, 1824....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Benjamin J. Totton.....	March 4, 1823....	do	West Indies.....	New York.....	New York.....	Schooner Shark.
Owen Burns.....	Dec. 1, 1824....	April 8, 1834....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Potomac.
Harry Ingersoll.....	Feb. 28, 1824....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Alex. H. Marbury.....	July 14, 1824....	June, 1834....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Ontario.
H. M. Houston.....	May 12, 1824....	June 24, 1834....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Boxer.
Charles G. Hunter.....	Nov. 16, 1824....	do	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
Arthur Sinolair.....	March 4, 1823....	March 8, 1835....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Edwin W. Moore.....	Jan. 1, 1825....	do	District of Columbia.	do	do	Waiting orders.
Robert B. Hitchcock.....	do	do	Connecticut.....	Connecticut.....	Connecticut.....	Delaware 74.
C. H. A. H. Kennedy.....	Feb. 10, 1819....	do	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Thomas W. Brent.....	March 1, 1825....	do	District of Columbia.	District of Columbia.	District of Columbia.	Schooner Shark.

Naval register for 1836—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George M. Bacho.....	Jan. 1, 1825....	March 3, 1835....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constellation.
Ezra T. Dougherty.....	May 3, 1824....	do	New York.....	New York.....	New York.....	Sloop Vandalia.
Joseph Lanman.....	Jan. 1, 1825....	do	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Vincennes.
John M. Cox.....	March 1, 1825....	do	Louisiana.....	Ohio.....	Ohio.....	Receiving ship, New York.

Lieutenants—259.

SURGEONS.

Jonathan Cowdory.....	Jan. 1, 1800....	Nov. 27, 1804....	Massachusetts.....	New York.....	Virginia.....	Waiting orders.
William P. C. Barton.....	April 10, 1800....	June 28, 1800....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Thomas Harris.....	July 6, 1812....	July 6, 1812....	do	do	do	Waiting orders. [to the U. S.]
William Turk.....	May 15, 1800....	July 24, 1813....	New York.....	New York.....	New York.....	Fleet surgeon, Mediterranean, on his return
John A. Kearney.....	March 3, 1809....	do	Ireland.....	District of Columbia.	District of Columbia.	Marine barracks, Washington.
Bailey Washington.....	May 9, 1810....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
William Swift.....	May 14, 1813....	April 15, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Naval hospital, New York.
Thomas B. Salter.....	May 19, 1813....	May 22, 1815....	New Jersey.....	New Jersey.....	New Jersey.....	Navy yard, Portsmouth.
Peter Christie.....	July 8, 1812....	April 27, 1816....	do	do	Pennsylvania.....	Rendezvous, New York.
Samuel Jackson.....	July 10, 1812....	March 27, 1818....	New York.....	New York.....	New York.....	Navy yard and hospital, Washington.
Andrew B. Cooke.....	Dec. 21, 1812....	do	do	do	do	Fleet surgeon, in the Pacific.
Leonard Osborne.....	April 29, 1813....	do	England.....	District of Columbia.	Maryland.....	Fleet surgeon, West Indies.
Thomas Williamson.....	May 13, 1813....	do	Maryland.....	Maryland.....	do	Naval Hospital, Norfolk.
George S. Sproston.....	Nov. 8, 1813....	do	do	do	do	Baltimore station.
Benajah Ticknor.....	Dec. 10, 1814....	July 10, 1824....	Vermont.....	Connecticut.....	Connecticut.....	Navy yard, Boston.
Mordecai Morgan.....	Dec. 28, 1818....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Thomas J. Boyd.....	March 28, 1820....	do	Delaware.....	Delaware.....	Delaware.....	Fleet surgeon, Mediterranean.
James Cornick.....	Sept. 11, 1819....	March 5, 1825....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Charles Chase.....	Dec. 10, 1814....	May 3, 1825....	Maine.....	Maine.....	Maine.....	Fleet surgeon, coast of Brazil.
D. S. Edwards.....	July 30, 1818....	May 5, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Navy yard, Pensacola.
Isaac Hulse.....	May 12, 1823....	May 6, 1825....	New York.....	New York.....	Maryland.....	Naval hospital, Pensacola.
John S. Wiley.....	Dec. 20, 1815....	May 9, 1825....	Maryland.....	do	New York.....	Rendezvous, Boston.
George Terrill.....	March 28, 1820....	May 22, 1826....	Virginia.....	Virginia.....	Virginia.....	On his return from frigate Potomac.
John Haslett.....	June 30, 1823....	May 23, 1826....	South Carolina.....	South Carolina.....	South Carolina.....	Navy yard, New York.
Waters Smith.....	June 5, 1820....	Jan. 3, 1828....	New York.....	Florida.....	Florida.....	Naval hospital, Philadelphia.
Benjamin F. Bacho.....	July 9, 1824....	do	Virginia.....	Pennsylvania.....	New Jersey.....	Leave of absence.
A. A. Adeo.....	July 15, 1824....	do	New York.....	New York.....	New York.....	Sloop Vincennes.
Thomas Dillard.....	Nov. 15, 1824....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Stephen Rapalje.....	June 30, 1823....	Dec. 4, 1828....	New York.....	New York.....	New York.....	Waiting orders.
James M. Greene.....	April 29, 1825....	do	Ireland.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
John R. Chandler.....	Nov. 14, 1824....	do	District of Columbia.	District of Columbia.	District of Columbia.	Rendezvous, Norfolk.
B. R. Tinslar.....	Feb. 1, 1823....	do	New York.....	New York.....	New York.....	Sloop John Adams.
William Plumstead.....	May 13, 1825....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.

Naval register for 1836—SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George W. Codwise.....	May 14, 1825....	Dec. 4, 1828....	West Indies.....	New York.....	New York.....	Sloop Ontario.
G. R. B. Horner.....	May 26, 1826....	April 4, 1831....	Virginia.....	Virginia.....	Virginia.....	Rendezvous, Philadelphia.
W. S. W. Ruschenberger.....	Aug. 10, 1826....	do	New Jersey.....	New Jersey.....	New Jersey.....	Fleet surgeon, East Indies.
Samuel W. Ruff.....	Aug. 12, 1826....	do	Virginia.....	Virginia.....	Virginia.....	Sloop St. Louis.
William Johnson.....	Aug. 16, 1826....	do	Delaware.....	Delaware.....	Delaware.....	Waiting orders.
Samuel Moseley.....	Aug. 17, 1826....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Robert J. Dodd.....	May 29, 1826....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
William Fairlie Patton.....	Aug. 17, 1826....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Henry S. Coulter.....	May 26, 1826....	Nov. 4, 1834....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John F. Brooke.....	May 16, 1825....	do	Virginia.....	Pennsylvania.....	Virginia.....	Sloop Warren.

Surgeons—43.

PASSED ASSISTANT SURGEONS.

Miffin Coulter.....	Aug. 15, 1826....	Aug. 15, 1826....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
George W. Palmer.....	Aug. 18, 1826....	Aug. 18, 1826....	New York.....	New York.....	New York.....	Navy yard, Norfolk.
William Whelan.....	Jan. 3, 1828....	Jan. 3, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Samuel Barrington.....	do	do	do	do	do	Naval hospital, Philadelphia.
Thomas L. Smith.....	do	do	New Jersey.....	New York.....	New York.....	Schooner Boxer.
George Blacknoll.....	do	do	North Carolina.....	North Carolina.....	North Carolina.....	Naval hospital, Norfolk.
H. N. Glentworth.....	March 11, 1829....	March 11, 1829....	Pennsylvania.....	Pennsylvania.....	New Jersey.....	Navy yard, New York.
Lewis B. Hunter.....	Jan. 3, 1828....	Jan. 3, 1828....	New Jersey.....	New Jersey.....	do	Sloop John Adams.
Isaac Brinkerhoff.....	July 1, 1829....	July 1, 1829....	New York.....	New York.....	New York.....	Waiting orders.
William M. Wood.....	May 16, 1829....	May 16, 1829....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John V. Smith.....	June 27, 1829....	June 27, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Hospital and receiving ship, Boston.
Jones W. Plummer.....	June 20, 1829....	June 20, 1829....	do	do	do	Sloop Warren.
George B. McKnight.....	May 16, 1829....	May 16, 1829....	New York.....	do	District of Columbia.	Marine barracks, Washington.
Solomon Sharpe.....	Sept. 15, 1829....	Sept. 15, 1829....	Pennsylvania.....	Maryland.....	Maryland.....	Naval hospital, New York.
Daniel Egbert.....	Aug. 22, 1829....	Aug. 22, 1829....	New Jersey.....	Ohio.....	Pennsylvania.....	Schooner Shark.

Passed assistant surgeons—15.

ASSISTANT SURGEONS.

William A. W. Spotswood.....	Dec. 2, 1828....	Dec. 2, 1828....	Virginia.....	Virginia.....	Virginia.....	Norfolk station.
John C. Spencer.....	Dec. 16, 1828....	Dec. 16, 1828....	Ohio.....	Ohio.....	Ohio.....	Navy yard, Philadelphia.
John B. Elliot.....	May 20, 1829....	May 20, 1829....	New Jersey.....	District of Columbia.	Maryland.....	Rendezvous, Baltimore.
Amos G. Gambrill.....	June 20, 1829....	June 20, 1829....	Maryland.....	Maryland.....	do	Leave of absence.
George Clymer.....	July 1, 1829....	July 1, 1829....	.....	.....	.....	Leave of absence.
Jonathan M. Foltz.....	April 4, 1831....	April 4, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Washington.
Hugh Morson.....	do	do	Virginia.....	Virginia.....	Virginia.....	Frigate Potomac.
William L. Vanhorn.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Norfolk.
John C. Mercer.....	Feb. 8, 1832....	Feb. 8, 1832....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.

Naval register for 1836—ASSISTANT SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Samuel C. Lawrason	Feb. 8, 1832....	Feb. 8, 1832....	District of Columbia.	Maryland	Maryland	Frigate Constellation.
William J. Powell	do	do	New York.....	New York.....	New York.....	Leave of absence.
Edward Gilchrist	Jan. 26, 1832....	Jan. 26, 1832....	Massachusetts	do	New Hampshire	Navy yard, Boston.
John A. Lockwood.....	Feb. 8, 1832....	Feb. 8, 1832....	Delaware	Delaware	Delaware	Leave of absence.
Daniel C. McLeod.....	do	do	New York.....	Georgia.....	Georgia.....	Naval hospital, Pensacola.
Lewis W. Minor.....	do	do	Virginia	Virginia	Virginia	Leave of absence.
Robert M. Baltzer.....	do	do	District of Columbia.	District of Columbia.	District of Columbia.	Delaware 74.
Lewis Wolfley.....	June 21, 1832....	June 21, 1832....	Pennsylvania.....	Ohio	Ohio	Delaware 74.
J. Frederick Sickels	Feb. 28, 1833....	Feb. 28, 1833....	New York.....	New York.....	New York.....	Frigate Brandywine.
Napoleon C. Barrabino.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	On his return from the Mediterranean.
M. G. Delaney.....	do	do	Ireland	New York.....	New York.....	Leave of absence.
Henry S. Renolds.....	do	do	Virginia	Virginia	Virginia	Schooner Dolphin.
Wm. F. M'Clenahan.....	do	do	do	do	do	Schooner Enterprise.
Daniel S. Green.....	Oct. 18, 1833....	Oct. 18, 1833....	do	do	do	Sloop Ontario.
James C. Palmer	March 26, 1834....	March 26, 1834....	Maryland	Maryland	Maryland	Sloop Vincennes.
Ninian Pinckney	do	do	do	do	do	Sloop Erie.
Robert T. Barry.....	do	do	Pennsylvania.....	District of Columbia.	Pennsylvania.....	Frigate Potomac.
George W. Peeto.....	May 2, 1834....	May 2, 1834....	Virginia.....	Virginia.....	Virginia.....	Sloop St. Louis.
George W. Evans.....	June 30, 1834....	June 30, 1834....	Pennsylvania	Pennsylvania.....	Pennsylvania	Schooner Grampus.
Thomas A. Parsons.....	Nov. 4, 1834....	Nov. 4, 1834....	Georgia.....	Georgia	Georgia.....	Receiving ship, New York.
Charles A. Hassler	do	do	New York.....	New York.....	New York.....	Sloop Vandalin.
John R. Peckworth.....	do	do	Pennsylvania.....	Ohio.....	Ohio.....	Navy yard, Pensacola.
Robert Woodworth.....	Feb. 23, 1825....	Feb. 23, 1825....	New York.....	New York.....	New York.....	Frigate Constitution.
William W. Valk.....	do	do	South Carolina	South Carolina	South Carolina	Frigate Constellation.
David Harlan	do	do	Maryland	Maryland	Maryland	Sloop Peacock.
Victor L. Godon.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constitution.
Assistant surgeons—35.						
PURSERS.						
Clement S. Huntt.....	June 7, 1803....	April 25, 1812....	Maryland	Maryland	Rhode Island	Navy yard, Philadelphia.
Samuel Hambleton.....	Dec. 6, 1806....	do	do	District of Columbia.	Maryland	Waiting orders.
Francis A. Thornton.....	Jan. 29, 1811....	do	Virginia	Virginia	Virginia	Delaware 74.
James M. Halsey.....	March 2, 1811....	do	New York.....	New York.....	New York.....	Navy yard, New York.
Edward Fitzgerald.....	March 22, 1811....	do	Pennsylvania.....	Pennsylvania.....	District of Columbia.	Receiving ship, Norfolk.
Samuel P. Todd.....	July 20, 1812....	March 1, 1813....	do	do	Pennsylvania.....	Leave of absence.
James H. Clark.....	July 24, 1813....	July 24, 1813....	Connecticut	New York.....	New York.....	Not in readiness for orders.
Joseph Wilson.....	do	do	Massachusetts.....	Massachusetts	New Hampshire	Navy yard, Portsmouth.
William Sinclair.....	March 26, 1814....	March 26, 1814....	do	Georgia.....	Georgia.....	Waiting orders.
John N. Todd.....	March 1, 1815....	March 1, 1815....	Pennsylvania.....	Pennsylvania.....	Pennsylvania	Navy yard, Boston.
Timothy Winn.....	June 20, 1799....	May 17, 1815....	Massachusetts.....	Massachusetts	District of Columbia.	Navy yard, Washington.
Joseph H. Terry.....	June 6, 1815....	June 6, 1815....	New York	New York	New York.....	Frigate Brandywine.
Thomas Brees.....	July 8, 1815....	July 8, 1815....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.

Naval register for 1836—PURSERS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John De Bree	Dec. 20, 1817	Dec. 20, 1817	New Jersey	Pennsylvania	Virginia	Frigate Constellation.
Charles O. Handy	do	do	Rhode Island	Rhode Island	Rhode Island	Receiving ship, New York.
Silas Butler	April 6, 1799	do	Connecticut	Connecticut	New York	Furlough.
Edward N. Cox	do	March 2, 1820	Maryland	New York	do	Special agent in the Pacific.
John N. Hamblton	Oct. 26, 1819	May 20, 1824	do	Maryland	Maryland	Frigate Constitution.
William McMurtrie	Nov. 14, 1823	do	Pennsylvania	New Jersey	New Jersey	Waiting orders.
Garret R. Barry	Jan. 15, 1824	March 3, 1825	do	Pennsylvania	Pennsylvania	Frigate Potomac.
D. McF. Thornton	Dec. 30, 1824	do	Virginia	Kentucky	Virginia	Sloop John Adams.
Josiah Colston	May 20, 1825	May 23, 1825	Maryland	District of Columbia.	District of Columbia.	Waiting orders.
Dudley Walker	March 4, 1810	Aug. 21, 1826	do	Massachusetts	Massachusetts	Navy yard, Norfolk.
McKean Buchanan	Aug. 21, 1826	do	do	District of Columbia.	Pennsylvania	Navy yard, Pensacola.
Henry Etting	Jan. 1, 1818	Nov. 7, 1826	do	Pennsylvania	do	Baltimore station.
James Brooks	Dec. 28, 1818	Jan. 7, 1828	Virginia	New York	Virginia	Sloop Vandalia.
Grenville C. Cooper	March 11, 1829	March 11, 1829	Massachusetts	Massachusetts	District of Columbia.	Waiting orders.
Francis B. Stockton	do	do	New Jersey	New York	New York	Sloop St. Louis.
Francis G. McCauley	May 27, 1829	May 27, 1829	Pennsylvania	Tennessee	Pennsylvania	Leave of absence.
William A. Slacum	June 8, 1829	June 8, 1829	Virginia	Florida	Florida	Leave of absence.
Nathaniel Wilson	Oct. 6, 1829	Oct. 6, 1829	Maine	Louisiana	Louisiana	Leave of absence.
Benjamin J. Cahoon	Nov. 12, 1830	Nov. 12, 1830	Rhode Island	New York	New York	Sloop Ontario.
Sterrett Ramsey	Nov. 18, 1830	Nov. 18, 1830	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Edward T. Dunn	Feb. 21, 1831	Feb. 21, 1831	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Vincennes.
John A. Bates	March 2, 1831	March 2, 1831	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Andrew J. Watson	May 1, 1831	May 1, 1831	Virginia	District of Columbia	District of Columbia.	Sloop Warren.
Poyton A. Southall	March 23, 1832	March 23, 1832	do	Virginia	Virginia	Leave of absence.
Andrew McD. Jackson	May 23, 1832	May 23, 1832	New York	New York	New York	On his return from schooner Shark.
William P. Zantlinger	July 24, 1813	June 25, 1832	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
William A. Bloodgood	March 2, 1821	May 2, 1834	New York	New York	New York	Sloop Erie.
D. Fauntleroy	July 7, 1834	July 7, 1834	Virginia	Virginia	Virginia	Schooner Shark.
Thomas Marston Taylor	Nov. 3, 1834	Nov. 3, 1834	New Jersey	New Jersey	New Jersey	Waiting orders.

Pursers—42.

CHAPLAINS.

James Everett	Dec. 28, 1818	Dec. 28, 1818	Massachusetts	Massachusetts	Massachusetts	Frigate Constitution.
Addison Searle	April 27, 1820	April 27, 1820	New Hampshire	New Hampshire	New York	Sloop Erie.
John W. Grier	March 3, 1825	March 3, 1825	Pennsylvania	Pennsylvania	Pennsylvania	Philadelphia station.
Charles S. Stewart	Nov. 1, 1825	Nov. 1, 1825	New Jersey	New York	New York	Navy yard, New York.
William Ryland	May 23, 1829	May 23, 1829	Ireland	Maryland	District of Columbia.	Navy yard, Washington.
Timothy J. Harrison	Oct. 2, 1829	Oct. 2, 1829	Connecticut	Virginia	Virginia	Navy yard, Norfolk.
Walter Colton	Nov. 6, 1830	Nov. 6, 1830	Vermont	Connecticut	District of Columbia	Navy yard, Boston.
George Jones	April 20, 1833	April 20, 1833	Pennsylvania	Indiana	Indiana	Delaware 74.
Thomas R. Lambert	Dec. 31, 1833	Dec. 31, 1833	Maine	New Hampshire	New Hampshire	Leave of absence.

Chaplains—9.

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Naval register for 1836—Continued.

ALPHABETICAL LIST OF PASSED MIDSHIPMEN.

Names.	Date of warrant.	Names.	Date of warrant.
A.		Gibson, Alexander.....	June 10, 1833.
Alden, James, jr.....	June 14, 1834.	Green, Joseph F.....	do
Anderson, James.....	July 3, 1835.	Gray, George R.....	do
B.		Graham, John C.....	June 14, 1834.
Berrien, John M.....	June 4, 1831.	Griffin, Charles E. L.....	do
Bissell, Simon B.....	do	Gray, A. F. V.....	July 3, 1835.
Boggs, Charles S.....	April 28, 1832.	H.	
Bleeker, Wm. W.....	June 10, 1833.	Hunt, Timothy A.....	June 4, 1831.
Bartlett, Francis.....	do	Hazard, Samuel F.....	do
Bowie, James K.....	June 14, 1834.	Hurst, George.....	do
Bryan, Lloyd J.....	do	Heywood, Charles.....	April 28, 1832.
Brown, William H.....	do	Handy, Robert.....	do
Borden, John F.....	do	Handy, Edward L.....	do
Ball, William H.....	do	Huger, Francis.....	do
Brown, James E.....	do	Hawkins, George N.....	do
Barton, Charles C.....	do	Holland, Zachariah.....	June 10, 1833.
Brown, Joseph R.....	do	Hunter, Bushrod W.....	do
Bache, Richard.....	July 3, 1835.	Hartstene, H. J.....	June 14, 1834.
Barry, F. E.....	do	Henderson, James L.....	do
Bowers, E. C.....	do	Hooe, Robert Emmet.....	do
Bay, N. G.....	do	Herrdon, William Lewis.....	do
Budd, Thomas A.....	do	Hunter, Thomas T.....	do
C.		Holcomb, A. A.....	do
Cutting, John B.....	June 4, 1831.	Handy, Levin.....	do
Carter, Jno. C.....	do	Humphreys, Joshua.....	July 3, 1835.
Chaplin, Wm. C.....	April 28, 1832.	Harrison, H. N.....	do
Chandler, Wm.....	do	J.	
Claiborne, M. G. L.....	June 10, 1833.	Jarvis, Joseph W.....	June 4, 1831.
Carr, Overton.....	do	Johnson, Robert E.....	June 10, 1833.
Cotton, Charles H.....	June 14, 1834.	Jenkins, Thornton A.....	June 14, 1834.
Clinton, Franklin.....	do	K.	
Case, A. L.....	do	Keith, Lewis G.....	June 4, 1831.
Cooke, James W.....	do	Kilty, Augustus H.....	April 28, 1832.
Craven, T. A. M.....	July 3, 1835.	L.	
Cogdell, R. C.....	do	Lee, Samuel P.....	June 4, 1831.
D.		Lambert, William.....	April 28, 1832.
Duncan, James F.....	June 4, 1831.	Ludlow, William B.....	June 10, 1833.
Dahlgren, Jno. A.....	April 28, 1832.	Leigh, William.....	June 14, 1834.
Darentel, Henry.....	do	do	do
Drayton, Percival.....	June 10, 1833.	Larkin Samuel.....	do
Dove, Benjamin Moro.....	do	Lockert, James M.....	do
DeCamp, John.....	do	Lewis, Montgomery.....	do
Darlington, B. S. B.....	June 14, 1834.	Lynch, D., jr.....	July 3, 1835.
Dulaney, Daniel F.....	do	M.	
Dale, John M.....	July 3, 1835.	Moor, Henry.....	June 4, 1831.
Decatur, Stephen.....	do	Mitchell, John K.....	do
E.		Maury, Matthew F.....	do
Emmons, George F.....	June 14, 1834.	Miller, James F.....	April 28, 1832.
F.		McKinstry, James P.....	do
French, Henry.....	June 14, 1834.	Maury, Alexander C.....	do
Forrest, Richard.....	do	McDonough, James T.....	do
Flagg, H. C.....	do	Mull, Thomas A.....	do
Fairfax, O.....	July 3, 1835.	Minor, George.....	June 10, 1833.
G.		McLaughlin, J. T.....	do
Godon, Sylvanus.....	June 4, 1831.	McCreery, George.....	do
Gillis, John P.....	do	Moeller, B. J.....	do
Glasson, John J.....	do	Marchand, J. B.....	June 14, 1834.
Gillet, Samuel T.....	April 18, 1832.	Muse, William T.....	do
Gardner, John M.....	do	Middleton, Edward.....	do
Gist, Spencer C.....	do	McDougal, David.....	do
Glisson, Oliver S.....	do	McIntosh, Charles F.....	do
Gansevoort, Guert.....	do	Moorehead, Joseph.....	do
Green, Charles.....	do	Mercer, John F.....	do
Griffith, Alberto.....	do	Meade, R. W.....	do
Goldsborough, John R.....	do	Morris, Charles W.....	July 3, 1835.
Green, Theodore P.....	do	Maury, Wm. L.....	do
Griffin, William C.....	June 10, 1833.	N.	
Gillies, James M.....	do	Norvell, Hendrick.....	June 14, 1834.
		North, James H.....	July 3, 1835.

Naval register for 1836—ALPHABETICAL LIST OF PASSED MIDSHIPMEN—Continued.

Names.	Date of warrant.	Names.	Date of warrant.
P.			
Poor, Charles H.	June 4, 1831.	Sands, Benjamin F.	June 14, 1834.
Palmer, James S.	do	Stellwagen, Henry S.	do
Prentiss, George A.	do	Steedman, Charles.	do
Price, Cicero.	April 28, 1832.	Swann, William S.	do
Page, Thomas J.	June 10, 1833.	Scott, Gustavus H.	do
Pinkney, R. F.	do	Spotswood, C. F. M.	do
Piper, Ferdinand.	do	Selden, George L.	do
Pickering, Charles W.	do	Stull, Elie W.	do
Prevost, Augustin W.	June 14, 1834.	Stokes, M. S.	July 3, 1835.
Paul, Henry J.	do	T.	
Parker, John P.	do	Turner, Thomas.	June 4, 1831.
Perry, Roger.	do	Taylor, Alfred.	do
Pennock, A. M.	do	Thomson, Edward R.	April 28, 1832.
Perry, Oliver H.	July 3, 1835.	Tod, Oliver.	June 10, 1833.
Porter, David D.	do	Tueker, John R.	do
Pegram, Robert B.	do	Taylor, William R.	June 14, 1834.
Pircher, Matthew S.	do	Taliaferro, A. R.	July 3, 1835.
R.		Thomas, Charles.	do
Radford, William.	June 4, 1831.	U.	
Rowan, Stephen G.	April 28, 1832.	Underwood, J. A.	July 3, 1835.
Russ, John A.	do	W.	
Rootes, Thomas R.	June 10, 1833.	Washington, T. M.	June 4, 1831.
Ridgely, Charles S.	do	Wurts, William A.	April 28, 1832.
Robertson, W. J. H.	do	Wood, Harry P. T.	do
Rogers, John.	June 14, 1834.	Ward, William.	do
Ridgely, Daniel B.	do	Worth, Algernon S.	June 10, 1833.
Ring, John L.	do	Walker, William M.	do
Ringgold, William S.	do	Weems, John.	do
Revere, Joseph W.	do	Winslow, Jno. A.	do
Renshaw, Francis B.	July 3, 1835.	Walke, Henry.	do
S.		White, Jno. J.	do
Schenck, James F.	June 4, 1831.	Walsh, Joseph C.	June 14, 1834.
Sharpe, John C.	do	Williams John T.	do
Swartwout, Samuel.	do	White, George M.	do
Semmes, Raphael, jr.	April 28, 1832.	Wilkinson, S. W.	do
Steele, Henry A.	do	Walbach, John J. B.	do
Shepard, Burritt.	do	Wyche, George J.	July 3, 1835.
Smith, Melancton.	do	Ward, E. C.	do
Spencer, William C.	June 10, 1833.	Y.	
Sully, James R.	do	Yard, Edward M.	June 10, 1833.
Stoddard, Luther.	do	Young, William S.	do

Naval register for 1836—Continued.

PASSED MIDSHIPMEN.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1831.						
John K. Mitchell	Feb. 1, 1825....	June 4, 1831....	North Carolina	Florida	Florida	Leave of absence.
Thomas Turner.....	April 21, 1825....	do	Virginia	Virginia	Virginia	Off duty.
Henry Moor.....	March 1, 1825....	do	Maine	Maine	Maine	Leave of absence.
Charles H. Poor	do	do	Massachusetts.....	Massachusetts	District of Columbia	Rendezvous, Norfolk.
James F. Schenck	do	do	Ohio.....	Ohio	Ohio.....	Waiting orders.
John B. Cutting.....	Jan. 1, 1825....	do	Virginia	Virginia	Virginia	Ordinary, Norfolk.
T. M. Washington.....	Oct. 21, 1824....	do	do	do	do	Waiting orders.
Lewis G. Keith.....	July 1, 1825....	do	do	do	do	Frigate Potomac.
Matthew F. Maury	Feb. 1, 1825....	do	do	Tennessee.....	Tennessee.....	Leave of absence.
Timothy A. Hunt.....	March 1, 1825....	do	Connecticut	Connecticut	Connecticut	Waiting orders.
Sylvanus Godon	March 4, 1819....	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Sloop Peacock.
James S. Palmer	Jan. 1, 1825....	do	New Jersey	New Jersey	New Jersey	Delaware 74.
William Radford.....	March 1, 1825....	do	Virginia	Missouri	Missouri	Leave of absence.
Samuel F. Hazard	Jan. 1, 1823....	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Brandywine.
John M. Berrien.....	March 1, 1825....	do	Georgia.....	Georgia.....	New Jersey	Leave of absence.
George A. Prentiss.....	do	do	New Hampshire	New Hampshire	New Hampshire	Schooner Dolphin.
John C. Sharpe.....	Jan. 1, 1825....	do	Virginia	Virginia	Virginia	Schooner Enterprise.
John C. Carter.....	do	do	do	Kentucky	Kentucky	Frigate Potomac.
George Hurst.....	do	do	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Alfred Taylor	do	do	Virginia	Virginia	Virginia	Sloop Erie.
Samuel P. Lee	Nov. 22, 1825....	do	do	do	do	Sloop Vincennes.
John P. Gilliss.....	Dec. 12, 1825....	do	Delaware	Illinois	Illinois	Receiving ship, Philadelphia.
Joseph W. Jarvis	Jan. 1, 1825....	do	Connecticut	North Carolina	North Carolina	Leave of absence.
Simon B. Bissell.....	March 1, 1825....	do	Vermont	New Hampshire	New Hampshire.....	Delaware 74.
Samuel Swartwout.....	May 10, 1820....	do	New York.....	New York.....	New York.....	Sloop St. Louis.
John J. Glasson.....	Feb. 1, 1823....	do	do	do	do	Rendezvous, New York.
James F. Duncan.....	Nov. 12, 1825....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
1832.						
Samuel T. Gillet.....	Dec. 1, 1826....	April 28, 1832....	New York	Indiana.....	Indiana	Leave of absence.
Raphael Sommes, jr.....	April 1, 1826....	do	Maryland	Maryland	Maryland	Frigate Constellation.
James F. Miller.....	Nov. 1, 1826....	do	New Hampshire	Massachusetts.....	New Hampshire	Sloop Warren.
James B. McKinstry	Feb. 1, 1826....	do	New York.....	Michigan.....	Michigan.....	Leave of absence.
William A. Wirts.....	April 1, 1826....	do	New Jersey	Kentucky.....	Kentucky.....	Leave of absence.
Henry A. Steele.....	Nov. 1, 1826....	do	Delaware.....	Delaware.....	Delaware.....	Frigate Constitution.
John M. Gardner.....	June 1, 1826....	do	Pennsylvania.....	Maryland.....	Pennsylvania.....	Leave of absence.
Sponcer C. Gist.....	May 1, 1826....	do	Tennessee.....	Tennessee.....	Tennessee.....	Furlough.
Charles Heywood.....	Nov. 1, 1826....	do	Maine.....	Maine.....	Maine.....	Schooner Shark.
Alexander C. Maury.....	Feb. 1, 1826....	do	Tennessee.....	Tennessee.....	Tennessee.....	Leave of absence.

Naval register for 1836—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Oliver S. Glisson.....	Nov. 1, 1826....	April 28, 1832....	Ohio.....	Indiana.....	Indiana.....	Navy yard, Norfolk.
John A. Dahlgren.....	Feb. 1, 1826....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	On survey of the coast.
Stephen C. Rowan.....	do.....	do.....	Ireland.....	Ohio.....	Ohio.....	Sloop Vandalia.
Edw. R. Thomson.....	Dec. 1, 1826....	do.....	Pennsylvania.....	New Jersey.....	Pennsylvania.....	Waiting orders.
James T. McDonough.....	April 1, 1826....	do.....	Delaware.....	Connecticut.....	Delaware.....	Mediterranean.
Guert Gansvoort.....	March 4, 1823....	do.....	New York.....	New York.....	New York.....	Waiting orders.
William Lambert.....	Dec. 1, 1826....	do.....	District of Columbia.....	Alabama.....	Alabama.....	Leave of absence.
Harry P. T. Wood.....	March 1, 1825....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Shark.
William Ward.....	Feb. 1, 1825....	do.....	New York.....	New York.....	New York.....	Assistant in charge of chronometers.
Robert Handy.....	do.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Brandywine.
Henry Darcantel.....	April 1, 1825....	do.....	Louisiana.....	Louisiana.....	Louisiana.....	Frigate Constitution.
Burritt Shepard.....	Feb. 1, 1825....	do.....	Connecticut.....	New York.....	New York.....	Waiting orders.
Charles Green.....	May 1, 1825....	do.....	do.....	Connecticut.....	Connecticut.....	Schooner Dolphin.
Edward L. Handy.....	June 1, 1825....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Melancthon Smith.....	March 1, 1825....	do.....	New York.....	New York.....	New York.....	Navy yard, New York.
Fras. Huger.....	June 1, 1825....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
William C. Chaplin.....	Nov. 1, 1825....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	On furlough.
Cicero Price.....	Feb. 1, 1825....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Schooner Boxer.
Alberto Griffith.....	Nov. 1, 1825....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John R. Goldsborough.....	Nov. 16, 1824....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop Eric.
Charles S. Boggs.....	Nov. 1, 1826....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Rendezvous, New York.
Augustus H. Kilty.....	July 4, 1821....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Thomas A. Mull.....	Dec. 1, 1824....	do.....	do.....	do.....	do.....	Navy yard, Philadelphia.
George N. Hawkins.....	March 1, 1826....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Furlough.
John A. Russ.....	March 1, 1825....	do.....	Maine.....	Maine.....	Maine.....	Leave of absence.
Theodore P. Green.....	Nov. 1, 1826....	do.....	Vermont.....	Vermont.....	Vermont.....	Sloop Vincennes.
1833.						
Thomas J. Paigo.....	Oct. 1, 1827....	June 10, 1833....	Virginia.....	Virginia.....	Virginia.....	On survey of the coast.
George Minor.....	April 1, 1827....	do.....	do.....	do.....	do.....	Frigate Potomac.
Percival Drayton.....	Dec. 1, 1827....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Constitution.
William C. Griffin.....	Oct. 1, 1827....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Potomac.
Oliver Tod.....	May 1, 1827....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Robert F. Pinkney.....	Dec. 1, 1827....	do.....	Maryland.....	Maryland.....	Maryland.....	Receiving ship, Baltimore.
Thomas R. Rootes.....	March 1, 1827....	do.....	Virginia.....	Georgia.....	Virginia.....	Schooner Enterprise.
Edward M. Yard.....	Nov. 1, 1827....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Brandywine.
J. T. McLanghlin.....	Dec. 1, 1827....	do.....	Maryland.....	Alabama.....	Alabama.....	Leave of absence.
James M. Gilliss.....	March 1, 1827....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop John Adams.
Alexander Gibson.....	July 4, 1822....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Ontario.
William S. Young.....	March 1, 1827....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop John Adams.

Naval register for 1836—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William. W. Bleecker.....	May 1, 1827....	June 10, 1833....	New York.....	New York.....	New York.....	Leave of absence.
Joseph F. Green.....	Nov. 1, 1827....	do	Maine.....	Maine.....	Maine.....	Frigate Potomac.
Algernon S. Worth.....	Feb. 1, 1827....	do	Massachusetts.....	New York.....	New York.....	Navy yard, Norfolk.
Zachariah Holland.....	June 1, 1827....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John De Camp.....	Oct. 1, 1827....	do	New Jersey.....	Florida.....	Florida.....	Navy yard, New York.
Bushrod W. Hunter.....	Nov. 1, 1827....	do	District of Columbia.....	Virginia.....	Virginia.....	Frigate Constitution.
William C. Spencer.....	Dec. 1, 1827....	do	Maryland.....	Pennsylvania.....	Maryland.....	Leave of absence.
Wm. I. H. Robertson.....	Nov. 1, 1827....	do	Virginia.....	Virginia.....	District of Columbia.....	Leave of absence.
M. G. L. Claiborne.....	Feb. 1, 1827....	do	Tennessee.....	Tennessee.....	Tennessee.....	Leave of absence.
Charles W. Pickering.....	May 1, 1823....	do	New Hampshire.....	New Hampshire.....	New Hampshire.....	Waiting orders.
Overton Carr.....	March 1, 1827....	do	District of Columbia.....	Indiana.....	District of Columbia.....	Sloop John Adams.
William B. Ludlow.....	May 1, 1827....	do	Delaware.....	Maryland.....	Massachusetts.....	Frigate Brandywine.
Luther Stoddard.....	April 1, 1827....	do	New York.....	New York.....	New York.....	Frigate Brandywine.
John R. Tucker.....	June 1, 1826....	do	District of Columbia.....	Indiana.....	District of Columbia.....	Sloop Erie.
William M. Walker.....	Nov. 1, 1827....	do	Maryland.....	Maryland.....	do	Sloop Vandalia.
Francis Bartlett.....	March 1, 1825....	do	Massachusetts.....	Vermont.....	Massachusetts.....	Furlough.
George R. Gray.....	Nov. 1, 1826....	do	Delaware.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Norfolk.
John Weems.....	Aug. 4, 1827....	do	District of Columbia.....	District of Columbia.....	Maryland.....	Sloop Peacock.
Charles S. Ridgely.....	Nov. 1, 1826....	do	Maryland.....	Maryland.....	do	Leave of absence.
Robert E. Johnson.....	Oct. 1, 1827....	do	North Carolina.....	North Carolina.....	North Carolina.....	Delaware 74.
George McCreery.....	Nov. 1, 1827....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John A. Winslow.....	Feb. 1, 1827....	do	North Carolina.....	North Carolina.....	Massachusetts.....	Coast of Brazil.
Benjamin More Dove.....	Dec. 1, 1826....	do	Virginia.....	Virginia.....	District of Columbia.....	Frigate Potomac.
James R. Sully.....	Feb. 1, 1827....	do	South Carolina.....	do	Virginia.....	Waiting orders.
Bernard J. Moeller.....	April 1, 1827....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Ferdinand Piper.....	Nov. 1, 1827....	do	do	do	do	Delaware 74.
Henry Walke.....	Feb. 1, 1827....	do	Virginia.....	Ohio.....	Ohio.....	Furlough.
John J. Whitte.....	July 1, 1826....	do	Georgia.....	Georgia.....	Georgia.....	Frigate Brandywine.
1834.						
Thornton A. Jenkins.....	Nov. 1, 1828....	June 14, 1834....	Virginia.....	Virginia.....	Virginia.....	Survey of the coast.
Joseph C. Walsh.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles H. Cotton.....	Jan. 1, 1828....	do	Vermont.....	Vermont.....	Vermont.....	Furlough.
Augustin W. Prevost.....	Nov. 1, 1828....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Boxer.
Franklin Clinton.....	April 1, 1828....	do	New York.....	New York.....	New York.....	Leave of absence.
James K. Bowie.....	Nov. 1, 1828....	do	Maryland.....	Maryland.....	Maryland.....	Frigate Constellation.
John Rodgers.....	April 18, 1828....	do	do	District of Columbia.....	do	Leave of absence.
John B. Marchand.....	May 1, 1828....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
William Rogers Taylor.....	April 1, 1828....	do	Rhode Island.....	Rhode Island.....	Massachusetts.....	Sloop Peacock.
H. J. Hartsteno.....	do	do	South Carolina.....	Georgia.....	South Carolina.....	Leave of absence.

Naval register for 1836—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Lloyd J. Bryan.....	Jan. 1, 1828....	June 14, 1834....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Benjamin F. Sands.....	April 1, 1828....	do.....	Maryland.....	Kentucky.....	Kentucky.....	Survey of the coast.
Henry French.....	Jan. 1, 1828....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
William Leigh.....	Nov. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Peacock.
Samuel Larkin, jr.....	April 1, 1828....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Waiting orders.
Henry S. Stellwagen.....	do.....	do.....	Virginia.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
James L. Henderson.....	June 1, 1828....	do.....	do.....	District of Columbia.	Virginia.....	Leave of absence.
Daniel B. Ridgely.....	April 1, 1828....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Warren.
John L. Ring.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Henry J. Paul.....	do.....	do.....	Ireland.....	North Carolina.....	North Carolina.....	Navy yard, New York.
Robert Emmet Hoce.....	Jan. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
James M. Lookert.....	April 1, 1828....	do.....	South Carolina.....	Tennessee.....	Tennessee.....	Sloop John Adams.
William T. Muso.....	June 1, 1828....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Constitution.
William H. Brown.....	Jan. 1, 1828....	do.....	Maryland.....	Maryland.....	District of Columbia.	Leave of absence.
Charles Steedman.....	April 1, 1828....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Constitution.
William Lewis Herndon.....	Nov. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
John C. Graham.....	April 1, 1828....	do.....	District of Columbia.	Kentucky.....	District of Columbia.	Leave of absence.
John P. Parker.....	do.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Rendezvous, Boston.
John F. Borden.....	do.....	do.....	Pennsylvania.....	Ohio.....	Ohio.....	Frigate Constellation.
James Alden, jr.....	do.....	do.....	Maine.....	Maine.....	Maine.....	Leave of absence.
Augustus L. Caso.....	do.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Roger Perry.....	July 1, 1828....	do.....	Maryland.....	Maryland.....	Maryland.....	Frigate Constellation.
William S. Ringgold.....	Nov. 1, 1828....	do.....	do.....	District of Columbia.	District of Columbia.	Frigate Constitution.
John T. Williams.....	April 1, 1828....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Joseph W. Revore.....	do.....	do.....	Massachusetts.....	New York.....	New York.....	Frigate Constitution.
Alex. M. Pennoek.....	do.....	do.....	Virginia.....	Tennessee.....	Tennessee.....	Frigate Potomac.
B. S. B. Darlington.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
George F. Emmons.....	do.....	do.....	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
Edward Middleton.....	July 1, 1828....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Constitution.
Montgomery Lewis.....	Nov. 1, 1828....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constitution.
George M. White.....	do.....	do.....	Georgia.....	Georgia.....	District of Columbia.	Waiting orders.
Charles E. L. Griffin.....	do.....	do.....	Virginia.....	New York.....	New York.....	Receiving ship, New York.
William S. Swann.....	July 1, 1828....	do.....	do.....	Virginia.....	Virginia.....	Sloop Warren.
Thomas T. Hunter.....	do.....	do.....	do.....	do.....	do.....	Leave of absence.
Albert A. Holcomb.....	April 1, 1828....	do.....	New Jersey.....	Kentucky.....	Kentucky.....	Receiving ship, New York.
Gustavus H. Scott.....	Aug. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Richard Forrest.....	Nov. 1, 1828....	do.....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop St. Louis.
Levin Handy.....	June 1, 1828....	do.....	Maryland.....	Maryland.....	Maryland.....	On survey of the coast.
David McDougal.....	April 1, 1828....	do.....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
Charles F. McIntosh.....	Nov. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.

Naval register for 1836—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James W. Cook.....	April 1, 1828....	June 14, 1834....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Constitution.
C. F. M. Spotswood.....	Nov. 1, 1828....	do.....	Virginia.....	Virginia.....	Virginia.....	Receiving ship Norfolk.
Henry C. Flagg.....	April 1, 1828....	do.....	Connecticut.....	South Carolina.....	South Carolina.....	Frigate Potomac.
Joseph Moorehead.....	do.....	do.....	Ohio.....	Ohio.....	Ohio.....	Waiting orders.
Daniel F. Dulany.....	do.....	do.....	Virginia.....	Maine.....	Virginia.....	Waiting orders.
George L. Selden.....	do.....	do.....	do.....	Ohio.....	District of Columbia.	Schooner Shark.
William H. Ball.....	do.....	do.....	District of Columbia.	do.....	do.....	Waiting orders.
Elio W. Stall.....	June 1, 1828....	do.....	Maryland.....	District of Columbia.	do.....	Waiting orders.
John F. Mercer.....	Oct. 1, 1828....	do.....	New Jersey.....	Connecticut.....	Connecticut.....	Navy yard, New York.
Stephen W. Wilkinson.....	April 1, 1828....	do.....	North Carolina.....	Tennessee.....	Tennessee.....	Waiting orders.
James E. Brown.....	Dec. 1, 1827....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
Hendrick Norvell.....	April 1, 1828....	do.....	Kentucky.....	Tennessee.....	Kentucky.....	Schooner Enterprise.
Charles C. Barton.....	Dec. 1, 1824....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constitution.
Jno. J. B. Wallbach.....	Dec. 1, 1827....	do.....	do.....	New Hampshire.....	do.....	Leave of absence.
Joseph R. Brown.....	July 10, 1819....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Richard W. Mendo.....	April 1, 1826....	do.....	Spain.....	do.....	do.....	Leave of absence.
1835.						
Oliver H. Perry.....	Feb. 24, 1820....	July 3, 1835....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Charles W. Morris.....	Sept. 12, 1829....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Joshua Humphreys.....	Feb. 2, 1829....	do.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.	Leave of absence.
Richard Bache, jr.....	June 3, 1829....	do.....	do.....	do.....	Pennsylvania.....	Leave of absence.
Francis E. Barry.....	June 22, 1829....	do.....	Teneriffo.....	do.....	do.....	Receiving ship, Philadelphia.
Joseph A. Underwood.....	Feb. 2, 1829....	do.....	Maine.....	Massachusetts.....	New York.....	Navy yard, New York.
John B. Dale.....	do.....	do.....	Massachusetts.....	do.....	Massachusetts.....	Leave of absence.
Stephen Decatur.....	March 17, 1829....	do.....	New Jersey.....	New Hampshire.....	New Hampshire.....	Leave of absence.
Wm. L. Maury.....	Feb. 2, 1829....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
David D. Porter.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Edward C. Bowers.....	do.....	do.....	do.....	Connecticut.....	do.....	Receiving ship, Boston.
Montfort S. Stokes.....	May 12, 1829....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Nathaniel G. Bay.....	Feb. 2, 1829....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Thomas A. Budd.....	do.....	do.....	do.....	do.....	do.....	Leave of absence.
Andrew F. V. Gray.....	Oct. 15, 1829....	do.....	West Indies.....	Louisiana.....	United States.....	Receiving ship, Norfolk.
George J. Wycho.....	Feb. 2, 1829....	do.....	Virginia.....	Alabama.....	Alabama.....	Waiting orders.
Octavius Fairfax.....	Jan. 1, 1828....	do.....	do.....	Virginia.....	Virginia.....	Leave of absence.
T. A. M. Craven.....	Feb. 2, 1829....	do.....	New Hampshire.....	New York.....	New York.....	Leave of absence.
Dominick Lynch, jr.....	do.....	do.....	New York.....	do.....	do.....	Waiting orders.
Francis B. Renshaw.....	Nov. 1, 1828....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Addison R. Talliaferro.....	Feb. 2, 1829....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Horace N. Harrison.....	April 1, 1828....	do.....	Georgia.....	Georgia.....	Georgia.....	Leave of absence.

Naval register for 1836—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James H. North.....	May 20, 1820....	July 3, 1835....	South Carolina	South Carolina	South Carolina	Leave of absence.
Robert B. Pegram	Feb. 2, 1820....	do	Virginia	Virginia	Virginia	Leave of absence.
Edward C. Ward	do	do	New York.....	New York.....	New York.....	Navy yard, New York.
Richard C. Cogdell	May 19, 1820....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
Matthew S. Pitcher	March 13, 1820....	do	New York.....	New York.....	New York.....	Waiting orders.
James Anderson.....	Feb. 2, 1820....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Charles Thomas	do	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Passed midshipmen—199.						
MIDSHIPMEN						
A.						
John J. Almy	Feb. 2, 1820....	Feb. 2, 1820....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
John P. B. Adams.....	do	do	Delaware	Delaware	Delaware	Leave of absence.
John G. Anthony.....	July 1, 1830....	July 1, 1830....	New York.....	New York.....	New York.....	Leave of absence.
Benjamin Franklin Anderson.....	March 3, 1831....	March 3, 1831....	Massachusetts.....	Virginia	Virginia	Sloop Ontario.
William M. E. Adams.....	June 7, 1831....	June 7, 1831....	Georgia.....	Georgia.....	Georgia.....	Sloop St. Louis.
Joseph Herrod Adams.....	Dec. 8, 1831....	Dec. 8, 1831....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Mediterranean squadron.
Charles A. Auze.....	Dec. 13, 1831....	Dec. 13, 1831....	New York.....	Georgia.....	Georgia.....	Delaware 74.
*Latham B. Avery.....	Dec. 19, 1831....	Dec. 19, 1831....	Connecticut	Connecticut	Connecticut	Schooner Dolphin.
James F. Armstrong.....	March 7, 1832....	March 7, 1832....	New Jersey.....	New Jersey.....	New Jersey.....	Delaware 74.
*William H. Adams.....	April 27, 1832....	April 27, 1832....	Tennessee.....	Mississippi.....	Mississippi.....	Sloop St. Louis.
Edwin C. Anderson	Nov. 25, 1834....	Nov. 25, 1834....	Georgia.....	Georgia.....	Georgia.....	Frigate Constitution.
*Francis Alexander.....	May 27, 1835....	May 27, 1835....	Mississippi	Mississippi.....	Mississippi.....	Sloop Vandalia.
*John Quincy Adams.....	July 3, 1835....	July 3, 1835....	.....	Massachusetts.....	.....	.....
B.						
August S. Baldwin	Feb. 2, 1820....	Feb. 2, 1820....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Constellation.
Otway H. Berryman.....	do	do	Virginia	District of Columbia.	District of Columbia.	Naval school, Norfolk.
John Shaw Booth.....	May 27, 1820....	May 27, 1820....	New York.....	New York.....	Connecticut	Frigate Constellation.
Eugene Boyle.....	May 10, 1831....	May 10, 1831....	Maryland.....	District of Columbia.	District of Columbia.	Frigate Potomac.
Thomas M. Brasher.....	June 6, 1831....	June 6, 1831....	New York.....	New York.....	New York.....	Frigate Potomac.
Simon F. Blunt.....	Sept. 7, 1831....	Sept. 7, 1831....	Virginia.....	Virginia.....	Virginia.....	Sloop John Adams.
William P. Bradburn.....	Dec. 31, 1831....	Dec. 31, 1831....	Tennessee.....	Tennessee.....	Tennessee.....	Leave of absence.
Theodore B. Barrett.....	May 8, 1832....	May 8, 1832....	Ohio.....	Ohio.....	Ohio.....	Navy yard, Boston.
Frederick A. Bacon.....	May 25, 1832....	May 25, 1832....	Connecticut	Connecticut	Connecticut	Schooner Shark.
William B. Beverly.....	June 9, 1832....	June 9, 1832....	Virginia.....	Alabama.....	Alabama.....	Frigate Constellation.
Francis E. Baker	July 17, 1832....	July 17, 1832....	do	Virginia.....	Virginia.....	Leave of absence.
Washington A. Bartlett.....	Jan. 22, 1833....	Jan. 22, 1833....	Maine.....	Maine.....	Maine.....	Frigate Brandywine.
William G. Benham.....	Feb. 26, 1833....	Feb. 26, 1833....	Ohio.....	Ohio.....	Ohio.....	Schooner Enterprise.
John W. Bryce.....	March 2, 1833....	March 2, 1833....	Virginia.....	Kentucky.....	Kentucky.....	Frigate Potomac.
*Joseph W. Brackett.....	March 14, 1833....	March 14, 1833....	New York.....	New York.....	New York.....	Leave of absence.

Those midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

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Naval register for 1836—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Robert Burts.....	May 31, 1833....	May 31, 1833....	Maryland.....	Ohio.....	Ohio.....	Sloop Ontario.
*George Butterfield.....	Oct. 8, 1833....	Oct. 8, 1833....	New York.....	New York.....	New York.....	Sloop Vincennes.
James S. Biddle.....	Oct. 18, 1833....	Oct. 18, 1833....	Pennsylvania.....	Tennessee.....	Tennessee.....	Sloop Vincennes.
*William L. Blanton.....	Jan. 2, 1834....	Jan. 2, 1834....	Kentucky.....	Kentucky.....	Kentucky.....	Schooner Boxer.
R. L. Browning, jr.	Feb. 8, 1834....	Feb. 8, 1834....	do.....	Ohio.....	Ohio.....	Sloop Ontario.
Nathan Barnes, jr.	Feb. 22, 1834....	Feb. 22, 1834....	Maine.....	Maine.....	Maine.....	Sloop Erie.
*James M. Bankhead.....	Feb. 28, 1834....	Feb. 28, 1834....	South Carolina.....	At large.....	South Carolina.....	Frigate Potomac.
*Isaac N. Brown.....	March 15, 1834....	March 15, 1834....	Kentucky.....	Tennessee.....	Tennessee.....	Sloop Vandalia.
*Robert M. Bowland.....	do.....	do.....	Pennsylvania.....	Ohio.....	Ohio.....	Frigate Potomac.
*Samuel C. Barney.....	June 27, 1835....	June 27, 1835....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
*Joseph N. Barney.....	June 30, 1835....	June 30, 1835....	do.....	do.....	do.....	Frigate Potomac.
C.						
George R. Carroll.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William T. Cocks.....	April 25, 1831....	April 25, 1831....	Virginia.....	Virginia.....	Virginia.....	Naval school, Norfolk.
David R. Crawford.....	Dec. 9, 1831....	Dec. 9, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
*John Carroll.....	Dec. 13, 1831....	Dec. 13, 1831....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Vincennes.
*William Craney.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Leave of absence.
*Henry Logan Chipman.....	Jan. 14, 1832....	Jan. 14, 1832....	South Carolina.....	Michigan.....	Michigan.....	Frigate Potomac.
George Colvocoressis.....	Feb. 21, 1832....	Feb. 21, 1832....	Greece.....	Vermont.....	Vermont.....	Delaware 74.
*Albert G. Clary.....	May 8, 1832....	May 8, 1832....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
Thomas W. Cumming.....	May 19, 1832....	May 19, 1832....	Maryland.....	Georgia.....	Georgia.....	West India squadron.
George W. Chapman.....	Sept. 20, 1832....	Sept. 20, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
John Cotee.....	Oct. 27, 1832....	Oct. 27, 1832....	Maryland.....	Maryland.....	Maryland.....	Sloop Peacock.
Henry Cadwalader.....	Dec. 13, 1833....	Dec. 13, 1833....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Enterprise.
*William H. Carns.....	Dec. 31, 1833....	Dec. 31, 1833....	Maryland.....	Arkansas.....	Arkansas.....	Leave of absence.
*Johnston B. Carter.....	do.....	do.....	North Carolina.....	Florida.....	Virginia.....	Sloop John Adams.
Napoleon Collins.....	Jan. 2, 1834....	Jan. 2, 1834....	Pennsylvania.....	Indiana.....	Indiana.....	Leave of absence.
*Charles M. Collier.....	Nov. 25, 1834....	Nov. 25, 1834....	Virginia.....	do.....	do.....	Leave of absence.
*William Nott Callender.....	Dec. 20, 1834....	Dec. 20, 1834....	do.....	New York.....	do.....	do.....
*Alexander H. Cass.....	July 21, 1835....	July 21, 1835....	Ohio.....	Ohio.....	Ohio.....	Waiting orders.
*Francis S. Claxton.....	July 30, 1835....	July 30, 1835....	Maryland.....	District of Columbia.....	Maryland.....	Waiting orders.
*William Mackey Caldwell.....	Oct. 10, 1835....	Oct. 10, 1835....	Massachusetts.....	Massachusetts.....	Pennsylvania.....	Waiting orders.
*Luther L. Creecy.....	Nov. 10, 1835....	Nov. 10, 1835....	Tennessee.....	Tennessee.....	Tennessee.....	Waiting orders.
D.						
Townshend Dado.....	May 1, 1828....	May 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Thomas F. Davis.....	Feb. 2, 1829....	Feb. 2, 1829....	Maine.....	Maine.....	Maine.....	Leave of absence.
Stephen Dod.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Constellation.
Edward J. De Haven.....	Oct. 2, 1829....	Oct. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship New York.
Alonzo B. Davis.....	April 25, 1831....	April 25, 1831....	Louisiana.....	do.....	do.....	Navy yard, Boston.

Naval register for 1836—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James A. Doyle	Jan. 4, 1832....	Jan. 4, 1832....	Virginia	Indiana.....	Indiana.....	Frigate Constellation.
William S. Drayton.....	July 16, 1832....	July 16, 1832....	South Carolina	South Carolina	South Carolina	Sloop Peacock.
*George W. Doty.....	Jan. 4, 1833....	Jan. 4, 1833....	New York.....	New York.....	New York.....	Schooner Dolphin.
*Jesse Elliott Duncan.....	July 9, 1833....	July 9, 1833....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
*Edwin A. Drake.....	June 26, 1834....	June 26, 1834....	Canada.....	Kentucky.....	Kentucky.....	Sloop Vandalia.
*Edward Donaldson.....	July 21, 1835....	July 21, 1835....	Maryland.....	Maryland.....	Maryland.....	Sloop Warren.
*Charles Deas.....	Oct. 15, 1835....	Oct. 15, 1835....	South Carolina	South Carolina	South Carolina	Waiting orders.
E.						
*Henry Eld, jr.....	Jan. 1, 1832....	Jan. 1, 1832....	Connecticut	Connecticut	Connecticut	Delaware 74.
F.						
James M. Frailey	May 1, 1828....	May 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Frigate Constellation.
John W. D. Ford.....	Feb. 2, 1829....	Feb. 2, 1828....	do	Virginia.....	Virginia.....	Frigate Constellation.
James I. Forbes.....	Aug. 30, 1831....	Aug. 30, 1831....	do	Pennsylvania.....	Pennsylvania.....	Schooner Enterprise.
*Charles E. Fleming.....	Jan. 15, 1835....	Jan. 15, 1835....	New Jersey.....	New York.....	New York.....	Frigate Constitution.
G.						
William Ross, Gardner.....	Dec. 29, 1831....	Dec. 29, 1831....	Georgia.....	Georgia.....	Georgia.....	Schooner Enterprise.
*Hunn Gansevoort.....	May 8, 1832....	May 8, 1832....	New York.....	New York.....	New York.....	Sloop Vincennes.
Thomas O. Glasscock.....	July 17, 1832....	July 17, 1833....	South Carolina	Georgia.....	Georgia.....	Leave of absence.
Washington Gwathmey.....	July 21, 1832....	July 21, 1832....	England.....	Virginia.....	Virginia.....	Sloop Vincennes.
William P. Gamble.....	Oct. 10, 1832....	Oct. 10, 1832....	Tennessee.....	Tennessee.....	Tennessee.....	Pacific squadron.
Gough W. Grant.....	May 30, 1833....	May 30, 1833....	North Carolina.....	North Carolina.....	North Carolina.....	Naval school, Norfolk.
*John Julius Guthrie.....	Feb. 26, 1834....	Feb. 26, 1834....	do	do	do	Sloop John Adams.
*Benjamin Stoddert Gantt.....	June 16, 1834....	June 16, 1834....	District of Columbia.	Tennessee.....	Maryland.....	Sloop St. Louis.
H.						
William D. Hurst.....	Feb. 2, 1829....	Feb. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Parry W. Humphreys.....	Feb. 18, 1829....	Feb. 18, 1829....	Kentucky.....	Kentucky.....	Kentucky.....	Frigate Constellation.
James L. Heap.....	June 5, 1830....	June 5, 1830....	Delaware.....	Pennsylvania.....	Pennsylvania.....	Naval school, Norfolk.
Richard M. Harvey.....	July 24, 1830....	July 24, 1830....	North Carolina	North Carolina	North Carolina	Naval school, Norfolk.
Charles Hunter.....	April 25, 1831....	April 25, 1831....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Constitution.
*Francis P. Hoban.....	April 28, 1831....	April 28, 1831....	District of Columbia.	District of Columbia.	District of Columbia.	Frigate Constellation.
John Hall.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Sloop Vincennes.
Montgomery Hunt, jr.....	Jan. 17, 1832....	Jan. 17, 1832....	do	do	do	Leave of absence.
George W. Harrison.....	Jan. 20, 1832....	Jan. 20, 1832....	West Indies.....	Virginia.....	Georgia.....	Sloop St. Louis.
Francis S. Hagerty.....	Feb. 17, 1832....	Feb. 17, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constitution.
Edward S. Hutter.....	Feb. 24, 1832....	Feb. 24, 1832....	do	do	do	Sloop Peacock.
*Daniel D. Henrio.....	Jan. 4, 1833....	Jan. 4, 1833....	Ohio.....	Ohio.....	Ohio.....	Schooner Dolphin.
*John Cassin Henry.....	March 6, 1833....	March 6, 1833....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.

Naval register for 1836—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*James L. Hannegan	Jan. 2, 1834....	Jan. 2, 1834....	Kentucky	Kentucky.....	Kentucky.....	Sloop Vincennes.
Abram Harroll	Jan. 4, 1834....	Jan. 4, 1834....	Virginia	Tennessee.....	Tennessee.....	Leave of absence.
Charles R. Howard	May 28, 1834....	May 28, 1834....	.....	At large .....	.....	Delaware 74.
*Thomas B. Huger	March 5, 1835....	March 5, 1835....	South Carolina	South Carolina	South Carolina	Waiting orders.
*Ben. F. B. Hunter	Aug. 20, 1835....	Aug. 20, 1835....	Pennsylvania.....	Georgia.....	District of Columbia.	Sloop Warren.
I.						
*R. Dolaney Izard.....	Nov. 7, 1834....	Nov. 7, 1834....	Pennsylvania	South Carolina	South Carolina	Sloop Peacock.
J.						
Edmund Jenkins.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland	Maryland.....	Maryland.....	Leave of absence.
*William A. Jones.....	July 13, 1831....	July 13, 1831....	Pennsylvania.....	Ohio.....	Ohio.....	Sloop Vincennes.
William H. B. Johnson	Feb. 16, 1832....	Feb. 16, 1832....	Maryland	Maryland	Maryland	Mediterranean.
James D. Johnson	June 30, 1832....	June 30, 1832....	Kentucky	Kentucky	Kentucky	Naval school, Norfolk.
*A. Hubley Jenkins	Nov. 25, 1834....	Nov. 25, 1834....	Pennsylvania	Pennsylvania.....	Pennsylvania.....	Frigate Constitution.
K.						
Edmund C. Kennedy.....	Sept. 17, 1830....	Sept. 17, 1830....	Virginia	Virginia	Virginia	Naval school, Norfolk.
*Daniel Murray Koy.....	Nov. 28, 1833....	Nov. 28, 1833....	District of Columbia.	New York.....	New York.....	Leave of absence.
L.						
Levi Lincoln, jr.....	Feb. 1, 1828....	Feb. 1, 1828....	Massachusetts	Massachusetts.....	Massachusetts.....	Sloop Warren.
Henry H. Lewis.....	May 1, 1828....	May 1, 1828....	Virginia	Kentucky	Kentucky	Sloop Warren.
Richard L. Lovo.....	Sept. 17, 1830....	Sept. 17, 1830....	do	Virginia	Virginia	Mediterranean squadron.
James B. Lewis	March 31, 1831....	March 31, 1831....	do	Tennessee.....	do	Leave of absence.
Richard H. Lowndes.....	June 25, 1831....	June 25, 1831....	South Carolina	South Carolina	South Carolina.....	Frigate Constellation.
Edmund Lanier.....	July 9, 1831....	July 9, 1831....	Virginia	Tennessee.....	Tennessee.....	Sloop St. Louis.
Francis Lowry.....	Aug. 3, 1831....	Aug. 3, 1831....	Vermont.....	Vermont.....	Vermont.....	Frigate Brandywine.
William Edgar Le Roy.....	Jan. 11, 1832....	Jan. 11, 1832....	New York.....	New York.....	New York.....	Delaware 74.
Robert Poinsett Lovell.....	May 1, 1833....	May 1, 1833....	South Carolina	South Carolina	South Carolina	Leave of absence.
*Samuel B. Lee.....	Jan. 28, 1835....	Jan. 28, 1835....	New York.....	New York.....	New York.....	Sloop Peacock.
M.						
John M. Mason.....	March 31, 1831....	March 31, 1831....	Virginia	Virginia	Virginia	Leave of absence.
Allen M'Lane.....	April 25, 1831....	April 25, 1831....	Delaware	Delaware	Delaware	Leave of absence.
William May.....	May 2, 1831....	May 2, 1831....	District of Columbia.	Mississippi	District of Columbia	Frigate Constellation.
Peter U. Murphy.....	May 12, 1831....	May 12, 1831....	North Carolina	North Carolina	North Carolina.....	Delaware 74.
John Mooney.....	Dec. 13, 1831....	Dec. 13, 1831....	Maine	Maine	Maine	Sloop Warren.
James M'Cormick	Dec. 24, 1831....	Dec. 24, 1831....	Ohio	Ohio	Ohio	Sloop St. Louis.
Matthias Marino	Jan. 3, 1832....	Jan. 3, 1832....	Florida	Florida	Florida	Sloop John Adams.
Thomas M. Mix.....	Jan. 6, 1832....	Jan. 6, 1832....	New York.....	New York.....	New York.....	Receiving ship, New York.
*J. R. Madison Mullany	Jan. 7, 1832....	Jan. 7, 1832....	do	New Jersey	New Jersey	Receiving ship, New York.

Naval register for 1836—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Lafayette Maynard	Feb. 4, 1832....	Feb. 4, 1832....	Virginia	Virginia	Virginia	Sloop Vandalia.
William P. McArthur.....	Feb. 11, 1832....	Feb. 11, 1832....	Missouri	Missouri	Missouri	Pacific squadron.
John N. Maffit.....	Feb. 25, 1832....	Feb. 25, 1832....	Ireland	New York	New York.....	Frigate Constitution.
James D. Morrison	March 8, 1832....	March 8, 1832....	Illinois	Illinois	Illinois	Leave of absence.
*Wilson R. McKinney.....	March 20, 1834....	March 20, 1834....	Tennessee	Alabama	Alabama	Sloop St. Louis.
*Jennings Fennor Marrast.....	March 29, 1834....	March 29, 1834....	Maryland	do	do	Sloop St. Louis.
William H. Macomb	April 10, 1834....	April 10, 1835....	Michigan	New York.....	New York.....	Frigate Potomac.
*Louis McLane.....	March 5, 1835....	March 5, 1835....	Delaware	Delaware	Delaware	Sloop Peacock.
*Louis Eugene Musson.....	March 11, 1835....	March 11, 1835....	Louisiana	Louisiana	Louisiana	Sloop Vandalia.
*Charles Shaler McDonough	April 8, 1835....	April 8, 1835....	Connecticut	New York.....	New York.....	Waiting orders.
*Alexander Murray.....	Aug. 22, 1835....	Aug. 22, 1835....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
*Benjamin Morgan	Nov. 2, 1835....	Nov. 2, 1835....	Louisiana	Louisiana	Louisiana	Waiting orders.
N.						
John S. Neville	May 2, 1832....	May 2, 1832....	Pennsylvania.....	Ohio	Ohio.....	Delaware 74.
William E. Newton	Sept. 24, 1832....	Sept. 24, 1832....	New York.....	New York.....	New York.....	Naval school, New York.
Benjamin Romaine Nichols	July 8, 1833....	July 8, 1833....	do	Illinois	Illinois	Frigate Brandywine.
Joseph Norvell	Jan. 13, 1834....	Jan. 13, 1834....	Pennsylvania	Michigan	Michigan	Frigate Brandywine.
*Callendar St. George Noland.....	June 16, 1834....	June 16, 1834....	Virginia	Arkansas	Arkansas	Schooner Boxer.
O.						
Frederick Oakes.....	May 8, 1832....	May 8, 1832....	Connecticut	Connecticut	Connecticut	Leave of absence.
James O'Shannessy.....	July 9, 1833....	July 9, 1833....	New York.....	New York.....	New York.....	Leave of absence.
P.						
*Robert Patton, jr.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia	District of Columbia.....	Virginia	Waiting orders.
William Pope	do	do	Illinois	Illinois	Illinois	Leave of absence.
Carlisle P. Patterson	Sept. 2, 1829....	Sept. 2, 1829....	Mississippi.....	District of Columbia.....	Mississippi	Delaware 74.
James L. Parker	June 6, 1831....	June 6, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
Quarter B. Poindexter.....	Nov. 16, 1831....	Nov. 16, 1831....	Virginia	New York.....	New York.....	Leave of absence.
*Bnoeh G. Parrott	Dec. 10, 1831....	Dec. 18, 1831....	New Hampshire	New Hampshire	New Hampshire	Leave of absence.
William Ross Postell.....	Dec. 31, 1831....	Dec. 31, 1831....	South Carolina	South Carolina	Georgia.....	Receiving ship, New York.
Ferdinand Popin	April 13, 1832....	April 13, 1832....	Pennsylvania.....	Florida	Florida	Delaware 74.
*William Albert Parker.....	July 3, 1832....	July 3, 1832....	New Hampshire	New Hampshire	New Hampshire	Sloop Vincennes.
William L. Parkinson.....	Sept. 29, 1832....	Sept. 29, 1832....	New Jersey	Pennsylvania	Pennsylvania.....	Naval school, New York.
Samuel Pearce	March 30, 1833....	March 30, 1833....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Brandywine.
*Jn. Smith Patterson.....	April 18, 1833....	April 18, 1833....	South Carolina	South Carolina	South Carolina	Frigate Brandywine.
Charles H. Piper	Nov. 7, 1833....	Nov. 7, 1833....	Maryland	Ohio.....	Ohio.....	Frigate Brandywine.
*Thaddeus Kosciusko Porlee	Feb. 12, 1834....	Feb. 12, 1834....	Pennsylvania	Louisiana	Louisiana	Sloop St. Louis.
*William C. Bolton S. Porter.....	June 29, 1835....	June 29, 1835....	.....	District of Columbia.....	.....	Sloop John Adams.
*Matthew C. Perry.....	July 1, 1835....	July 1, 1835....	New York.....	New York.....	New York.....	Frigate Potomac.
*George Henry Proble.....	Oct. 10, 1835....	Oct. 10, 1835....	Maine	Maine	Maine.....	Waiting orders.

Naval register for 1836—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
R.						
Nathaniel Reeder.....	Nov. 1, 1828....	Nov. 1, 1828....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
Alexander R. Rosa.....	Sept. 26, 1830....	Sept. 26, 1830....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
George W. Randolph.....	March 31, 1831....	March 31, 1831....	do.....	do.....	do.....	Frigate Constitution.
James W. E. Reid.....	Sept. 26, 1831....	Sept. 26, 1831....	Georgia.....	Georgia.....	Georgia.....	Sloop Vandalia.
William Reynolds.....	Nov. 17, 1831....	Nov. 17, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
William Bainbridge Renshaw.....	Dec. 22, 1831....	Dec. 22, 1831....	New York.....	New York.....	New York.....	Mediterranean squadron.
Washington Reid.....	do.....	do.....	do.....	do.....	do.....	Sloop Warren.
William Ronkendorff.....	Feb. 17, 1832....	Feb. 17, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constitution.
Charles Robinson.....	May 1, 1832....	May 1, 1832....	do.....	Massachusetts.....	Massachusetts.....	Frigate Brandywine.
Charles Richardson.....	May 19, 1832....	May 19, 1832....	New York.....	New York.....	New York.....	Sloop Peacock.
*Henry P. Robertson.....	June 28, 1832....	June 28, 1833....	Tennessee.....	Tennessee.....	Tennessee.....	Schooner Shark.
James Withers Read.....	May 30, 1833....	May 30, 1833....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Brandywine.
James Riddle, jr.....	May 31, 1833....	May 31, 1833....	Delaware.....	Delaware.....	Delaware.....	Delaware 74.
John B. Randolph.....	June 11, 1833....	June 11, 1833....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
C. R. P. Rodgers.....	Oct. 5, 1833....	Oct. 5, 1833....	New York.....	Connecticut.....	Connecticut.....	Sloop Vincennes.
*Eugene Edmund Rogers.....	Nov. 26, 1834....	Nov. 26, 1834....	Delaware.....	Delaware.....	Delaware.....	Frigate Constitution.
*John Rutledge.....	April 9, 1835....	April 9, 1835....	South Carolina.....	South Carolina.....	South Carolina.....	Waiting orders.
*Robert B. Riell.....	Sept. 2, 1835....	Sept. 2, 1835....	.....	New York.....	.....	Frigate Brandywine.
*James S. Ridgely.....	Sept. 11, 1835....	Sept. 11, 1835....	.....	Maryland.....	.....	Sloop Vincennes.
S.						
James H. Strong.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Frigate Constellation.
Lewis C. Sartori.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Constellation.
E. T. Shubrick.....	June 22, 1829....	June 22, 1829....	New York.....	South Carolina.....	South Carolina.....	Frigate Constellation.
John H. Shorburne.....	Oct. 5, 1829....	Oct. 5, 1829....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Naval school, Norfolk.
*Charles Sperry.....	Feb. 23, 1830....	Feb. 23, 1830....	Vermont.....	Vermont.....	New York.....	Leave of absence.
George T. Sinclair.....	April 23, 1831....	April 23, 1831....	Virginia.....	Virginia.....	Virginia.....	Frigate Constitution.
William Scandrett Smith.....	April 25, 1831....	April 25, 1831....	do.....	do.....	do.....	Sloop John Adams.
James G. Stanly.....	April 30, 1831....	April 30, 1831....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Honry Skipwith.....	June 25, 1831....	June 25, 1831....	Virginia.....	Louisiana.....	Virginia.....	Leave of absence.
Benjamin F. Shattuck.....	do.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
Fabius Stanly.....	Dec. 20, 1831....	Dec. 20, 1831....	North Carolina.....	North Carolina.....	North Carolina.....	Receiving ship, New York.
Woodhull S. Schenck.....	Dec. 30, 1831....	Dec. 30, 1831....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
Joseph P. Sanford.....	Feb. 11, 1832....	Feb. 11, 1832....	Virginia.....	Missouri.....	Missouri.....	Sloop Ontario.
Roger N. Stembel.....	March 27, 1832....	March 27, 1832....	Maryland.....	Ohio.....	Ohio.....	Sloop Vandalia.
William Taylor Smith.....	July 17, 1832....	July 17, 1832....	Virginia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
Samuel J. Shipley.....	Jan. 14, 1834....	Jan. 14, 1834....	Delaware.....	Indiana.....	Indiana.....	Sloop Eric.
*James H. H. Sands.....	April 19, 1834....	April 19, 1834....	Maryland.....	do.....	do.....	Sloop St. Louis.
*Blancy H. Shoppard.....	May 13, 1834....	May 13, 1834....	North Carolina.....	Tennessee.....	Tennessee.....	Waiting orders.
Samuel Smith.....	June 16, 1834....	June 16, 1834....	Maryland.....	At large.....	Maryland.....	Delaware 74.

Naval register for 1836—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
*Charles R. Smith.....	Sept. 2, 1835....	Sept. 2, 1835....	New York.....	New York.....	New York.....	Frigate Brandywine.
*Wilmer Shields.....	Oct. 19, 1835....	Oct. 18, 1835....	Louisiana.....	Louisiana.....	Louisiana.....	Waiting orders.
T.						
John G. Tod.....	April 1, 1828....	April 1, 1828....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Warren.
John W. Taylor.....	do.....	do.....	South Carolina.....	Georgia.....	Georgia.....	Frigate Constellation.
Thurston M. Taylor.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Furlough.
*Samuel A. Turner.....	Feb. 2, 1829....	Feb. 2, 1829....	Pennsylvania.....	Massachusetts.....	Massachusetts.....	Frigate Constellation.
John J. Thurston.....	do.....	do.....	District of Columbia.	Alabama.....	District of Columbia.	Waiting orders.
Richard L. Tilghman.....	Oct. 27, 1830....	Oct. 27, 1830....	Maryland.....	Maryland.....	Maryland.....	Naval school, New York.
George M. Totten.....	May 5, 1831....	May 5, 1831....	New York.....	Rhode Island.....	Rhode Island.....	Leave of absence.
William Paul Taylor.....	June 13, 1831....	June 13, 1831....	do.....	New York.....	New York.....	Leave of absence.
Richard S. Trapier.....	Dec. 21, 1831....	Dec. 21, 1831....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Warren.
*Strong B. Thompson.....	April 13, 1832....	April 13, 1832....	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
Richard M. Tillotson.....	May 29, 1833....	May 29, 1833....	New York.....	New York.....	New York.....	Mediterranean squadron.
*Stephen Decatur Trenchard.....	Oct. 23, 1834....	Oct. 23, 1834....	do.....	do.....	do.....	Receiving ship, New York.
*Joshua D. Todd.....	June 26, 1835....	June 26, 1835....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
*Howard Tillotson.....	Sept. 2, 1835....	Sept. 2, 1835....	New York.....	New York.....	New York.....	Leave of absence.
V.						
Cornelius Van Alstine.....	Feb. 27, 1833....	Feb. 27, 1833....	New York.....	New York.....	New York.....	Frigate Brandywine.
*Philip Cortlandt Van Wyck.....	Dec. 4, 1834....	Dec. 4, 1834....	do.....	do.....	do.....	Sloop Warren.
*Stephen D. Valotte.....	Dec. 8, 1835....	Dec. 8, 1835....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
W.						
William B. Whiting.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Frigate Constellation.
John O. Wilson.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Constellation.
William S. Williamson.....	do.....	do.....	do.....	do.....	do.....	Frigate Constellation.
Richard Wainwright.....	May 11, 1831....	May 11, 1831....	Massachusetts.....	Virginia.....	South Carolina.....	Delaware 74.
M. D. E. W. Watson.....	Oct. 26, 1831....	Oct. 26, 1831....	Vermont.....	Ohio.....	Ohio.....	Leave of absence.
Henry Tingey Wingate.....	Dec. 13, 1831....	Dec. 13, 1831....	Maine.....	Maine.....	Maine.....	Leave of absence.
John Brooks Weed.....	do.....	do.....	do.....	do.....	do.....	Leave of absence.
A. H. Wells.....	Dec. 14, 1831....	Dec. 14, 1831....	District of Columbia.	Pennsylvania.....	Pennsylvania.....	Frigate Potomac.
George Wickham.....	Jan. 5, 1832....	Jan. 5, 1832....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
*James C. Williamson.....	Jan. 7, 1832....	Jan. 7, 1832....	New Jersey.....	New York.....	New York.....	Sloop Ontario.
Maxwell Woodhull.....	June 4, 1832....	June 4, 1832....	New York.....	do.....	do.....	Delaware 74.
*William H. Wallace.....	July 7, 1832....	July 7, 1832....	Ohio.....	Indiana.....	Indiana.....	Sloop Ontario.
Melancthon B. Woolsey.....	Sept. 24, 1832....	Sept. 24, 1832....	New York.....	New York.....	New York.....	Leave of absence.
Henry Waddell.....	Sept. 29, 1832....	Sept. 29, 1832....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William Anderson Wayne.....	April 27, 1833....	April 27, 1833....	Georgia.....	Georgia.....	Georgia.....	Delaware 74.
Fras. Winslow.....	July 8, 1833....	July 8, 1833....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Erio.
Albert Smith Whittier.....	do.....	do.....	do.....	Maine.....	Maine.....	Waiting orders.

Naval register for 1836—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William M. Wallace	Dec. 3, 1833	Dec. 3, 1833	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Ontario.
George Wells	Dec. 18, 1833	Dec. 18, 1833	Vermont	Vermont	Vermont	Sloop Erie.
Reed Worden	Jan. 9, 1834	Jan. 9, 1834	Pennsylvania	Ohio	Ohio	Sloop Ontario.
John L. Worden	Jan. 10, 1834	Jan. 10, 1834	New York	New York	New York	Sloop Erie.
Henry A. Wise	Feb. 8, 1834	Feb. 8, 1834	do	do	do	Sloop Erie.
Rufus Stanley Wey	April 5, 1834	April 5, 1834	do	do	do	Frigate Potomac.
Mayo Carrington Watkins	May 2, 1834	May 2, 1834	Virginia	At large	Virginia	Sloop Vandalia.
*Benjamin T. Wilson	Oct. 15, 1834	Oct. 15, 1834	Maryland	Maryland	Maryland	Schooner Boxer.
*William S. Weed	Dec. 20, 1834	Dec. 20, 1834	do	do	do	do
*Charles Wager	April 2, 1835	April 2, 1835	Pennsylvania	Pennsylvania	Pennsylvania	Schooner Shark.
Y.						
Isaac K. You	July 2, 1835	July 2, 1835	do	South Carolina	do	Frigate Potomac.

Midshipmen—251.

SAILINGMASTERS.

Salvadore Catalano	Aug. 9, 1809	Aug. 9, 1809	Stoily	District of Columbia.	District of Columbia.	Navy yard, Washington.
Augustus Ford	March 28, 1810	March 28, 1810	Rhode Island	New York	New York	Ordinary, New York.
A. B. Bloodgood	June 25, 1812	June 25, 1812	New York	do	do	New York station.
Robert Knox	July 20, 1812	July 20, 1812	Massachusetts	Massachusetts	Massachusetts	Ordinary, Boston.
James B. Potts	July 24, 1812	July 24, 1812	England	District of Columbia	Virginia	Navy yard, Gosport.
William Vaughan	Aug. 22, 1812	Aug. 22, 1812	Pennsylvania	New York	New York	Leave of absence.
Marmaduke Dove	Aug. 29, 1812	Aug. 29, 1812	Maryland	Maryland	District of Columbia.	Navy yard, Washington.
Cornelius Bennett	Dec. 9, 1812	Dec. 9, 1812	Massachusetts	Rhode Island	Rhode Island	Receiving ship, Boston.
Charles W. Waldo	March 10, 1813	March 10, 1813	do	Massachusetts	Massachusetts	Navy yard, Boston.
John Clough	July 3, 1813	July 3, 1813	do	New York	New York	Leave of absence.
F. H. Ellison	do	do	England	do	do	Navy yard, New York.
Francis Mallaby	do	do	New York	do	do	Sackett's Harbor.
Samuel C. Hixon	April 30, 1814	April 30, 1814	Massachusetts	Massachusetts	Massachusetts	Navy yard, Boston.
James Ferguson	May 27, 1814	May 27, 1814	New York	New York	do	Navy yard, New York.
Robert S. Tatem	July 21, 1814	July 21, 1814	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
William Miller	Jan. 23, 1815	Jan. 23, 1815	Scotland	do	do	Philadelphia station.
Nahum Warren	Feb. 6, 1815	Feb. 6, 1815	New Hampshire	District of Columbia.	District of Columbia.	Navy yard, Pensacola.
Henry Worthington	May 2, 1815	May 2, 1815	Maryland	Maryland	Maryland	Receiving ship, Norfolk.
John Carlton	July 4, 1815	July 4, 1815	Massachusetts	Massachusetts	Massachusetts	Naval asylum, Philadelphia.
Alexander Cunningham	Nov. 15, 1815	Nov. 15, 1815	South Carolina	Virginia	Virginia	Leave of absence.
John Robinson	Nov. 27, 1815	Nov. 27, 1815	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
James Towksbury	Dec. 14, 1815	Dec. 14, 1815	do	do	do	Philadelphia station.
John Quin	Nov. 1, 1816	Nov. 1, 1816	Pennsylvania	Louisiana	Ohio	Navy yard, Pensacola.
N. A. Prentiss	Jan. 22, 1823	Jan. 22, 1823	Massachusetts	Massachusetts	Massachusetts	Navy yard, Boston.
Jacob Mull	Aug. 5, 1825	Aug. 5, 1825	Maryland	Maryland	Maryland	Navy yard, Portsmouth, New Hampshire.

Naval register for 1836—SAILINGMASTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Frederick W. Mooers.....	May 19, 1827....	May 19, 1827....	New York.....	New York.....	New York.....	Receiving ship, New York.
H. A. F. Young.....	May 16, 1829....	May 16, 1829....	.....	.....	.....	Navy yard, Norfolk.

Sailingmasters—27.

PROFESSORS OF MATHEMATICS, AND TEACHERS OF NAVAL SCHOOLS.

Names.	When appointed.	Profession.	Station.
P. J. Rodriguez.....	.....	Professor of mathematics.....	Norfolk.
E. A. Bianchini.....	.....	Teacher of languages.....	Norfolk.
Edward C. Ward.....	.....	Professor of mathematics.....	New York.
T. Morel.....	.....	Teacher of languages.....	New York.
Duncan Bradford.....	.....	Professor of mathematics.....	Boston.
John D. Mendenhall.....	March 14, 1835.....	Professor of mathematics.....	Sloop Peacock.
Truman B. Ransom.....	October 2, 1835.....	Professor of mathematics.....	West India squadron.
Martin Roche.....	December 19, 1835.....	Professor of mathematics.....	Waiting orders.

BOATSWAINS.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
David Eaton.....	Aug. 8, 1811....	Aug. 8, 1811....	Pennsylvania.....	District of Columbia.....	Pennsylvania.....	Navy yard, Washington.
John Woods.....	July 8, 1815....	July 8, 1815....	New Jersey.....	Pennsylvania.....	do.....	Ordinary, Norfolk.
James Banks.....	July 21, 1817....	July 21, 1817....	New York.....	New York.....	New York.....	Ordinary, Norfolk.
John Smith.....	Dec. 7, 1817....	Dec. 7, 1817....	Maryland.....	do.....	do.....	Receiving ship, New York.
Edward Crocker.....	June 16, 1828....	June 16, 1828....	Virginia.....	do.....	do.....	Sloop Erie.
John Morris.....	Oct. 28, 1828....	Oct. 28, 1828....	.....	.....	.....	Sloop Vincennes.
Thomas Ring.....	do.....	do.....	.....	.....	.....	Delaware 74.
Lawrence Gallagher, (acting).....	Nov. 15, 1828....	Nov. 15, 1828....	.....	.....	.....	New York station.
John Freeman.....	May 10, 1830....	May 10, 1830....	.....	.....	.....	Navy yard, Norfolk.
Robert H. O'Neal.....	June 13, 1831....	June 13, 1831....	North Carolina.....	New York.....	New York.....	Navy yard, New York.
William Brown.....	Aug. 29, 1831....	Aug. 29, 1831....	do.....	do.....	do.....	Navy yard, Philadelphia.
William Hart.....	Dec. 2, 1831....	Dec. 2, 1831....	Virginia.....	do.....	do.....	Waiting orders.
John Patterson.....	April 2, 1832....	April 2, 1832....	England.....	Louisiana.....	Louisiana.....	Navy yard, Pensacola.
John McNelly.....	April 9, 1833....	April 9, 1833....	Connecticut.....	.....	New York.....	Navy yard, Boston.
James Springer.....	Aug. 13, 1833....	Aug. 13, 1833....	do.....	Virginia.....	Connecticut.....	Sloop Ontario.
Charles Woodland.....	Nov. 12, 1833....	Nov. 12, 1833....	Maryland.....	Maryland.....	Maryland.....	Sloop St. Louis.
Robert Whitaker.....	Dec. 27, 1834....	Dec. 27, 1834....	New York.....	New York.....	New York.....	Frigate Constitution.

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NAVAL REGISTER.

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Naval register for 1836—BOATSWAINS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Charles Matthews	Dec. 27, 1834....	Dec. 27, 1834....	Maine	Maine	Maine	Frigate Constellation.
John Knight, (acting)	Feb. 24, 1835....	Feb. 24, 1835....	Maryland	Maryland	Maryland	Sloop Peacock.
William Black	March 30, 1835....	March 30, 1835....	New Hampshire	New Hampshire	New Hampshire	Navy yard, Portsmouth, N. H.
William Waters	Dec. 8, 1835....	Dec. 8, 1835....	New York	District of Columbia.	District of Columbia.	Sloop Warren.

Boatswains—21.

GUNNERS.

George Marshall.....	July 15, 1809....	July 15, 1809....	Grocco.....	District of Columbia	District of Columbia	Navy yard, Norfolk.
John Blight.....	May 3, 1821....	May 3, 1821....	do	do	do	Navy yard, New York.
John R. Covington.....	May 1, 1824....	May 1, 1824....	Maryland	Maryland	Maryland	Navy yard, Boston.
Asa Curtis	March 1, 1825....	March 1, 1825....	Massachusetts	Massachusetts	Massachusetts	Delaware 74.
William B. Brown	Dec. 9, 1825....	Dec. 9, 1825....	Germany.....	do	do	Frigate Potomac.
Thomas Ryley	Jan. 29, 1827....	Jan. 29, 1827....	Connecticut	Connecticut	Connecticut	Leave of absence.
Thomas Barry	Dec. 27, 1827....	Dec. 27, 1827....	Pennsylvania.....	Pennsylvania.....	District of Columbia	Navy yard, Philadelphia.
Benjamin Townor	Feb. 7, 1828....	Feb. 7, 1828....	New Hampshire	Virginia	Virginia	Sick. At hospital, Norfolk.
John M. Green.....	Nov. 28, 1828....	Nov. 28, 1828....	New York	New York.....	District of Columbia	Navy yard, Pensacola.
Henry Keeling, (acting)	Aug. 25, 1829....	Aug. 25, 1829....	.....	.....	.....	Leave of absence.
Lewis Parker.....	Feb. 13, 1832....	Feb. 13, 1832....	Italy	Pennsylvania.....	Pennsylvania.....	Sloop Fairfield.
Alexander Stephenson.....	Jan. 6, 1832....	Jan. 6, 1832....	New York.....	District of Columbia	Virginia	Navy yard, Washington.
Charles Cobb.....	Jan. 18, 1833....	Jan. 18, 1833....	Maine	New York.....	New York.....	Sloop Vincennes.
Samuel Daggett	Feb. 26, 1834....	Feb. 26, 1834....	.....	.....	.....	Sloop Vandalia.
David Tuggart	June 18, 1834....	June 18, 1834....	Ireland	Virginia	Virginia	Sloop John Adams.
Charles Wado	Sept. 27, 1834....	Sept. 27, 1834....	Massachusetts	do	do	Sloop St. Louis.
Alexander Russell	Dec. 19, 1834....	Dec. 19, 1834....	Maine	Maine	Maine	Schooner Shark.
Archibald S. Lewis.....	Dec. 27, 1834....	Dec. 27, 1834....	do	New York.....	New York.....	Sloop Peacock.
Joseph Ward	do	do	Rhode Island.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Pensacola.
Thomas Robinson, (acting).....	Nov. 18, 1835....	Nov. 18, 1835....	Scotland	District of Columbia.	Virginia	Sloop Warren.

Gunners—20.

CARPENTERS.

Richard Thomas	Jan. 22, 1814....	Jan. 22, 1814....	Maryland	Virginia	Maryland	Waiting orders.
John Snider	Jan. 1, 1818....	Jan. 1, 1818....	.....	Pennsylvania .....	.....	Navy yard, Pensacola.
Samuel Phillips	May 24, 1821....	May 24, 1821....	New Jersey	New York.....	New York.....	Navy yard, New York.
Thomas Armstrong.....	June 17, 1822....	June 17, 1822....	Pennsylvania	District of Columbia.	Virginia	Ordinary, Norfolk.
John Fishor.....	March 20, 1823....	March 20, 1823....	Virginia	New York.....	New York.....	Leave of absence.
John A. Dickason.....	Dec. 13, 1825....	Dec. 13, 1825....	Massachusetts	Massachusetts.....	Massachusetts.....	Leave of absence.
John Southwick	Dec. 21, 1826....	Dec. 21, 1826....	do	do	do	Navy yard, Boston.
William E. Sheffield	Nov. 11, 1829....	Nov. 11, 1829....	.....	.....	.....	Ordinary, New York.
Wm. Hatch, (acting)	Nov. 1, 1831....	Nov. 1, 1831....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
John Williston	Nov. 17, 1831....	Nov. 17, 1831....	Massachusetts	New York.....	Virginia	Navy yard, Norfolk.
Alonzo Jones.....	Nov. 18, 1831....	Nov. 18, 1831....	do	Virginia	Massachusetts.....	Sloop Ontario.

Naval register for 1836—CARPENTERS—Continued.

Names.	Original entry into the service.	Date of present warrant	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Patrick Deo.....	May 9, 1832....	May 9, 1832....	Ireland.....	Massachusetts.....	Massachusetts.....	Navy yard, Portsmouth, New Hampshire.
Charles Bordman.....	Aug. 23, 1833....	Aug. 23, 1833....	Massachusetts.....	New York.....	do.....	Frigate Brandywine.
Richard D. Berry.....	Oct. 12, 1833....	Oct. 12, 1833....	Maine.....	do.....	New York.....	Sloop St. Louis.
William L. Shuttloworth.....	April 19, 1834....	April 19, 1834....	New Jersey.....	do.....	do.....	Frigate Potomac.
Joseph Cox.....	May 20, 1834....	May 20, 1834....	Maine.....	do.....	do.....	Sloop Vandalia.
Francis Sageo.....	April 13, 1831....	April 13, 1831....	Pennsylvania.....	Virginia.....	Virginia.....	Frigate Constitution.
William Peterson.....	Jan. 21, 1835....	Jan. 21, 1835....	New York.....	District of Columbia.	New York.....	Sloop Warren.
David Marples.....	Aug. 28, 1835....	Aug. 28, 1835....	.....	.....	.....	Sloop Erie.
Jonas Dibble, (noting).....	Dec. 18, 1835....	Dec. 18, 1835....	.....	.....	.....	Sloop Concord.

Carpenters—20.

SAILMAKERS.

James R. Childs.....	June 8, 1822....	June 8, 1822....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
Nathaniel B. Peed.....	Oct. 22, 1823....	Oct. 22, 1823....	Virginia.....	New York.....	New York.....	Sloop Erie.
Benjamin Crow.....	May 5, 1826....	May 5, 1826....	do.....	Virginia.....	Virginia.....	Frigate Constellation.
Samuel B. Banister.....	July 17, 1826....	July 17, 1826....	Massachusetts.....	New York.....	Massachusetts.....	Navy yard, Boston.
William Ryan.....	Sept. 18, 1827....	Sept. 18, 1827....	New York.....	New York.....	New York.....	Leave of absence.
James Davis.....	Nov. 4, 1828....	Nov. 4, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
J. G. Gallagher.....	Nov. 27, 1829....	Nov. 27, 1829....	.....	.....	.....	Sloop Warren.
John Beggs.....	Aug. 20, 1830....	Aug. 20, 1830....	New York.....	New York.....	New York.....	Waiting orders.
John Heekle.....	Nov. 9, 1831....	Nov. 9, 1831....	do.....	do.....	do.....	Sloop Ontario.
Henry Bacon.....	Feb. 28, 1833....	Feb. 26, 1833....	Massachusetts.....	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
William Bennett.....	Aug. 23, 1833....	Aug. 23, 1833....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Pensacola.
Thomas J. Boyce.....	Oct. 12, 1833....	Oct. 12, 1833....	New York.....	New York.....	New York.....	Sloop St. Louis.
Richard Van Voorhis.....	Feb. 8, 1834....	Feb. 8, 1834....	do.....	do.....	do.....	Navy yard, New York.
Samuel V. Hawkins.....	March 18, 1834....	March 18, 1834....	Maryland.....	do.....	do.....	Waiting orders.
William Ward.....	Aug. 14, 1834....	Aug. 14, 1834....	.....	.....	.....	Frigate Potomac.
Madison Wheedon.....	Aug. 19, 1834....	Aug. 19, 1834....	Maryland.....	Maryland.....	Maryland.....	Sloop Vandalia.
George Thomas.....	Dec. 19, 1834....	Dec. 19, 1834....	.....	.....	.....	Schooner Shark.
N. C. L'Hommedieu, (acting).....	Feb. 16, 1835....	Feb. 16, 1835....	New York.....	New York.....	New York.....	Frigate Constitution.
James Ferguson, (acting).....	Feb. 24, 1835....	Feb. 24, 1835....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.

Sailmakers—19.

MARINE CORPS.

Names.	Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
Archibald Henderson, brevet colonel commandant.....	June 4, 1806....	July 1, 1834....	Oct. 17, 1830.	Virginia.....	Virginia.....	Virginia.....	Head-quarters.
R. D. Wainwright, brevet lieut. colonel.....	May 9, 1800....	do.....	March 3, 1827.	South Carolina..	South Carolina..	South Carolina..	Head-quarters.

Naval register for 1836—Continued.

MAJORS.

Names.	Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
Samuel Miller, brevet lieutenant colonel.....	June 1, 1808....	July 1, 1834....	March 3, 1827.	Massachusetts..	Massachusetts..	Massachusetts..	Philadelphia.
John M. Gamble, brevet lieutenant colonel.....	Jan. 16, 1809....	do	do	New Jersey	New Jersey	New Jersey....	New York.
Samuel E. Watson, brevet lieutenant colonel.....	July 4, 1812....	do	March 28, 1830.	Virginia	Kentucky	Virginia	Portsmouth, New Hampshire.
William H. Freeman, brevet lieutenant colonel.....	Aug. 17, 1812....	do	Feb. 20, 1832.	Connecticut	Connecticut	Connecticut	Charlestown, Massachusetts.

Majors—4.

CAPTAINS.

Charles R. Broom, paymaster, lieutenant colonel by brevet.....	July 27, 1813....	March 7, 1824....	March 7, 1834.	Delaware.....	Delaware.....	Delaware.....	Head-quarters.
Levi Twigg, captain by brevet.....	Nov. 10, 1813....	Feb. 23, 1830....	March 3, 1825.	Georgia.....	Georgia.....	Georgia.....	Gusport, Virginia.
John Harris, do	do	June 13, 1830....	do	Pennsylvania...	Pennsylvania...	Pennsylvania...	Delaware 74.
Thomas A. Linton, do	Feb. 28, 1815....	April 7, 1832....	April 18, 1827.	Virginia	Virginia	Virginia	Pensacola.
James Edelin, do	March 1, 1815....	July 1, 1834....	do	Maryland	Maryland	Maryland	Navy yard, Washington.
P. G. Howle, adjutant and inspector, captain by brevet	do	do	do	Virginia	Virginia	Virginia	Head-quarters.
E. J. Weed, quartermaster and major, captain by brevet	Jan. 16, 1817....	do	Nov. 7, 1828.	Pennsylvania ..	Pennsylvania ..	Pennsylvania...	Head-quarters.
William W. Dulany, captain by brevet.....	June 10, 1817....	do	June 19, 1829.	Virginia	Virginia	Virginia	New York, recruiting service.
Thomas S. English, do	do	do	Aug. 11, 1829.	Massachusetts..	Massachusetts..	New Hampshire.	Charlestown, Massachusetts.
George W. Walker, do	do	do	March 3, 1831.	Dist. of Colum..	Dist. of Colum..	Dist. of Colum..	New York.
Ward Marston, do	March 3, 1819....	do	Oct. 30, 1831.	Massachusetts..	Massachusetts..	Massachusetts..	Frigate Potomac.
Charles C. Tupper, do	do	do	Jan. 21, 1832.	New York.....	New York.....	New York.....	Frigate Branlywine.
A. A. Nicholson, assistant quartermaster, captain by brevet.....	March 28, 1820....	July 25, 1834....	May 27, 1832.	South Carolina .	South Carolina .	South Carolina .	Philadelphia.

Captains—13.

FIRST LIEUTENANTS.

James M'Cauley, captain by brevet	March 28, 1820....	Oct. 6, 1822....	Oct. 6, 1832.	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Norfolk, recruiting service.
Benjamin Macomber, do	do	April 2, 1823....	April 2, 1833.	Rhode Island ..	Rhode Island ..	New York.....	New York.
A. N. Brevoort, do	do	Sept. 26, 1823....	Sept. 26, 1833.	New York.....	New York.....	do	Leave of absence.
Andrew Ross.....	March 3, 1821....	Oct. 1, 1824....	do	do	Louisiana.....	do	Sloop Vandalia.
Richard Douglas.....	May 7, 1822....	April 26, 1825....	do	Pennsylvania ..	New Jersey....	do	Baltimore, recruiting service.
Job G. Williams.....	do	Dec. 27, 1825....	do	Massachusetts..	New York.....	Pennsylvania ..	Philadelphia, recruiting service.
Alvin Edson.....	do	March 14, 1829....	do	Vermont.....	Vermont.....	Vermont.....	Portsmouth, New Hampshire.
Horatio N. Crabb.....	do	Feb. 23, 1830....	do	Pennsylvania...	Pennsylvania ..	Pennsylvania...	do
Henry B. Tyler.....	March 3, 1823....	April 1, 1830....	do	Virginia	Virginia	Virginia	Navy yard, D. C.
Joseph L. C. Hardy.....	do	June 13, 1830....	do	New York	South Carolina .	South Carolina .	Frigate Constitution.
George F. Lindsay.....	April 1, 1823....	Sept. 23, 1831....	do	Virginia	Mississippi	Mississippi	Philadelphia.
Landon N. Carter.....	May 26, 1824....	April 7, 1832....	do	do	Virginia	Virginia	Gosport, Virginia.
John G. Reynolds.....	do	May 17, 1833....	do	New Jersey	New York.....	New York.....	New York.
Henry W. Fowler.....	do	May 2, 1834....	do	New York	New York	Louisiana.....	Head-quarters.
Francis C. Hall.....	July 5, 1825....	July 1, 1834....	do	Maryland	Maryland	Maryland	Philadelphia.
Thomas L. C. Watkins.....	May 22, 1826....	do	do	do	Dist. of Colum..	Dist. of Colum..	Albany, recruiting service.

Naval register for 1836—FIRST LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
F. N. Armstead	Nov. 13, 1826....	July 1, 1834....	Virginia	Virginia	Virginia	Gosport, Virginia.
George H. Territ.....	April 1, 1830....	do	do	do	do	Gosport, Virginia.
William E. Stark.....	July 8, 1831....	do	do	do	do	Delaware 74.
Nathaniel S. Waldron.....	Sept. 23, 1831....	July 25, 1834....	New Hampshire....	New Hampshire....	New Hampshire....	Frigate Constellation.

First lieutenants—20.

SECOND LIEUTENANTS.

William Lang	Sept. 30, 1831....	Sept. 30, 1831....	New York	New York.....	New York.....	Delaware 74.
Jacob Zelin, jr.....	Oct. 1, 1831....	Oct. 1, 1831....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
George W. Robbins.....	April 26, 1832....	April 26, 1832....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Frigate Brandywine.
D. D. Baker	Oct. 20, 1832....	Oct. 20, 1832....	Massachusetts	South Carolina	South Carolina	Portsmouth, New Hampshire.
Archibald H. Gillespie	do	do	do	New Jersey	do	Sloop Vincennes.
George Washington McLean	May 8, 1833....	May 8, 1833....	New York.....	New York.....	New York.....	Receiving ship Hudson, New York.
Benjamin E. Brook.....	July 8, 1833....	July 8, 1833....	Virginia	Virginia	District of Columbia	Philadelphia.
Jabez C. Rich.....	June 12, 1834....	June 12, 1834....	Maine	Maine	Maine	Frigate Potomac.
Thomas Theodore Sloan.....	Oct. 17, 1834....	Oct. 17, 1834....	Kentucky.....	Kentucky.....	Kentucky.....	New York.
Addison Garland.....	do	do	Virginia	Missouri	Virginia	New York.
Louis F. Whitney.....	do	do	Canada	Pennsylvania.....	Pennsylvania.....	New York.
Frederick B. McNeill.....	do	do	Massachusetts	Alabama.....	Georgia.....	Charlestown, Massachusetts.
John T. Sprague.....	do	do	do	Michigan.....	Michigan.....	Head-quarters.
Edward Lloyd West.....	do	do	Maryland.....	Maryland.....	Maryland.....	Head-quarters.
Robert C. Caldwell.....	do	do	Ohio	Ohio.....	Ohio.....	Charlestown, Massachusetts.
Lafayette Searcy.....	Oct. 30, 1834....	Oct. 30, 1834....	Tennessee.....	Tennessee.....	Tennessee.....	Pensacola.
William L. Young.....	Feb. 23, 1835....	Feb. 23, 1835....	North Carolina	North Carolina	North Carolina	Gosport, Virginia.
William Morris McArdle	March 3, 1835....	March 3, 1835....	New York.....	New York.....	New York.....	Charlestown, Massachusetts.
Joseph Watson	July 21, 1835....	July 21, 1835....	District of Columbia.	District of Columbia.	District of Columbia.	Philadelphia.

Second lieutenants—19.

PERMANENT NAVY AGENTS.

James K. Paulding	Jan. 8, 1832....	Jan. 8, 1832....	New York.....	New York.....	New York.....	New York.
Henry Toland	March 3, 1833....	March 3, 1833....	do	Pennsylvania.....	do	Philadelphia.
John Thomas	Oct. 11, 1833....	Oct. 11, 1833....	do	Maryland	do	Baltimore.
Nash Logrand	April 27, 1834....	April 27, 1834....	do	do	do	Norfolk.
John P. Henry.....	March 3, 1833....	March 3, 1833....	Georgia.....	Georgia.....	Georgia.....	Savannah.
Daniel D. Brodhead.....	May 27, 1834....	May 27, 1834....	Massachusetts	Massachusetts	Massachusetts	Boston.
John Loughton	April 27, 1834....	April 27, 1834....	do	do	do	Portsmouth, New Hampshire.
John T. Robertson	March 3, 1833....	March 3, 1833....	do	do	do	Charleston, South Carolina.
Elias Kano.....	July 14, 1832....	July 14, 1832....	New York.....	District of Columbia.	District of Columbia.	Washington city.
Byrd C. Willis	Oct. 22, 1832....	Oct. 22, 1832....	Virginia	Florida	Florida	Pensacola.

Permanent navy agents—10.

Naval register for 1836—Continued.

TEMPORARY NAVY AGENTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station and salary.
Fitch, Brothers & Co.....	Dec. 7, 1833....	Dec. 7, 1833....	.....	.....	.....	Marseilles.
Barjng, Brothers & Co.....	.....	.....	.....	.....	.....	London.
Wm. P. Furniss & Co.....	.....	.....	.....	.....	.....	St. Thomas.
Temporary navy agents—3.						
NAVAL STOREKEEPERS.						
Richard H. Ayer.....	May 1, 1829....	May 1, 1829....	.....	.....	.....	Portsmouth, New Hampshire..... \$1,400
George Bates.....	Dec. 1, 1813....	Dec. 1, 1813....	Massachusetts	Massachusetts	Massachusetts	Boston..... 1,700
Tunis Craven.....	March 15, 1813....	March 15, 1813....	New Jersey	New Hampshire	New York	New York
Robert Kennedy .....	.....	.....	Pennsylvania	Pennsylvania	Pennsylvania	Philadelphia
Gabriel Galt.....	Nov. 14, 1822....	Nov. 14, 1822....	Virginia	Virginia	Virginia	Norfolk..... 1,700
Cary Seldon.....	May 20, 1826....	May 20, 1826....	do	District of Columbia:	District of Columbin.	Washington..... 1,700
Robert Joyner.....	May 20, 1829....	May 20, 1829....	.....	.....	.....	Pensacola..... 1,700
Obediah Rich.....	.....	.....	.....	.....	.....	Port Mahon..... 1,200
Thomas R. Hunter.....	.....	.....	.....	.....	.....	Rio de Janeiro..... 1,600
Naval storekeepers—9.						
NAVAL CONSTRUCTORS.						
Samuel Humphrey, chief naval constructor.....	Nov. 25, 1826....	Nov. 25, 1826....	Pennsylvania	Pennsylvania	Pennsylvania.....	Washington..... \$3,000
John Floyd .....	.....	.....	Massachusetts	New York.....	Maine.....	Portsmouth, New Hampshire..... 900
Josiah Barker .....	.....	.....	do	Massachusetts	Massachusetts.....	Boston..... 2,300
Samuel Hartt .....	.....	.....	do	do	do	New York..... 2,300
William Doughty.....	.....	.....	Pennsylvania	Pennsylvania.....	District of Columbia.	Washington..... 2,300
Francis Grice.....	May 7, 1817....	May 7, 1817....	Virginia	New Jersey	Virginia	Norfolk..... 2,300
Naval constructors—5.						

Naval register for 1836—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
Ships of the line—11.				
Franklin	74	Philadelphia	1815...	In ordinary, at New York.
Washington	74	Portsmouth, N. H. . . .	1816...	In ordinary, at New York.
Columbus	74	Washington	1819...	In ordinary, at Boston.
Ohio	74	New York	1820...	In ordinary, at New York.
North Carolina	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware	74	Gosport, Va.	1820...	In commission, in the Mediterranean.
Alabama	74	.....	.....	On the stocks, at Portsmouth, N. H.
Vermont	74	.....	.....	On the stocks, at Boston.
Virginia	74	.....	.....	On the stocks, at Boston.
Pennsylvania	74	.....	.....	On the stocks, at Philadelphia.
New York	74	.....	.....	On the stocks, at Norfolk.
Frigates, 1st class—15.				
Independence	44	Boston	1814...	Repairing as a double-decked frigate, Boston.
United States	44	Philadelphia	1797...	In ordinary at New York—nearly ready
Constitution	44	Boston	1797...	In commission, Mediterranean. [for sea.
Guerriere	44	Philadelphia	1814...	In ordinary, at Norfolk.
Java	44	Baltimore	1814...	In ordinary, at Norfolk.
Potomac	44	Washington	1821...	In commission, in the Mediterranean.
Brandywine	44	Washington	1825...	In commission, in the Pacific.
Hudson	44	Purchased	1826...	In ordinary, at New York.
Santee	44	.....	.....	On the stocks, at Portsmouth, N. H.
Cumberland	44	.....	.....	On the stocks, at Boston.
Sabine	44	.....	.....	On the stocks, at New York.
Savannah	44	.....	.....	On the stocks, at New York.
Raritan	44	.....	.....	On the stocks, at Philadelphia.
Columbia	44	.....	.....	On the stocks, at Washington.
St. Lawrence	44	.....	.....	On the stocks, at Norfolk.
Frigates, 2d class—2.				
Constellation	36	Baltimore	1797...	In commission in the West Indies.
Macedonian	36	Captured	1812...	On the stocks rebuilding, at Norfolk.
Sloops-of-war—15.				
John Adams	24	Charleston, S. C. . . .	1799...	In commission, in the Mediterranean.
Cyane	24	Captured	1815...	Condemned, Philadelphia.
Erie	18	Baltimore	1813...	In commission, coast of Brazil.
Ontario	18	Baltimore	1813...	In commission, coast of Brazil.
Peacock	18	New York	1813...	In commission, in the East Indies.
Boston	18	Boston	1825...	In ordinary, at Boston.
Lexington	18	New York	1825...	In ordinary, at Portsmouth, N. H.
Vincennes	18	New York	1826...	In commission, Pacific.
Warren	18	Boston	1826...	In commission, in the West Indies.
Natchez	18	Norfolk	1827...	In ordinary, at New York.
Falmouth	18	Boston	1827...	In ordinary, at Norfolk.
Fairfield	18	New York	1828...	In ordinary, at Norfolk.
Vandalia	18	Philadelphia	1828...	In commission, in the West Indies.
St. Louis	18	Washington	1828...	In commission, in the West Indies.
Concord	18	Portsmouth	1828...	In ordinary, at Portsmouth, equipping.
Schooners, &c.—8.				
Dolphin	12	Philadelphia	1821...	In commission, Pacific.
Grampus	12	Washington	1821...	Repairing at Norfolk.
Shark	12	Washington	1821...	In commission, Mediterranean.
Enterprise	12	New York	1831...	In commission, in the East Indies.
Boxer	12	Boston	1831...	In commission, Pacific ocean.
Experiment	12	Washington	1831...	In ordinary, New York.
Fox	3	Purchased	1823...	Receiving ship, Baltimore.
Sea Gull, galliot .....	.....	Purchased	1823...	Receiving ship, Philadelphia.

Recapitulation.

	In commission.	In ordinary.	On the stocks.
Ships of the line	1	5	5
Frigates of the 1st class	3	5	7
Frigates of the 2d class	1	..	1
Sloops-of-war	8	7	..
Schooners	5	3	..
	18	20	18

List of vessels attached to the several foreign stations, and the officers belonging to each vessel.

MEDITERRANEAN.

Commodore J. T. Elliott, commanding.

Ship of the line Delaware:

Captain—John B. Nicolson.

Lieutenants—Thomas Wyman, John S. Chauncey, A. E. Downes, John H. Marshall, Edward M. Vail, Andrew H. Foot, Junius J. Boyle, Robert B. Hitchcock.

Surgeon—William Turk.

Assistant surgeons—Robert M. Baltzer, Lewis Wolfley, N. C. Barrabino.

Purser—Francis A. Thornton.

Chaplain—George Jones.

Passed midshipmen—James S. Palmer, Simon B. Bissell, Robert E. Johnson, Ferdinand Piper.

Midshipmen—Charles A. Auzé, James F. Armstrong, George Colvocoressis, Henry Eld, jr., Charles R. Howard, Wm. Edgar Le Roy, Peter U. Murphey, John S. Neville, Carlisle P. Patterson, Ferdinand Pepin, James Riddle, jr., John B. Randolph, Samuel Smith, Richard Wainwright, Maxwell Woodhull, Wm. Anderson Wayne.

Boatswain—Thomas Ring.

Gunner—Asa Curtis.

Sailmaker—James Davis.

Marine officers:

Captain—John Harris.

Lieutenants—Wm. E. Stark, William Lang.

Frigate Constitution:

Com.—Jesse D. Elliott.

Lieutenants—William Boerum, George F. Pearson, Frederick A. Neville, John Colhoun, James M. Watson.

Surgeon—Thomas J. Boyd, fleet surgeon.

Assistant surgeons—Robert Woodworth, Victor L. Godon.

Purser—John N. Hambleton.

Acting masters—Passed Midshipman Henry A. Steele, Passed Midshipman Henry Darcantel.

Passed midshipmen—Percival Drayton, Bushrod W. Hunter, Wm. T. Muse, Charles Steedman, Wm. S. Ringgold, J. W. Revere, Edward Middleton, Montgomery Lewis, Charles C. Barton, James W. Cook.

Midshipmen—Geo. W. Randolph, Geo. T. Sinclair, Charles Hunter, William Ronckendorff, Francis S. Haggerty, John N. Maffit, Charles E. Fleming, Edward C. Anderson, Eugene E. Rodgers, A. H. Jenkins.

Boatswain—Robert Whitaker.

Gunner—Thomas Ryley.

Acting sailmaker—N. C. L'Hommedieu.

Carpenter—Francis Sagee.

Marine officer:

Lieutenant—J. L. C. Hardy.

Frigate Potomac:

Captain—John J. Nicholson.

Lieutenants—Jos. B. Hull, Jacob Crowninshield, R. A. Jones, H. Pinkney, R. W. Jones, Owen Burns.

Surgeon—Robert J. Dodd.

Assistant surgeons—Hugh Morson, Robert T. Barry.

Purser—Garrett R. Barry.

Passed midshipmen—L. G. Keith, acting master; John C. Carter, acting master; George Minor, Wm. C. Griffin, Jos. F. Green, Benj. More Dove, John B. Marchand, A. M. Penneck, H. C. Flagg.

Midshipmen—Eugene Boyle, Thomas M. Brasher, John W. Bryce, James M. Bankhead, R. W. Bowland, Joseph N. Barney, Henry L. Chipman, Jesse Elliott Duncan, Wm. H. Macomb, Matthew C. Perry, Wm. Reynolds, A. H. Wells, R. S. Wey, Isaac K. You.

Acting boatswain—Theodore Fernald.

Gunner—Wm. B. Brown.

Carpenter—Wm. L. Shuttleworth.

Sailmaker—Wm. Ward.

Marine officers:

Captain—Ward Marston.

Lieutenant—Jabez C. Rich.

Sloop John Adams:

Master commandant—Silas H. Stringham.

Lieutenants—Wm. H. Gardner, C. Ringgold, Wm. F. Lynch, Isaac S. Sterett, C. W. Chauncey, John A. Davis.

Surgeon—B. R. Tinslar.

Passed assistant surgeon—Lewis B. Hunter.

Purser—D. McF. Thornton.

Passed midshipmen—J. M. Gilliss, Wm. S. Young, Overton Carr, Jas. M. Lockert, James E. Brown.

Midshipmen—Simon F. Blunt, Johnston B. Carter, John J. Guthrie, M. C. Marine, William C. Bolton, S. Porter, Wm. S. Smith.

Gunner—David Taggart.

Schooner Shark:

Lieutenant commanding—Ebenezer Ridgeway.

Lieutenants—A. A. Harwood, Benjamin I. Totten, Thos. W. Brent.

Passed assistant surgeon—Daniel Egbert.
 Purser—D. Fauntleroy.
 Passed midshipmen—Chas. Heywood, acting master; Harry P. T. Wood, Geo. D. Selden.
 Midshipmen—Frederick A. Bacon, Henry P. Robertson, Chas. Wager.
 Gunner—Alexander Russell.
 Sailmaker—George Thomas.

WEST INDIA SQUADRON.

Frigate Constellation:

Commodore A. J. Dallas, commanding.
 Lieutenants—Edmund Byrne, John L. Ball, Grey Skipwith, Stephen Johnston, Gurden C. Ashton,
 Chas. H. A. H. Kennedy, George M. Bache.
 Surgeon—Leonard Osborne, fleet surgeon.
 Assistant surgeons—Samuel C. Lawrason, Wm. W. Valk.
 Purser—John De Bree.
 Passed midshipmen—Raph. Semmes, acting master; William Chandler, John F. Borden, James K.
 Bowie, Roger Perry.
 Midshipmen—John W. Taylor, Samuel A. Turner, Stephen Dod, Lewis C. Sartori, William Pope,
 William B. Whiting, James M. Frailey, John O. Wilson, A. S. Baldwin, John W. D. Ford, John S. Booth,
 E. T. Shubrick, James A. Doyle, William B. Beverly, Wm. May, James H. Strong, Parry W. Humphreys,
 William S. Williamson, Fras. P. Hoban, Richard H. Lowndes, George Wickham.
 Boatswain—Charles Matthews.
 Acting gunner—Samuel G. City.
 Acting carpenter—John O. Butler.
 Sailmaker—Benjamin Crow.
 Marine officer:
 Lieutenant—Nathaniel S. Waldron.

Sloop St. Louis:

Master commandant—Lawrence Rousseau.
 Lieutenants—N. C. Lawrence, James H. Ward, Henry H. Bell.
 Surgeon—Samuel W. Ruff.
 Assistant surgeon—Geo. W. Peete.
 Purser—F. B. Stockton.
 Passed midshipmen—Samuel Swartwout, acting master; Richard Forrest.
 Midshipmen—William M. E. Adams, B. S. Gantt, George W. Harrison, Edmund Lanier, James
 McCormick, Wilson R. McKinney, Jennings F. Marast, Thaddeus K. Perlee, J. H. H. Sands.
 Boatswain—Charles Woodland.
 Gunner—Charles Wade.
 Carpenter—Richard D. Berry.
 Sailmaker—Thomas J. Boyce.

Sloop Vandalia:

Master commandant—Thomas T. Webb.
 Lieutenants—Wm. B. Lyne, Wm. McBlair, Ezra T. Doughty.
 Surgeon—Wm. Plumstead.
 Assistant surgeon—Charles A. Hassler.
 Purser—James Brooks.
 Passed midshipmen—S. C. Rowan, acting master; Wm. M. Walker.
 Midshipmen—Francis Alexander, Isaac N. Brown, Edwin A. Drake, Lafayette Maynard, Louis E.
 Musson, James W. E. Reid, Roger N. Stembel, Mayo C. Watkins.
 Acting boatswain—John Mills.
 Gunner—John M. Green.
 Carpenter—Joseph Cox.
 Sailmaker—Madison Wheeden.

Sloop Warren:

Master commandant—Wm. V. Taylor.
 Lieutenants—Samuel F. Dupont; Fitz Allen Deas, under orders to this ship; Eben. Farrand, Charles
 H. McBlair, Samuel E. Munn, Gabriel G. Williamson.
 Surgeon—John F. Brooke.
 Passed assistant surgeon—Jones W. Plummer.
 Purser—Andrew J. Watson.
 Passed midshipmen—Jas. F. Miller, acting master; Daniel B. Ridgely, Wm. S. Swann.
 Midshipmen—Levi Lincoln, jr., R. S. Trapier, John Mooney, Ben. F. B. Hunter, Edward Donaldson,
 Washington Reid, H. H. Lewis, P. C. Van Wyck, A. Murray, John G. Tod.
 Boatswain—William Waters.
 Gunner—Thomas Robinson.
 Carpenter—William Peterson.
 Sailmaker—J. G. Gallagher.

Schooner Grampus:

NONE.—The repairs of this vessel not being completed, her officers are not yet detailed.

PACIFIC SQUADRON.

Commodore Alexander S. Wadsworth, commanding.

Frigate Brandywine:

Captain—David Deacon.
 Lieutenants—William Inman, H. H. Hobbs, Henry Bruce, G. J. Van Brunt.
 Fleet surgeon—A. B. Cooke.
 Assistant surgeon—J. Frederick Sickels.
 Purser—Joseph H. Terry.
 Passed midshipmen—Samuel F. Hazard, acting master; Robert Handy, Edward M. Yard, Wm. B. Ludlow, Luther Stoddart, John J. White.
 Midshipmen—Washington A. Bartlett, Francis Lowry, Benj. R. Nichols, Joseph Norvell, James L. Parker, Samuel Pearce, John Smith Patterson, Charles H. Piper, Charles Robinson, James Withers Read, Robert B. Riell, Charles R. Smith, Cornelius Vanalstine.
 Acting boatswain—John Ball.
 Acting gunner—Daniel James.
 Carpenter—Charles Bordman.
 Sailmaker—James R. Childs.

Marine officers:

Captain—Charles C. Tupper.
 Lieutenant—George W. Robbins.

Sloop Vincennes:

Master commandant—John H. Aulick.
 Lieutenants—John A. Carr, Theodore Bailey, Robert L. Browning, John S. Missroon, Jos. Lanman
 Surgeon—Augustus A. Adeo.
 Assistant surgeon—J. C. Palmer.
 Purser—Edward T. Dunn.
 Passed midshipmen—Samuel P. Lee, acting lieutenant; Theodore P. Green, acting master.
 Midshipmen—Wm. A. Jones, A. G. Clary, Wm. A. Parker, John C. Henry, John Carroll, John Hall, George Butterfield, Hunn Gansevoort, James L. Hannegan, Washington Gwathmey, James S. Biddle, C. R. P. Rodgers, James S. Ridgely.
 Boatswain—John Morris.
 Gunner—Charles Cobb.
 Carpenter—Henry P. Leslie.
 Sailmaker—Henry Bacon.

Marine officer:

Lieutenant—A. H. Gillespie.

Sloop Fairfield: [Returned to the United States since the Register was put to press.]

Master commandant—E. A. F. Valette.
 Lieutenants—James P. Wilson, Henry W. Morris, Samuel Lockwood, John W. Turk.
 Assistant surgeons—A. G. Gambrell, acting surgeon; M. G. De Laney.
 Purser—John A. Bates.
 Chaplain—Thomas R. Lambert.
 Passed midshipmen—Edward L. Handy, acting master; Wm. C. Spencer.
 Midshipmen—James D. Morrison, John M. Mason, John H. Sherburne, Strong B. Thompson, Alexander R. Rose, Henry Waddell, Charles Sperry.
 Gunner—Lewis Parker.
 Acting carpenter—Wm. Hatch.
 Acting sailmaker—John Burdine.

Marine officer:

Brevet captain—A. N. Brevoort.

Schooner Boxer:

Lieutenant commanding—Hugh N. Page.
 Lieutenants—Charles H. Jackson, Peter Turner, H. M. Houston.
 Passed assistant surgeon—Thomas L. Smith.
 Passed midshipmen—Cicero Price, acting master; A. W. Prevost.
 Midshipmen—William L. Blanton, Callender St. G. Noland, Benj. T. Wilson.

Schooner Dolphin:

Lieutenant commanding—Charles H. Bell.
 Lieutenant—John W. Turk (returned in the Fairfield and is on leave).
 Assistant surgeon—H. S. Reynolds (returned on leave).
 Passed midshipmen—G. A. Prentiss, acting lieutenant; Chas. Green, acting master.
 Midshipmen—Latham B. Avery, George W. Doty, Daniel D. Henrie, Charles H. Piper (transferred from Brandywine.)

COAST OF BRAZIL.

Commodore James Renshaw, commanding.

Sloop Erie:

Commodore—James Renshaw.
 Lieutenants—John Pope, Henry Eagle, James H. Rowan.
 Fleet surgeon—Chas. Chase.
 Assistant surgeon—Ninian Pinkney.
 Purser—William A. Bloodgood.
 Chaplain—Addison Searle.
 Passed midshipmen—Alfred Taylor, acting lieutenant; John R. Goldsborough, acting master; John R. Tucker.

Midshipmen—Samuel J. Shipley, Fras. Winslow, Henry A. Wise, George Wells, Nathan Barnes, Jno. L. Worden.

Boatswain—Edward Crocker.
Acting gunner—William Phillips.
Carpenter—David Marples.
Sailmaker—Nathaniel B. Peed.

Marine officer:

Lieutenant—Jacob Zeelin.

Sloop Ontario:

Master commandant—William D. Salter.
Lieutenants—John W. West, Law. Pennington, A. H. Marbury.
Surgeon—George W. Codwise.
Assistant surgeon—Daniel S. Green.
Purser—E. J. Cahoon.

Passed midshipman—Alexander Gibson, acting master.
Midshipmen—Joseph P. Sanford, Robert Burts, William M. Wallace, Benjamin F. Anderson, Reed Worden, Robert L. Browning, James C. Williamson, Wm. H. Wallace.

Boatswain—James Springer.
Acting gunner—John Martin.
Carpenter—Alonzo Jones.
Sailmaker—John Heckle.

EAST INDIES.

Commodore E. P. Kennedy, commanding.

Sloop Peacock:

Commodore—E. P. Kennedy.
Lieutenants—C. K. Stribling, George N. Hollins, William Green, Charles C. Turner, Murray Mason.
Fleet surgeon—Wm. S. W. Ruschenberger.
Assistant surgeon—David Harlan.
Acting purser—Chas. H. Goldsborough.
Passed midshipmen—Syl. Wm. Godon, acting master; John Weems, Wm. Rogers Taylor, William Liegh, B. S. B. Darlington, John Contee, Geo. W. Chapman, Wm. S. Drayton, Charles Richardson, Edw'd S. Hutter, Samuel B. Lee, Louis McLane.

Boatswain—John Knight.
Gunner—Archibald S. Lewis.
Acting sailmaker—James Furguson.
Professor of mathematics—John D. Mendenhall.

Schooner Enterprise:

Lieutenant commanding—Archibald S. Campbell.
Lieutenant—Richard L. Page.
Assistant surgeon—William F. McClenahan.
Acting purser—Richard R. Waldron.
Passed midshipmen—John C. Sharpe, acting lieutenant; Thomas R. Rootes, acting master; Hendrick Norvell.
Midshipmen—James J. Forbes, William Ross Gardner, Wm. G. Benham, Henry Cadwallader.

24TH CONGRESS.]

No. 588.

[1st Session.

ON CLAIM OF JOHN RODGERS, AS SENIOR CAPTAIN OR COMMANDING OFFICER OF THE NAVY, FOR EIGHT RATIONS PER DIEM FOR THE TIME HE HAS BEEN A COMMISSIONER OF THE NAVY, SINCE THE SIXTH OF OCTOBER, 1821.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 6, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the petition of John Rodgers, senior captain of the navy of the United States, reported:

That the petitioner, in addition to his salary of three thousand five hundred dollars per annum, as a member of the Board of Navy Commissioners, claims to be allowed, as the senior captain, "the commanding officer of the navy," eight rations per diem during the whole time that he has been a Commissioner of the Navy, since the 6th of October, 1821, at which date he became senior officer of the navy.

This claim is founded upon the act of February 15, 1799, fixing the pay of the captains and commanders of ships and vessels-of-war of the United States, the 2d section of which provides that "the pay of captains, commanding ships of thirty-two guns and upwards, be one hundred dollars per month and eight rations per day;" and the 3d section of which farther provides that "whenever any officer as aforesaid shall be employed in the command of a squadron on separate service, the allowance of rations to such commanding officer shall be doubled during the continuance of such command, and no longer, except in the case of the commanding officer of the navy, whose allowance, while in service, shall always be at the rate of sixteen rations per day."

It is not considered necessary, for the examination of the merits of this claim, to inquire whether

the mere fact of an officer being the oldest captain in the navy shall make him commanding officer of the navy; or whether the meaning of the word "service," in the act just quoted, was designed to extend beyond service at sea; the committee being of opinion that the words of the act of February 7, 1815, creating the Board of Navy Commissioners, are positive against any additional allowance whatever to the officers composing that board. By the first section of this act "the President is authorized, by and with the advice and consent of the Senate, to appoint three officers of the navy, whose rank shall not be below a post captain, who shall constitute a Board of Commissioners for the navy of the United States;" and in the 3d section it is enacted that "each Commissioner shall be entitled to receive in compensation for his services three thousand five hundred dollars per annum, in lieu of wages, rations, and other emoluments as naval officers." The construction of this law by the accounting officers of the Treasury, by whom this claim has been rejected, is similar to that of the committee; they have no doubt of its correctness, and therefore submit the following resolution:

Resolved, That the Committee on Naval Affairs be discharged from the further consideration of the petition of Commodore John Rodgers, and that it lie on the table.

24TH CONGRESS.]

No. 589.

[1ST SESSION.]

ON THE EXPEDIENCY OF DEEPENING THE BAR OF PENSACOLA BAY, AND OF CONSTRUCTING A DRY DOCK AND MARINE RAILWAY FOR REPAIR OF VESSELS-OF-WAR AT THE NAVY YARD, PENSACOLA.

COMMUNICATED TO THE SENATE JANUARY 18, 1836.

Mr. SOUTHARD, from the Committee on Naval Affairs, to whom were referred two resolutions of the Senate, instructing them to inquire into the expediency of making an appropriation to deepen the bar of Pensacola Bay, in Florida, and for the construction of a dry dock, or marine railway, for the repair of vessels-of-war at the Navy yard at Pensacola, reported:

That, after giving the whole subject the consideration which its importance demands, in reference to the interests of the country and the expenditure proposed, the committee have concluded to recommend both objects; and they are accordingly provided for in a bill herewith submitted.

The Bay of Pensacola was, after careful examination, selected, in the year 1824, as the best position for a navy yard in the Gulf of Mexico. It was intended for a naval depot and marine arsenal, and for a rendezvous for the vessels-of-war employed in the West Indies and on the coasts of Louisiana and Florida. On the 3d of March, 1827, upon the recommendation of the Navy Department, a provision was made for the necessary examination and inquiries to ascertain the practicability and expediency of erecting there a marine railway for the repair of sloops-of-war and other vessels of an inferior class; and authority was given to construct it, if it should appear to the President of the United States that it would be useful, and could be constructed at a reasonable expense. The object of that provision was to make this important station a yard of repairs for the public ships employed in those seas, without the inconvenience, expense, and delays of sending them many hundred miles to the northern navy yards.

It was then believed that this would be both economical and expedient in time of peace; and it was foreseen that, in time of war, a reliance on the northern navy yards alone would not only be an injury to the active service, by withdrawing from it those who were employed in the vessels intended to be repaired, but that many cases might occur in which ships would be so much injured by storms, or dismantled in battle, as to render that resource for relief impracticable, and that we might be forced to abandon them altogether, or encounter, in their return around the Capes of Florida, a most dangerous navigation, and an exposure to an enemy who might occupy some part of the West India Islands.

The execution of that part of the general act for the gradual improvement of the navy was left to the discretion of the President, and the necessary examination and inquiries were instituted, but the provision was subsequently permitted to expire before the work was constructed.

While the committee express their regret that the object of this law was not accomplished, they are of opinion that sound policy and the importance of that station demand that ample provision should now be made for the best and most efficient means for the repairs, protection and sustenance of our vessels-of-war in that quarter.

The great object in the establishment of the Navy yard at Pensacola was to protect the commerce of the Mississippi and West Indies. The whole region of country from the Alleghany mountains to the Gulf of Mexico, and from the Rocky mountains to New Orleans, is deeply interested in the maintenance of a sufficient naval establishment at that place, and the intimate connection of every portion of the Union precludes the possibility of an adverse interest.

The exports of the Mississippi alone now amount to about sixty-five millions of dollars; and, judging from the past, it may, in a few years, be equal to one-half of the whole exports of the United States. This commerce, both of export and import, must pass near the outlet of Pensacola Bay in its transit to and from Europe, the West Indies, the Spanish main, and the Atlantic cities. Its protection and defence must depend on a naval establishment in or near the Gulf of Mexico, and the committee do not doubt that Pensacola is the proper position for such an establishment, and that it ought to be aided by a sufficient auxiliary at Key West, both as a depot for provisions, and as a rendezvous and place of retreat from and annoyance to an enemy in the West Indies. Pensacola must be the place of construction and repairs. The position of Key West eminently fits it for the other objects. The country around, and connected with the former place, abounds with valuable timber, and almost every species of supply, and with facilities for their transportation to the navy yard, through the bays, sounds, and rivers connected with it.

The committee would further remark that, in conformity with the opinion of the Navy Department, reservations of public lands were made, under the provisions of an act of Congress of 3d March, 1827,

directing such reservations of timber, suitable for naval purposes and constructions. To cut and transport this material to a Navy yard at Pensacola is less expensive than to send it to a northern navy yard, to be used for repairs and constructions; and it is not perceived that any very satisfactory reason can be assigned for disregarding these advantages of the former and relying entirely upon the latter, at least so far as the repairs of our vessels employed in the West Indies and Gulf of Mexico are to be provided for.

The bar of Pensacola is represented to be sharp and hard, and with an expenditure small, when compared with the magnitude of the interests involved, may be deepened so as to admit vessels of the largest class.

From the nature of the naval service, and the navigation of those seas, it will not always be desirable to employ ships of the largest class in the West Indies and Gulf of Mexico, but they may and probably will be required there, on occasions in which the honor and interests of the nation will be deeply concerned, and when their passage across the bar may be indispensable. Should the experiment of deepening the bar even prove unsuccessful, the importance of the object will justify fully the expenditure proposed. The depth of water is now sufficient to admit sloops-of-war and frigates. These classes of vessels are best adapted to service in that quarter; and if the navy yard be well fitted for the construction and repair of these classes alone, the national arm will be strengthened, and the commerce of the western States and the valley of the Mississippi better preserved and protected. When our present system of seaboard defence on the Atlantic coast shall be completed, an enemy will not be likely to assail that frontier. With whatever nation it may be our fortune to be in conflict, the principal theatre of the contest will most probably be in or near the Gulf of Mexico, and the object of attack the commerce of the Mississippi. Every principle of prudence demands that ample preparation be made to meet such attack most successfully. It has already been much too long delayed.

The committee annex to this report, and as a part thereof, a reference to some public documents on the subject of the defences and importance of Pensacola Bay and Key West, by officers of the engineer corps and of the navy, which will more fully explain and justify the appropriation proposed in the bill.

They also annex [documents which were presented to the committee by the delegate from the Territory, with the request that they might be submitted to the consideration of the Senate.

Reports on the bar at Pensacola.

UNITED STATES NAVY YARD, *Pensacola, August 22, 1833.*

Sir: It affords me great pleasure, in compliance with your order to examine and report upon the practicability of deepening the bar at the entrance of the harbor of Pensacola, and also to give, as far as practicable with the limited means at my command, the character of the bottom to be removed, to be able to speak in such terms of a point so important to the interest of the south and west of our country as will, I hope, induce you to recommend its being put on trial. As a preliminary step to this report, I had an examination of the bar and the nature of the bottom. The bar itself does not exceed in extent over 1,000 yards; the bottom, as far as could be ascertained, was composed of a pure white sand, very compact and firm. My next object was to ascertain if, since the discovery of the harbor and first survey of the bar, any material change had taken place in the depth or courses necessary to pass over it in the greatest quantity of water; and if so, at what periods and under what circumstances. This has necessarily led me into the examination of many works treating on the topography, &c., of the country, as also to call upon some of the most respectable and talented inhabitants of the city of Pensacola for any information in relation to this object, whether traditional or otherwise. It would appear from these researches that, in the year 1709, (although there is no doubt but that a survey and examination was had previous, and that the harbor was then called the harbor Siquenza,) a French officer, by name Mons. de Jaucourt, addressed a report on the very point in question to the minister of the French marine. The report I have no means of coming at. The next notice I find is contained in "Postlethwait's Dictionary of Trade and Commerce," under the head Mississippi, and states as follows: "As the harbor of Pensacola will appear to be a considerable acquisition to Britain, it may be of some use to give the following account of it, from F. Laval, royal professor of mathematics, and master of the Marine academy at Toulon, who was sent to Louisiana on purpose to make observations, 1719, and had the accounts of the officers who took Pensacola at that time, and surveyed the place. The road of Pensacola is the only good port there for *large ships*, and Ship Island for small ones, where vessels that draw from 13 to 14 feet water may ride in safety under the island in fifteen feet, and a good holding ground, as well as in the other ports, which are all only open roads, exposed to the south and from west to east.

"Pensacola is in the north latitude 30 deg. 25 min., and is the *only* road in the Bay of Mexico in which ships can be safe from all winds. It is landlocked on every side, and will hold a great number of ships, which have a very good anchorage in it, in a good holding ground. You will find not less than 21 feet on the bar which is at the entrance into the road, provided you keep in the deepest part of the channel.

"Before a ship enters the harbor, she should bring the fort of Pensacola to bear between north and south three-quarters east, and keep that course till she is west, or west one-quarter south, from the fort on the Island of St. Rosa, that is, till the fort bears east one-quarter north; then she must bear away a little to the land on the west side, keeping about midway between that and the island, to avoid a bank on this last, which runs out to some distance west-northwest from the point of the island.

"In 1719, Pensacola was taken by Mr. Champmerlin, in the Hercules man-of-war of 64 guns, but carried only 57, in company with the Mars, pierced for 60 guns, but had only 54, and the Wilton, pierced for 54 guns, but carried only 50, with two frigates of 36 and 20 guns.

"The admiral was on board the Hercules, which drew 21 feet of water, and there were but 22 feet into the harbor, so that they despaired of carrying in this ship. But an old Canadian, named Grimean, a man of experience, who was perfectly acquainted with the coast, boasted of being able to do it, and succeeded, for which he was the next year honored with letters of noblesse. In the foregoing account from Mons. Laval, the measurement is French, consequently the minimum depth of the bar, in the ratio of seven eells of Paris to nine yards of English, must be 22 feet 9 inches; and the 22 feet mentioned as being on the bar, equal to $23\frac{1}{12}$ feet, or nearly 24 feet English." Of the unchangeable nature of the bar there is a chain of proof from the earliest data—those of Mons. de Jaucourt to those of Mons. Laval: from the sail-

ing directions of the latter to those of Goult, and from thence to the present day, or the latest official surveys of our own government, by Col. Kearney, of the topographical corps of engineers. In all these surveys and examinations, very little if any variation will be found, either in the courses or depth of water; and the period embraced is about a century and a quarter.

From the foregoing information and detail, and from my own observation during a period of some years, I am induced to believe that the bar at the entrance of Pensacola harbor is a permanent bank of sand, not subject to be influenced by the winds, the waves, or the currents of the ocean; nor is there any deposit from any of the waters emptying into the bay.

Having come to this conclusion, I see no difficulty in deepening the bar to almost any extent that may be desirable, but to the depth of seven feet nothing can be more practicable.

The difficulties that have been overcome at Nantucket are much greater than any that offer themselves here. That the bar will remain at the depth excavated, I infer from the want, heretofore, of any action, either by winds or currents, on its depth or course. The more difficult part of the call made on me still remains to be complied with. The Department are aware that my duties have not led me to the study of the power of the steam engine, as now understood and applied, and of course will receive with great indulgence any remark that may be made by me.

Captain Chase, of the corps of engineers, (to whom is entrusted the general superintendence of all fortifications being erected on the shore of the Gulf of Mexico,) made a report in relation to the deepening of the bar at Pensacola, entitled "Memoir and Estimate on the Improvement of the Pensacola Bar." He states (going into detail) that a sum not exceeding \$106,690 would excavate 1,385 yards long by 390 wide, adding to the present depth on the bar three feet throughout its whole extent. But it is desirable that an additional three feet should be excavated; the sum of \$106,690 must be increased \$40,000, making the amount \$146,690, and giving a depth of from 29½ to 30 feet water. In the estimate as made by Capt. Chase, the power of the steam dredging engine is calculated as being competent to the excavation of 50 cubic yards the hour. I fear that an engine, the cost of which should not exceed \$10,000, would lack the power given to it by Captain Chase. The bar is so firm and compact, that an attempt made by me to examine, at the distance of four feet below the surface, failed by the twisting off of the auger, although the shank was an inch and a half in diameter.

In the power of the engine, and the cost of the vessel, which Captain Chase put down at \$6,000, I differ with him, but in all other points of his report I am of his opinion. I therefore take the liberty of enclosing it to you. The vessel would in all probability cost from \$8,000 to \$10,000.

I need scarcely add, that I should be most happy to give my attention to this object, in connection with my other duties here. Captain Chase and myself would cheerfully unite our exertions to accomplish an object of so much importance to the country, and one of us could always be present.

I am at present and have been making observations upon the effect of the caisson upon the bottom as it sinks. When placed in the position it now is, there was but 14 feet water; the bottom hard sand, of nearly the same firmness as that composing the bar; since which it has been sunk five feet in the same position, and has washed away the bottom 5 feet, leaving at present 19, feet where originally there was but 14.

I have the honor to be, sir, very respectfully, your obedient servant,

A. J. DALLAS.

To the Hon. LEVI WOODBURY, *Secretary of the Navy, Washington.*

WAR DEPARTMENT, *January 18, 1836.*

SIR: I have the honor to submit a report of the chief engineer, prepared in obedience to the resolution of the Senate of the 12th inst., calling for information on the subject of deepening the bar at Pensacola Bay. I agree with the chief engineer in the opinion he has expressed of the "utility and practicability of this work."

Very respectfully, your most obedient servant,

LEW. CASS.

Hon. M. VAN BUREN, *President of the Senate.*

ENGINEER DEPARTMENT, *Washington, January 14, 1836.*

SIR: In compliance with a resolution of the Senate of the United States, of the 12th inst., "directing the Secretary of War to communicate to the Senate the report of the engineers on the subject of deepening the bar at Pensacola Bay, with the opinion of the Department as to its utility and practicability," which you have referred to this Department, I have the honor to hand you a copy of the report, estimate and drawing, from Captain William H. Chase, of the corps of engineers, relating to this subject. Concurring fully with the views therein represented, both as to the practicability and utility of the operation, and believing that it is the best plan for effecting the object in view, with the greatest economy and prospect of success, it is respectfully submitted, without further remark.

I remain, very respectfully, sir, your obedient servant,

G. GRATIOT.

The Hon. LEWIS CASS, *Secretary of War.*

Memoir and estimate on the improvement of the bar of Pensacola.

The bar at the entrance of the harbor of Pensacola is the only impediment to its well-being as a naval depot. This impediment may be removed, and, in proportion to its importance, at a very small expense.

It is unnecessary, in this place, to dwell on the importance of Pensacola as a naval depot, in conjunction with the defence of the Gulf of Mexico maritime frontier. It is sufficient to know that it is the only harbor on the gulf, within the limits of the United States, at which a great naval arsenal can be established; and it is satisfactory to know that such an arsenal has not only been commenced, but that it is too intimately connected with the great western and southwestern interests to fear the opposition which personal or sectional views may give rise to.

If the importance, then, of this harbor is felt and appreciated, any proposition for its improvement must be interesting. The following data have, therefore, been collected, and are now respectfully submitted to the Engineer department, to be added to the information which it may already possess on this subject.

By comparing the oldest charts with those of the present day, we do not find any alteration of the position of the bar.

The excellent chart of the survey of the Gulf of Mexico, executed by the British in 1763, exhibits the same soundings as were found by Colonel Kearney, in his critical survey of the harbor in 1822.

The depth of water on any part of the bar does not appear to have increased or decreased since it first began to be known to navigators; and we have, therefore, strong grounds for our belief that an increased depth of water, obtained by artificial means, would remain without aggression.

The largest ships-of-war in our service do not draw over twenty-four feet of water; it is, therefore, proposed to obtain twenty-seven and a half feet of water at low tide. This, however, may be increased *ad libitum*. The capacity of the improved dredging machine is sufficient to the task; and we have only to glance at similar improvements which are being made at Nantucket, and which are recommended for Ocracoke shoals, to show that perseverance and a judicious application of the proper means will secure the results desired.

The improvement of the bars or shoals at Nantucket and Ocracoke have in view the removal of obstacles more difficult to surmount than are presented at the bar of Pensacola; yet the operations at Nantucket are reported as very successful. The military engineer in charge of that improvement states that the channel already excavated does not fill up, but, on the contrary, it perceptibly increases in its dimensions.

The vicinity of the public works at St. Rosa's Island would afford many facilities, by reason of the wharves, storehouses, (the casemates of the fort,) and other organized means necessary to the operations.

The superintendence of the operations would be cheerfully undertaken by the commanding engineer, by which a saving of expense would be exhibited on this score. In short, the manifest advantages that would accrue to the operations would alone induce their prosecution simultaneously with the public defences, even if other inducements were wanting for their speedy commencement and completion.

The depth of water at the pinch of the bar is $21\frac{1}{2}$ feet at low tides. From the pinch it gradually deepens seaward to $27\frac{1}{2}$ feet, to a distance of 600 yards; and towards the harbor it deepens to 32 feet in a distance of 785 yards.

The whole distance is 1,385 yards, as is indicated on the accompanying chart by the parallelogram A, B, C, D. It being proposed to obtain a depth of $27\frac{1}{2}$ feet, the greatest depth to be excavated is six feet, and the least depth 0, the average depth is, of course, three feet. It is proposed to excavate a channel 130 yards wide in the first instance, which is sufficiently wide for our largest vessels to pass through, with a fair wind, in safety; a steam tow-vessel would bring them into port, if the wind were adverse.

It would be well to increase the width to 260 yards, or even 390 yards, after the first section of 130 yards shall have been accomplished.

The first section of 130 yards \times 1,385 yards in length \times 1 deep = 180,050.

The second section of 260 yards \times 1,385 yards in length \times 1 deep = 360,100.

The third section of 390 yards \times 1,385 yards in length \times 1 deep = 546,150.

ESTIMATE.

Cost of a steam dredging engine.....	\$10,000
Cost of a vessel of 100 tons.....	6,000
Cost of six receiving lighters, at \$500 each.....	3,000
Cost of a steam tow-vessel.....	5,000
Contingencies of boats, &c.....	1,000
	\$25,000
Cost of apparatus.....	\$25,000
Pay of superintendent of steam engine.....	\$1,000
Pay of three men, at \$15 per month.....	540
Pay of six men for lighters.....	1,080
Pay of captain of tow-vessel.....	480
Pay of assistant steam engineer.....	360
Pay of three men, at \$15 per month.....	540
Pay of four men for all work, at \$15 per month.....	720
Subsistence of seventeen persons, at \$8 per month, one year.....	1,622
Fuel, 500 cords for dredging machine, at \$3 per cord.....	1,500
Fuel, 150 cords for tow-vessel.....	450
	\$8,302
Repairs and contingencies.....	1,698
	10,000
This would be the annual cost of one engine.....	\$35,000

From observations upon the weather for one year, it is supposed that the machine could be worked 120 days between the 1st of April and 30th of September, or two-thirds of the time; and 60 days from the 1st of October to the 31st of March, or one-third of the time, making 180 days per annum.

The capacity of the machine is fixed at 50 cubic yards per hour. We fix the working hours per day at ten, which gives 1,800 hours per year, and 90,000 cubic yards. 90,000 cubic yards would cost, the first year, \$35,000, or 38.888 cents per cubic yard.

The machine being on hand, the second year its repairs would cost, say..... \$5,000

Its management..... 10,000

90,000 cubic yards would cost, the second year..... \$15,000

or 17.44 cents per cubic yard.

It has been shown that 180,000 yards must be excavated to secure a channel 27½ feet deep and 130 yards wide; now, 180,000 cubic yards, by the above estimate, would cost as follows:

90,000 cubic yards the first year.....	\$35,000 00
90,000 cubic yards the second year.....	15,000 00
<u>180,000</u>	<u>\$50,000 00</u>
Which is at the rate of 27.777 cents per cubic yard.	
We will suppose the work to be performed in one year by two machines. One machine and appendages, its management, &c., will cost.....	35,000 00
Two machines, as above, will cost.....	\$70,000 00
But as one tow-vessel would be sufficient to attend upon two machines, we will deduct the cost of one tow-vessel.....	\$5,000 00
Expenses of labor, fuel, &c., for the same.....	2,310 00
	<u>7,310 00</u>
The cost, then, of 180,000 cubic yards will be.....	<u>\$62,690 00</u>

Which is 34.82 cents per cubic yard.

The advantages resulting from the use of two machines would be: 1st. The opening of a channel in one year of sufficient dimensions to admit ships of the line.

2d. If it were advisable to increase the width of the channel to 260 yards, or double that width, the operations of the same could be performed the second year at a reduced expense. The two machines being on hand, the expenditure in excavating 180,000 cubic yards more would be as follows:

Pay of operatives and contingencies.....	\$10,000 00
Repairs and contingencies.....	10,000 00
Cost of additional 180,000 cubic yards.....	<u>\$20,000 00</u>

Or 11.11 cents per cubic yard.

The cost, then, of a channel way 1,385 yards × 1 yard × 130 = 180,000, the operation being performed in one year, would be.....	\$62,690 00
The cost of a similar section in the second year would be.....	20,000 00
	<u>\$86,690 00</u>

Three hundred and sixty thousand yards excavation, exhibiting a channel 1,385 yards long, nine yards deep, and 260 yards wide, would be, and could be performed for the sum of \$86,690.

To arrive at the cost of making the channel 390 yards wide, we have only to add to.....	\$86,690 00
The cost of excavating 180,000 cubic yards, on the terms stated for the second section....	20,000 00
	<u>\$106,690 00</u>

Recapitulation.

Cost of excavating a channel-way over the bar of Pensacola, exhibiting a depth of 27½ feet water in low tides, of the several dimensions stated as follows:

	Yards.	Yards.	Deep.	Cub. y'ds.	Cost.
First year's operation.....	130 ×	1,385 ×	1 =	180,000 =	\$62,690 00
Second year's operation.....	130 ×	1,385 ×	1 =	180,000 =	20,000 00
	260 ×	1,385 ×	1 =	360,000 =	\$86,690 00
Third year's operation.....	130 ×	1,385 ×	1 =	180,000 =	20,000 00
	390 ×	1,385 ×	1 =	540,000 =	<u>\$106,690 00</u>

All of which is respectfully submitted.

WM. H. CHASE, *Captain Engineers.*

St. ROSA ISLAND, December 6, 1829.

[Here follows, in the original, a drawing of the harbor of Pensacola.]

Report of board of engineers of the United States.

Thus situated, as Pensacola Bay is, with respect to the country on either hand, and the immense regions behind, its rare properties as a harbor become of inappreciable value. Some of these properties we will enumerate: 1st. It is accessible at low water to the largest class of sloops-of-war and small frigates, and, as the bar is narrow, may perhaps be made to admit still larger vessels. 2d. Its bar is near the coast, and the channel over it is straight and easily hit. 3d. It is perfectly land-locked, and has a very capacious roadstead. 4th. It has excellent positions for repairing, building, and launching vessels, and for docks and dock yards, in healthy situations; 5th. It has abundance of good water for the supply of vessels; and 6th. It is perfectly defensible.

As these and other properties, in conjunction with its situation as respects the coast and the interior, have induced the government to fix upon it as a naval station, and a place of rendezvous and repairs,

we shall, for the future, consider it in that character, both in its relation to the commerce of the gulf, and its own proper defences.

Although a naval station nearer the extremity of East Florida might possibly enable our vessels-of-war the better to watch over our commerce in the Florida stream, still no deep harbor exists to the south of Pensacola in which the circumstance of an entire separation from all relief and supplies does not greatly outweigh this advantage, if, indeed, it be more than imaginary.

It is, however, far from certain that the Florida stream is always to be the channel of communication from the gulf to the Atlantic. The great embarrassments and losses to which we must be exposed while that continues to be the course of our gulf trade, so long at least as we have not the mastery on the ocean, and, in fact, so long as the Island of Cuba is in possession of another power, to say nothing of the natural dangers of that navigation, have directed the public attention seriously to the project of opening a shorter and safe passage through the head of the Florida peninsula. No obstacle, not insuperable, it is presumed, will prevent the execution of this grand design; and, considered in reference to such an outlet, Pensacola is most happily situated.

NAVY DEPARTMENT, *February 12, 1835.*

Sir: In answer to the call of the Committee on Naval Affairs of the Senate for such information as may be in the possession of this Department as to the expediency of deepening the bar of Pensacola Bay, I send the enclosed copy of a report from the Board of Navy Commissioners on the subject.

As the committee ask an expression of my views as to this measure, I have no hesitation in stating it as my opinion, that the importance of having a naval station on Pensacola Bay, to which vessels of the largest size might be admitted, is so great, both as respects our navy and our commerce, that an appropriation for deepening the bar, which now obstructs the entry of large vessels into the bay, would be highly expedient.

The bar is composed of sand, very compact and hard, and therefore difficult to be removed; but this circumstance affords a strong evidence that, should the bar be deepened, the artificial channel would not soon be obstructed; and a dredging engine, to be driven by the force of steam, fully competent to the removal of the compact sand of this bar, could be constructed for ten or twelve thousand dollars.

It is but justice to state, however, that my opinion is founded entirely upon information contained in our documents, and more especially upon the letter of Captain Dallas, of the 22d August, 1833, and the memoir and estimate on the Pensacola bar, by Captain Will. H. Chase, of the 16th of December, 1829, to be found in the Senate documents for 1833-'34, vol. 1, No. 1, and papers 252, 253, 254, 255, 256, and 257.

I have the honor to be, very respectfully, your obedient servant,

M. DICKERSON.

The Hon. SAMUEL L. SOUTHWARD, *Chairman of the Naval Committee, Senate of the United States.*

NAVY COMMISSIONERS' OFFICE, *January 23, 1835.*

Sir: The Board of Navy Commissioners have the honor to acknowledge the receipt of your letter, enclosing a resolution of the House of Representatives upon the expediency of making an appropriation for deepening the harbor of Pensacola, and, in compliance with your directions, respectfully submit the following report.

It appears, from various concurrent testimony, that the bar at the entrance of the harbor of Pensacola has varied little, if any, in its form or elevation since the first known examination was made of it, forming an exception in these particulars to most, if not all, of the other sand bars at the mouths of our other harbors or rivers.

It also appears, from the reports transmitted to Congress by the Secretary of War, February, 5, 1830, and of Captain A. J. Dallas, transmitted with the preceding by the Secretary of the Navy at the last session of Congress, that this permanency in the form and elevation of the bar is considered as forming strong grounds for believing that an increased depth, obtained by artificial means, would be permanent.

The board feel delicacy in dissenting from the opinions of those who, from their superior opportunities for personal examination, or from whose former employment, would seem to be best qualified to judge in this case; they, however, respectfully suggest a few remarks for consideration.

It will no doubt be admitted that the bar owed its origin to the action of the water, as agitated by winds or currents, and that it has apparently assumed the form best calculated to prevent further changes from those causes. If this is the case, the question presents itself, whether a change to be made by other causes may not tend to disturb the equilibrium which seems now to be established, and lead to results different from those which are desired and anticipated.

That something of the kind may be apprehended, seems to be possible, by the effects produced near the navy yard, by sinking a caisson for a wharf, as mentioned in the concluding paragraph of the report of Captain Dallas. He there states that the bottom is of hard sand, of nearly the same firmness as that composing the bar: when placed in the position it now is, there was but fourteen feet water, since which it has been sunk five feet in the same position, and has washed away the bottom five feet, leaving nineteen feet where originally there was but fourteen. From this statement, it appears that a slight cause had produced a very considerable change, and in a soil represented to be nearly similar to that of the bar. It is evident that the sand thus removed must necessarily be deposited at some other point, and to that extent produce a shoal.

The bar, in its present state, allows the entrance and departure of frigates, and vessels of lower classes, at high water; and the aid of a steam vessel would greatly facilitate their ingress and egress.

It is undoubtedly desirable to obtain a sufficient depth of water upon the bar for the free admission of our larger vessels, if it can be effected at any reasonable expense, and be brought within the protection of the defences of the harbor.

From the information which the board possess at this time, they do not feel competent to express a

positive opinion upon the expediency of now making the attempt; but if, from other information, it should be determined upon, they would respectfully recommend that great care be taken not to hazard the advantages which the bar possesses in the present depth of water upon it.

I have the honor to be, &c.,

JOHN RODGERS.

Hon. MAHLON DICKERSON, *Secretary of the Navy.*

Roberts' account of the first discovery and natural history of Florida, published at London, 1763.

The road of Pensacola is one of the best in all the Gulf of Mexico, in which vessels can lie in safety against every kind of wind. The bottom, which is sandy, mixed, in many places, with ooze, is excellent for anchorage: the sea is never agitated here, because the land surrounds it on every side. It is capable of containing a great number of ships, as may be judged from its extent, and by the soundings which the figures in the plan exhibit in feet, a measure more exact than if measured by fathoms.

The tides are irregular here as well as upon all the rest of this coast. All that hath been remarked is, that within the space of twenty-four hours, the tide ebbs out of the harbor from eighteen to nineteen hours, and is from five to six hours flowing back again; and the greatest difference that has been found between high and low water is about three feet; on certain days less; at other times without increase or diminution, although the currents are changing daily, but with no regularity—the winds, in all probability, being in some measure the cause of this variety. The depth of water over the bar, at the entrance of the road, in the middle of the channel, is never less than twenty-one feet.

A memoir of the legislative council of Florida to the President of the United States.

Another prominent advantage in favor of Pensacola, which gives it elevated claims on the patronage of the government, is, that it is distinguished for the salubrity of its atmosphere and mildness of climate; it is a situation where her troops may always calculate upon enjoying good health, and where it is represented that breadstuffs and other provisions continue almost as long in a perfect state of preservation as in most of the northern parts of the United States.

The occupation of Pensacola, with the necessary fortifications, is calculated to afford a more complete command over the commerce of the Gulf of Mexico than any other position which could be selected on the southern coast; with this peculiar advantage, the United States would exclude the shipping of an enemy, probably from the only point in Florida in which they could anchor with safety, owing to the violence of the West India gales. Your memorialists are of the opinion that there is no other harbor, save that of Havana, in which they could ride with security during a storm. But the benefits arising from the selection of Pensacola, as a naval station, are not entirely of a negative character; we should not only be enabled to exclude the hostile armaments of foreign nations, but our own vessels could be protected from capture and disaster. The harbor of Pensacola will always be a place of secure retreat, a station from which expeditions may be fitted out without interruption, and from which the West India commerce of an enemy might receive the most successful annoyance. Were New Orleans assailed, Pensacola would be competent to afford co-operation for its defence, both by land and water, which could not fail to excite in the enemy the most fearful apprehensions. By our vigorous and well-directed efforts, her commerce would be cut off, her detachments captured, and, in the end, her surrender and retreat accomplished. The security of this place, then, is believed by your memorialists to be inseparably connected with the prosperity and defence of New Orleans and the contiguous States.

EDMUND LAW,

President of the Legislative Council.

NAVY COMMISSIONERS' OFFICE, *February 16, 1828.*

Sir: In reply to your letter of this day, the Commissioners of the Navy have to observe that, from the best information in their possession, there are twenty-one feet of water on the bar at Pensacola, and seventeen on that of St. Joseph; that nothing has occurred to induce them to believe that any other place can be found on the Gulf of Mexico, for a naval establishment, combining the same advantages as Pensacola.

I am, very respectfully, sir, your obedient servant,

JOHN RODGERS.

Hon. Jos. M. WHITE, *Congress.*

Extract from a letter of Commodore Ridgely, commander of the West India squadron, stationed at Pensacola.

The incalculable advantages that would accrue to an enemy, capable of taking and holding Pensacola, and making it a rendezvous for a blockading squadron stationed off the mouths of the Mississippi, will make obvious, at the first glance, the great necessity of erecting fortifications sufficiently strong to deprive them of these advantages. The force of the batteries, and the manner of constructing them, is matter for the Engineer department, and I am not prepared on that question to give an opinion. The salubrity of Pensacola is as good as any portion of the globe I have been in.

General Andrew Jackson, President of the United States:

Sir: Pursuant to your request made to me last evening, relative to the practicability of constructing a dry dock at the Pensacola Navy yard, I beg leave most respectfully to suggest, for your consideration, a plan which presents, in my view of it, an easy way of accomplishing this important work. I am strengthened in my opinion relative to the construction of a dry dock in this way, by the concurrence of Colonel Baldwin, to whom I explained my views on this subject in the year 1829, when he made his visit to that yard.

My long residence at the Pensacola Navy yard enabled me to make many observations and comparisons between the situation of the navy yard for this purpose and some others in the Bay of Pensacola, and in doing so I came to the conclusion that the site at Navy cove was preferable for a dry dock to that at the navy yard, and for the following reasons: first, the tide does not run so rapid; secondly, the harbor is less exposed to the action of the wind, and thirdly, the expense of constructing a dock at the latter place would be much less than at the navy yard.

There is also another site above the city of Pensacola, which has been highly approved of for the purpose of erecting a dry dock.

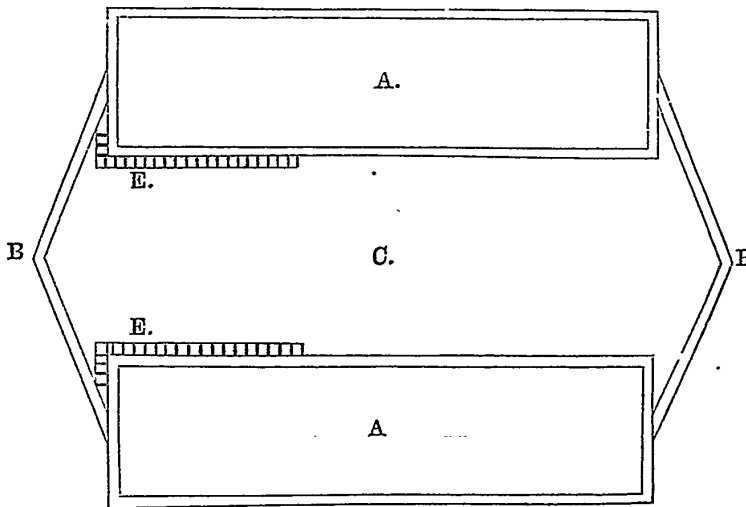
I do not consider that there are any serious objections to placing the dock at a few miles' distance from the navy yard, as the transportation of ships is soon effected, and the arrangements for the crews and materials could be made at as moderate an expense where the dock is located as at the yard itself.

I have long enjoyed the friendship of Commodores Barron, Elliot, Dallas, and others, and beg leave to refer you to those gentlemen for their opinions of my conduct during the time I have been in the public service, now nearly thirty years.

Most respectfully, I have the honor to be, sir, your obedient servant,

CHARLES D. BRODIE.

In explanation of the method of constructing a dry dock, I have submitted for your inspection the accompanying diagram. By constructing two large caissons of sufficient length to form the sides of a dry dock of wood work, to be placed in the Bay of Pensacola, and to be sunk with masonry, forming a parallelogram, and placed as far apart as would be sufficient to receive the masonry of structure similar to the one erected at the Gosport Navy yard; then, at the ends of this wood work, two sections to be placed so as to close the ends, which, when done and the water pumped out, will leave the bottom of the bay exposed to view. The piling of the interior of the work on the inner margin or sides of the wooden structure to be of grooved piles, to prevent the water from coming in, also to give permanency and to prevent the sides from collapsing. When eight or ten feet of the wood work on the caissons are run up, strong beams are to be thrown across and continued every seven feet in height which will connect the two caissons and keep them firm and secure, and form the sides of the dock, as represented in the diagram.



References.

- A, A. Caissons forming the sides of the dock.
- B, B. Sections at each end of the caissons to keep out the water of the space C, where the masonry of the dock is to be placed.
- E, E. Grooved piles driven on the inside of the caissons in the space C, to keep the water out, which are to be driven all around.

WASHINGTON, January 14, 1836.

DEAR SIR: In fulfillment of the promise made you yesterday, I have now the honor of giving you my views on the subject of deepening the bar at the entrance of the harbor of Pensacola, and of constructing a dry dock at the navy yard at that place. The sands forming the bar are not shifting, I am convinced, of which I think the following proof irresistible. Formerly the buoy placed in the deepest water upon the bar was secured by a chain attached to a condemned iron gun, either a nine or twelve pounder; when this was put down I know not, but at all events before the command of that station devolved upon me; during the last summer of my command, the chain was worn out and the buoy drifted

ashore, not far from the mouth of the Perdido. Before it was replaced I thought it necessary to mark as nearly as possible its former position, which was readily found after a short search; the gun above mentioned was discovered lying upon the bar unimbedded by the sand and without any accumulation of sand about it. I have been repeatedly informed, and from different sources, that there was then nearly the same depth of water upon the bar as when the first surveys were made by the Spaniards, which goes to prove, that if there is an accumulation of sand upon the bar, it is so very gradual that after the bar shall be once deepened it will require but little labor and expense each year, or perhaps some four or five years, to keep it so forever. As to the expense which would attend the removal of the sand from the bar to a depth sufficient to admit ships of the line at all times into the harbor of Pensacola, I am not now prepared to make an estimate; but I think, with a steamboat of from eighty to a hundred horse power, it might be effected at an expense of \$100,000 or less, in one season, and when completed there would be secured to the government the best harbor (Newport perhaps excepted) along the whole line of our extensive maritime frontier; one, too, protected at its entrance against any floating force which could be sent against it.

I consider a dry dock at the Navy yard at Pensacola as indispensable. Whenever engaged in a war with either of the great maritime powers of Europe, the theatre of which must ever be along our own coast and in the West Indies, Pensacola must ever, for that portion of our force stationed in the West Indies and Gulf of Mexico, be the harbor to which resort must be had for repairs and for supplies. The deeping the bar and the construction of a dry dock might be simultaneously in progress. There appears to me no obstacle in the way of constructing a dry dock, except in the danger of a collapse of the sand in excavating; this I should suppose could be obviated by extending the area of excavation. It will afford me pleasure to answer any interrogatories you may put to me on the above subjects.

I have the honor to be, sir, your obedient servant,

M. T. WOOLSEY.

The Hon. JOSEPH WHITE, *Delegate from Florida, in Congress.*

UNITED STATES NAVY YARD, *Pensacola, December 20, 1835.*

MY DEAR CAPTAIN: I have had the pleasure to receive your favor under date of the 10th instant, and reply to its contents with great diffidence from the want of language to express an opinion on the utility and importance of the subject.

There can be no individual, I am convinced, at all acquainted with our southern seaboard, and whose views are alike liberal to all sections of our Union, and who, aware of the advantages and practicability of the construction, possessing as it does all the necessary materials for building, who would venture an opinion in opposition to the location of a dry dock in the harbor of Pensacola; it is the only one south of the Chesapeake at present known to our government, or rather, used as a depot for our vessels-of-war, where frigates, sloops-of-war, and corvettes ingress and egress without difficulty.

The bar or entrance making between the north end of Black Beard, and the south end of St. Catharine's Islands, on the coast of Georgia, I believe to be a better one, and in other respects not inferior to Pensacola. I mean by this, the possession by the government of live oak, the facility for obtaining all other timber suitable for ship building, the ease with which, and the little expense necessary for fortifying it, together with the great security and safety of the anchorage; but Pensacola, already selected as a rendezvous for our West India squadron, and large appropriations of money expended in fortifying the harbor and in the improvement of the navy yard, the necessity, too, of having a depot for our ships in the gulf or vicinity of the West India Islands, where, in case of war with England, Spain, or which is now more probable, with France, much of the active operations of our citizens would be carried on, together with the impossibility, in my opinion, of effectually fortifying any of the Florida keys, give to Pensacola a preference which I presume must have its weight.

This bar has never, I believe, (at least within our recollection,) altered its depth or varied its channel; the largest sized sloops-of-war can always enter, and frigates of the greatest draught at high water, and by constructing the latter with a less draught, they could enter at half tides with a smooth sea; and that they would be equally as safe, sail as fast, and be in every respect as efficient, is satisfactorily proven by the Macedonian frigate, drawing two feet less than our ships of the same class, and possessing the qualities of fast sailing and a good sea vessel in an eminent degree.

I have just remarked that this bar has not altered its depth within our recollection; it is not, therefore, to be presumed that it will do without the application of artificial means; but if it should, that it must deepen, I think is beyond doubt from the circumstance of the two Islands of St. Rosa and Foster's approximating each other by the making up of land, necessarily contracting the channel, increasing the velocity of the current, and consequently having a tendency to deepen it.

If the West India squadron be considered as necessary, (and let others think as they may on the subject, in my humble opinion it is second to none other in utility and importance. I have been a long time in the navy, and have never witnessed more activity displayed, or more essential services rendered to the country or its commerce, than when cruising along the West India Islands;) if the valuable property annually flowing down our western waters to New Orleans, and from thence finding an outlet to different portions of the globe, through the gulf; if the extensive trade constantly passing in and out of the bay be considered as deserving protection, then must it be evident that the ships composing this squadron, and intended as a protection to our gulf trade, should have a rendezvous where they could be repaired and refitted with every facility, and where they would derive all the advantages which other cruisers would possess by entering one of our northern ports; if these, then, are facts worthy of consideration, it only remains to designate the spot; and, in my opinion, there is none so suitable as the harbor of Pensacola, for the various reasons already assigned.

It is supposed there are three sites admirably calculated for the location of a dry dock in this harbor: one at this navy yard, one at Five-fathom hole, above Pensacola, the other at Navy cove; this last, from all the information I can obtain on the subject, would be the most suitable, but the selection should be made by persons well qualified for the purpose, possessing experience in the construction of so important a work.

These remarks are submitted, as I before observed, with great diffidence; but should I be so fortu-

nate as in the slightest degree to aid in a work of so much importance to the country, the southern and western section of it particularly, and the navy in general, I shall feel, as an officer, gratified and benefited, in increasing the popularity and interest of the service by extending its usefulness, and rendering its services more conspicuous.

I am, my dear captain, most sincerely and truly yours,

JAS. M. McINTOSH.

[24TH CONGRESS.]

No. 590.

[1ST SESSION.]

MEMORIAL OF CERTAIN FIRST CLERKS OF COMMANDANTS AT NAVY YARDS FOR AN INCREASE OF THEIR SALARIES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 18, 1836.

To the honorable the Senate and House of Representatives of the United States of America, in Congress assembled:

We, the undersigned, your memorialists, first clerks to commanders of navy yards in and belonging to the United States, beg leave to request the attention of your honorable bodies to a subject of deep interest to your petitioners.

At the last session of Congress an act was passed, entitled "*An act to regulate the pay of the navy of the United States,*" in which act the grade or office of your memorialists was included; but while the pay of almost every other class of officers embraced therein, when on duty, was increased almost *fifty per cent.*, no increase was made to that of a greater portion of your petitioners.

It is a duty which we owe to ourselves, humbly and respectfully to state that our situations are confidential and responsible ones, and require, in addition to a good education, a thorough knowledge of public affairs, as far as they are connected with the branch of the national service to which we are attached.

In banks and other public institutions, and also in merchants' counting-houses of any celebrity, persons occupying situations, somewhat similar to those filled by your memorialists, receive good and generous salaries, ranging from twelve hundred to two thousand dollars per annum, with a prospective preferment, which, when the individual is worthy, is generally realized.

In the navy, too, of our great competitor for maritime power, the grade of your memorialists stands in the line of promotion; insomuch, at least, as no appointment is made to the grade of *purser* but that which is taken from the list of secretaries or clerks of commanders of fleets, squadrons, or dock yards, who have served faithfully and honorably for a certain term of years. In the navy of the United States, however, no such stimulus is extended to your memorialists, and consequently we have no other resource than to lay before you a statement of the hardships under which we labor, and pray your honorable bodies for relief.

We have very arduous and responsible duties to perform, requiring the utmost industry and attention at our hands. Our whole time (frequently not excepting Sabbaths and nights) is devoted to the public service, and we therefore humbly conceive that an adequate or proportionate compensation is not allowed us.

Your memorialists, actuated by the same principles and impulses which govern mankind generally, desire to educate and rear our children in a respectable and proper manner, which, with the strictest economy, we cannot do on our present salary. The nature of our duties requiring us to reside in cities, where a great proportion of the most essential necessities of life are very expensive, prohibits us from a participation in a very great advantage enjoyed by officers in other grades in the navy, who, after two or three years, uninterrupted service, can obtain a leave of absence, and remove, upon a respectable salary, to a more economical section of country than we are obliged to inhabit.

It would be a needless labor on the part of your memorialists to enumerate to your honorable bodies every point of inequality between our situations and that of other grades in the navy, for we feel well assured that, when the subject comes before you for consideration, the multiplied and responsible nature of our duties will be fully weighed, and that you will grant to us such additional compensation as to your wisdom may seem to be right and proper.

And your memorialists, as in duty bound, will ever pray.

HENRY J. WILLETT,

First Clerk to Commandant Navy Yard, New York.

HENRY S. CRABBE,

First Clerk to Commandant Navy Yard, Philadelphia.

SAMUEL WOODWORTH,

First Clerk to Commandant Navy Yard, Boston.

SAMPL B. BROWNE,

First Clerk to Commandant Navy Yard, Gosport.

JNO. ETHERIDGE,

First Clerk to Commandant Navy Yard, Washington.

24TH CONGRESS.]

No. 591.

[1ST SESSION.]

ON THE CLAIMS OF THE WIDOWS, CHILDREN AND OTHER RELATIVES OF THE OFFICERS AND CREW OF THE UNITED STATES SCHOONER WILD CAT, WHICH VESSEL FOUNDERED AT SEA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 19, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the memorial in behalf of the widows, children and other relatives of the officers and crew of the United States schooner Wild Cat, reported:

That the schooner Wild Cat, one of the vessels composing the squadron under the command of Commodore David Porter on the West India station, in the year 1824, for the suppression of piracy, sailed from the Havana on the 27th August of that year, and was supposed to have foundered at sea in a very heavy gale which occurred immediately after, as her arm chest, with small arms, was picked up on Florida reef, and afterwards obtained by Commodore Porter. A bill for the relief of the widows, children and other relatives of the officers and crew of this vessel was reported by the Committee on Naval Affairs, in May, 1830, since which time the claim appears to have been overlooked, though it has been renewedly brought before the committee.

The case of this schooner appears to be similar to those of the sloop-of-war Hornet and the schooner Sylph, for which relief was afforded by acts of Congress, in 1830 and 1833 and as the committee concur in the policy which occasioned the passage of those acts, a bill of a like description is herewith reported.

24TH CONGRESS.]

No. 592.

[1ST SESSION.]

ON THE CLAIM OF A LIEUTENANT IN THE NAVY, WHO WAS DISMISSED AND AFTERWARDS RESTORED, FOR PAY DURING THE INTERVAL.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 19, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the petition of Charles H. Duryee, a lieutenant in the navy of the United States, reported:

That the memorialist, on the 30th of March, 1830, then being a passed midshipman in the navy, was dismissed from the service; to which he was again restored on the second day of February, 1833, upon condition that he should not claim the pay accruing during the time that had intervened from the date of his dismissal until his restoration. He now applies to Congress to be allowed the sum of \$1,361.20, to which he would have been entitled if he had not been dismissed from the service.

The only reason which is offered in support of this claim is, that two other officers, who were dismissed at the same time with the memorialist, for being implicated in the same transaction, have been allowed their arrearages. It is not perceived that the fact of a discrimination having been made by the Executive between this case and the others which are referred to, gives any claim to the consideration of Congress; on the contrary, it is to be presumed that the discrimination would not have been made without good cause. During the interval in which the petitioner had ceased to be an officer of the navy, no public services could be required or were performed by him; his reinstatement in the service was an act of favor; his dismissal is not pretended to have been without sufficient cause; and there does not seem to be sufficient ground for the allowance of this claim. The following resolution is therefore reported:

Resolved, That the prayer of the petition ought not to be granted, and that it lie on the table.

24TH CONGRESS.]

No. 593.

[1ST SESSION.]

ON CLAIMS FOR INCREASE OF PENSIONS GRANTED FROM PRIVATEER PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 23, 1836.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of Mary Fish and Catharine C. McMurray, reported:

That the petitioners, who have been long in the receipt of pensions out of the privateer pension fund, pray for an increase of pension, upon the ground that their late husbands acted as surgeons of the private armed vessels in which they lost their lives, and that the allowance of eight dollars per month, which they have heretofore received, is not sufficient, according to the rank in which they acted.

The committee are not of opinion that a rule under which the pensions charged upon the fund have been so long apportioned, should be now altered, after an acquiescence of more than twenty years. The fund has been for sometime on the decrease and will soon be entirely exhausted, and the petitioners, with all others who have received its benefits, must be content to share them while it lasts, in the same proportion as heretofore.

The committee, therefore, ask to be discharged from the further consideration of the said petition.

24TH CONGRESS.]

No. 594.

[1ST SESSION.

ON THE EXPEDIENCY OF EXEMPTING CAPTAIN WOOLSEY, OF THE NAVY, FROM THE OPERATIONS OF THE LAW REQUIRING THE ENTIRE PAY OF AN OFFICER OF THE NAVY TO BE APPLIED TO THE PAYMENT OF A DEBT TO THE GOVERNMENT, AND DIRECTING THAT ONLY ONE-THIRD OF HIS PAY BE SO APPLIED.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 27, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the petition of Melancthon Taylor Woolsey, a captain in the navy of the United States, reported:

That the petitioner was ordered to the command of the naval station on Lake Ontario, in the year 1808, in which station he remained until relieved by Commodore Chauncey in 1812. During the war, he served under that officer, and, at the close of it, he again resumed the command of the station, and continued in it until the year 1822, a period of between thirteen and fourteen years. During this time, he superintended the building of a number of vessels, and was charged with the disbursement of large sums of money, without having his accounts adjusted by the Fourth Auditor until the 13th of September, 1822, when he was found to be indebted to the United States in the sum of \$36,341.72.

In pursuance of a provision in the annual appropriation acts from 1822 to 1828, and the act of January 25, 1828, to prevent defalcations on the part of disbursing agents of the government, the pay of Captain Woolsey has been retained from the time of the settlement of his accounts, and the balance reported against him was thereby reduced to the sum of \$17,059.48, on the 30th of September last. During a period of more than thirteen years, Captain Woolsey has thus continued in service, reducing the amount of his debts without uttering a complaint, and contriving, by a wonderful exertion of frugality and good management, to support a numerous family upon the amount received by him for his rations. In this quiet, patient, uncomplaining course he might have continued, had not the act passed at the last session of the twenty-third Congress, regulating the pay of the officers of the navy, deprived him of the pittance upon which his family had subsisted. This act was intended for the benefit of the officers of the navy; but it is only productive of extreme hardship to Captain Woolsey; for instead of pay, rations, and emoluments, it provided a fixed annual compensation, the whole of which is retained from him; and the consequence is, as he states in his petition, "after a faithful service of nearly thirty-six years, past the meridian of life, surrounded by a young, growing, and helpless family, destitute of the means to support or educate them, he throws himself upon his country for relief."

From the inquiries instituted by the committee, they are satisfied that Captain Woolsey is a meritorious officer and a worthy man, and that his indebtedness is attributable to his ignorance of accounts, and negligence in the manner of keeping them. However deserving of reprehension this negligence may be, it is rendered less inexcusable, when the situation of the frontier, and the nature of the service, when he took charge of the naval station on Lake Ontario, is considered. In a country which was then almost a wilderness, he had in charge the purchase of the materials, and the building and equipping the brig Oneida, of eighteen guns, and two gun boats, and the disbursement of all the expenditures which, under such circumstances, and so far from the seaboard, must have been attended with a great many incidental expenses, requiring a correspondent number of vouchers. He was frequently afloat in boats, and on the road, as he states, attending to the transportation of the military and other equipments of the vessels-of-war on the lake, when it was difficult to take the proper vouchers, and equally difficult to preserve them, or to make the proper entries. Under these circumstances, an officer, whose business was to wield the sword rather than to hold the pen, might naturally be expected to fall in arrear; especially when, through the unpardonable negligence of the accounting officers of the Treasury, his accounts were suffered to remain unadjusted for more than thirteen years, without any backwardness on his part; for it is allowed by the Fourth Auditor that Captain Woolsey rendered his accounts regularly, and that he is not aware that there is any ground for assuming that the delay in the settling of his accounts was in consequence of any delay on his part, or that he ever failed to render his accounts when required to do so.

The committee have cautiously restrained their sympathy, which would otherwise have been strongly excited, and they have only sought to extend that relief to Captain Woolsey which was compatible with the pecuniary interest of the United States. If the prayer of the petition be rejected, the petitioner will be obliged to resign his commission, the only chance of recovering the balance of the debt would be destroyed, and the services of an officer of high standing in the navy would be lost. To avoid these results, it is proposed that one-third part only of the pay which may accrue to Captain Woolsey shall be retained, and that the remaining two-thirds shall be received by him for his subsistence. The amount of pay retained prior to the passage of the act of 1835 was twelve hundred dollars per annum; one-third part of the pay of the commander of a squadron would be \$1,333.33, and of the captain of a single ship would be \$1,166.60, the mean of which would be \$1,250, a sum greater than the amount formerly retained. By adopting this proposition, therefore, the debt would be discharged sooner than under the former law. The only objections to be brought against it are: 1st. The impolicy of disturbing the operation of a salutary law; but it is believed that it is in fact complying with the spirit of that law, which, in its operation, did not leave the debtor destitute of the means of subsistence: and 2d. The apprehension that this may be cited as a precedent; but this apprehension need not disturb the most scrupulous, for a similar instance will hardly occur; and if there should be such a case, the same relief ought to be afforded, if any regard be had to the interest of the United States.

24TH CONGRESS.]

No. 595.

[1ST SESSION.

ON THE CLAIMS OF THE SURVIVORS AND LEGAL REPRESENTATIVES OF THE OFFICERS AND CREW OF THE KETCH INTREPID, COMMANDED BY CAPTAIN STEPHEN DECATUR, AND OTHERS, FOR REMUNERATION FOR THE DESTRUCTION OF THE FRIGATE PHILADELPHIA, AT TRIPOLI, IN 1804; AND RECOMMENDING THE DISTRIBUTION OF \$100,000 AMONGST THEM IN THE PROPORTION STATED.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 27, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the petition of the legal representatives of Edward Preble, James Lawrence, Joseph Bainbridge, and Thomas Macdonough, in behalf of themselves and others, the survivors and legal representatives of the officers and crew of the ketch Intrepid, under the command of Captain Stephen Decatur, at the time of the destruction of the frigate Philadelphia, in the harbor of Tripoli, on the night of the 16th of February, 1804, reported:

That the subject of awarding a recompense to the officers and crew of the ketch Intrepid, for the gallantry of the daring exploit in which they were so successfully engaged, has been under the consideration of every Congress since the year 1824. Every committee to which it has been referred has made a favorable report; and the House of Representatives, under all the changes to which it is liable, has appeared to be invariably impressed with the justice and merit of the claim. The obstacle which has hitherto prevented a satisfactory decision has been a difference of opinion upon the mode of apportioning the reward to which it has always been conceded that the participants in that achievement were entitled. The want of success of their predecessors shall not restrain the committee from using their endeavors to frame a bill which may find acceptance with a majority of the House.

It would be superfluous to offer a detailed statement of the destruction of the frigate Philadelphia. Every fact connected with this bold attempt is too well known to the nation to need recapitulation. It is sufficient to say, that no deed of adventurous daring or successful enterprise in our naval annals, teeming as they do with brilliant exploits, deserves more exalted praise or more ample reward; and yet it stands alone in being denied the meed which an admiring and grateful country, in every other instance, has been eager to bestow.

The statement annexed to this report will show that, not only when vessels were destroyed, but even when they were recaptured, Congress has not hesitated to decree a large pecuniary reward; and, when we consider the lapse of time between the action and the reward, in the present instance, the sums which have been appropriated are proportionably greater than that of which it is the purpose of the committee to urge the grant, and which is the same heretofore recommended. In providing for the distribution, it has been deemed advisable to follow neither the bill reported at the second session of the 19th Congress, which was framed in conformity with the prize act, nor the bill of the last Congress, which was founded upon an ingenious but arbitrary allotment. The distribution recommended by the committee is founded upon the relative proportion of the pay of the officers and seamen of the navy, according to the pay bill adopted at the last session of Congress. This is considered to be as equitable and reasonable a mode as can be devised, and its adoption will remove the objection of the great inequality in favor of the commanding officer, which was made to the bill reported to the last Congress, while it avoids too great an increase in the value of the shares in the lower classes of distribution, arising from the small number of persons to be found in them, which was the objection made to adopting the provisions of the prize act. The tabular statement annexed to this report will explain the operation of the principle adopted for the distribution, in conformity to which a bill is reported, and will furnish the means of instituting a comparison between the several plans of apportionment.

List of vessels destroyed, recaptured, or restored, with the amounts allowed by acts of Congress for the same.

Laws United States.	Vessels captured.	Amount.	Remarks.
Vol. 3, page 590	Meshouda	\$9,332 75	Restored.
Vol. 3, page 590	Mirboha	5,000 00	Restored.
Vol. 4, page 522	Guerriere	50,000 00	Destroyed.
Vol. 4, page 522	Java	50,000 00	Destroyed.
Vol. 4, page 522	Frolic	25,000 00	Recaptured.
Vol. 4, page 542	Peacock	25,000 00	Destroyed.
Vol. 4, page 543	Detroit	12,000 00	Destroyed.
Vol. 6, page 17	Penguin	25,000 00	Destroyed.
Vol. 6, page 77	Reindeer and Avon	50,000 00	Destroyed.
Vol. 6, page 86	Levant	25,000 00	Recaptured.
Vol. 6, page 115	Algerine vessels	100,000 00	Restored.
Vol. 7, page 239	Black Snake	3,000 00	Destroyed.

A table of the distribution of \$100,000 to the captors of the frigate *Philadelphia*, showing the amount which each individual would be entitled to, according to the prize act, the bill of 1834, the bill of 1836, and by the British order in council of March 19, 1834.

No. of persons.	Station.	Share of each person by the prize act.	Share of each person by the bill of 1834.	Share of each person by the bill of 1836.	Share of each person by British order in council.
1	Commander of the squadron	\$5,000	\$5,000 00	\$5,000 00	\$6,250 00
1	Captain of the <i>Intrepid</i>	10,000	31,412 42	15,000 00	15,625 00
3	Lieutenants, each	3,333 $\frac{1}{3}$	4,188 32	6,389 10	*5,562 70
1	Surgeon	2,000	2,991 65	4,259 40	3,090 39
1	Boatswain	2,000	2,991 65	2,555 64	3,090 39
1	Gunner	2,000	2,991 65	2,555 64	3,090 39
2	Masters' mates, each	2,000	2,991 65	1,916 73	2,225 08
6	Midshipmen, each	1,944 $\frac{2}{3}$	1,357 32	1,703 76	1,236 15
2	Boatswains' mates, each	1,944 $\frac{2}{3}$	1,357 32	971 14	1,236 15
1	Steward	1,944 $\frac{2}{3}$	1,357 32	920 03	988 92
4	Quartermasters, each	1,136 $\frac{4}{11}$	1,006 81	817 80	1,236 15
1	Pilot	1,136 $\frac{4}{11}$	1,006 81	817 80	†1,236 15
1	Sergeant of marines	1,136 $\frac{4}{11}$	1,006 81	945 59	1,236 15
1	Corporal of marines	1,136 $\frac{4}{11}$	1,006 81	†681 50	988 92
4	Quartermasters	1,136 $\frac{4}{11}$	1,006 81	766 69	618 08
42	Seamen and marines	833 $\frac{1}{3}$	304 13	\$613 35	618 08
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24TH CONGRESS.]

No. 596.

[1ST SESSION.]

ON THE CLAIM OF CAPTAIN VOORHIES, OF THE NAVY, FOR EXPENSES INCURRED IN TRANSPORTING AN AMERICAN EMBASSADOR AND CONSULS, IN THE SHIP UNDER HIS COMMAND, TO DIFFERENT PORTS IN THE MEDITERRANEAN, IN 1831 AND 1832.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 27, 1836.

MR. GRANTLAND, from the Committee on Naval Affairs, to whom was referred the memorial of Philip F. Voorhies, reported:

That, according to the petitioner's statement, he was, in the years 1831 and 1832, commanding the United States ship *John Adams*, in the Mediterranean, part of the time under the command of Commodore Biddle, and part under that of Commodore Patterson; that, in May, 1832, in pursuance of an order from Commodore Biddle, he carried Mr. McCauley, American consul, with his family, from Marseilles to his consulate at Tripoli, and brought from that place Mr. Ridgeway, who had been officiating there as consul, with his family, to Mahon; that, in June, 1832, under an order from the same commodore, he carried Mr. Carr, the consul for Morocco, from the port of Mahon to Tangier. The petitioner further states that, in the course of the same year, he received an order from Commodore Patterson to carry the Tripolitan ambassador and his secretary from Malta to Tripoli; that he believes this order was given in consequence of an expectation that the said ambassador would be serviceable to the American interests at Tripoli, in arranging some difficulties that had occurred there between our consul, Mr. McCauley, and the Bashaw, as our flag had been hauled down, and it was apprehended there might be a serious altercation; but by enlisting the good feelings of the ambassador, the misunderstanding between the Bashaw and our agent was settled.

The petitioner avers that considerable additional expense is always unavoidably incurred on such occasions, as the provisions and comforts to be furnished constitute no part of the government stores, and have to be supplied most generally from the means of the officer who commands the ship; and that he did expend several hundred dollars of his own funds in transporting the consuls before mentioned, and the Tripolitan ambassador, to their places of destination. He further states that no allowance is ever made by the Navy Department for such expenses, and that notice is generally given of that fact in the orders, to save the officer as much loss in the execution of his duty as possible; but that the pride of station, a respect for the public functionary, and a reliance upon the justice of the government, induce an expenditure of private funds for whatever is reasonably necessary for such a duty. The petitioner alleges that his expenditures for carrying Mr. McCauley and family to Tripoli were about \$200; those for bringing back Mr. Ridgeway \$200 more; that his "costs for port stores, provisions and supplies," for

* By the British order in council, the first lieutenant receives a larger portion than the other lieutenants.

† The pilot is not mentioned by name in the British order in council; he is assimilated to the quartermasters.

‡ The corporal of marines' share is increased beyond what his pay would entitle him to, in the same proportion that the share of the private of marines is increased.

§ The share of the marines would be less than that of seamen, according to their pay, but it was considered that it was better that they should share alike.

conveying the Tripolitan ambassador and his secretary home, from Malta, were about \$500; and that the expense incurred in carrying our consul, Mr. Carr, from Mahon to Tangier, was about \$200; the whole sum claimed by the petitioner, as expended by him in the public service, amounting to \$1,100. No account of the money actually expended by him is furnished by the petitioner.

The orders from Commodore Biddle, for carrying Mr. McCauley to Tripoli, for bringing away Mr. Ridgeway, and for conveying Mr. Carr to Tangier, accompany the petitioner's memorial. The order of Commodore Patterson, for taking the Tripolitan ambassador and his secretary from Malta to Tripoli, is *not* among the petitioner's vouchers; but there is a certificate from Lieut. Ridgway, of the navy, which states that this service was performed by the petitioner, and under an order from Commodore Patterson.

Your committee believe that acts have passed heretofore, giving relief in cases similar to this; and they think it but reasonable that expenses actually and necessarily incurred by the commander of a public ship, under such circumstances, (but nothing more than will cover his actual expenditure,) should be allowed him. Without any means of determining, with accuracy, what really were or ought to have been the petitioner's expenditures in the several cases before stated, the committee are of opinion that the bill herewith reported for his relief is in accordance with the principles of justice.

[24TH CONGRESS.]

No. 597.

[1ST SESSION.]

STATEMENT OF THE CONDITION AND OPERATIONS OF THE NAVY AND PRIVATEER PENSION FUNDS, WITH LISTS OF THE INVALID, WIDOW AND PRIVATEER PENSIONERS IN 1835.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 28, 1836.

NAVY DEPARTMENT, *January 23, 1836.*

SIR: In compliance with the 3d section of the act of Congress of the 10th of July, 1832, I enclose a statement, marked A, showing the names of the invalid pensioners, the commencement of their pensions, the sum allowed to each, and the law under which each pension has been granted; and, also, a similar statement, marked B, respecting widow pensioners.

These statements include the names of all whose deaths have not been made known to the Department, and probably contain the names of some who are dead. It was deemed proper, however, to present all the possibly existing charges against the pension fund.

In the examination and inquiries necessary to furnish the statements, the deaths of several have been ascertained which were not stated in my last report; and, therefore, the number of invalid and widow pensioners, with the maximum annual charge on their account, is less than was estimated in the report.

The income of the navy and privateer pension funds arises from the interest and dividends on stocks, an account of which was communicated to Congress with the late annual report M, 1, and N. All, except the bank stocks, bear an interest of five per cent. per annum. The amount of interest and dividend received the last year is contained in the statement enclosed, and marked D, and disbursements in paper M, which accompanied the late annual report.

The income the present year cannot be accurately estimated, until Congress shall have made some disposition of the United States Bank stock belonging to the fund.

With one exception, in the case of *Mary Cheever*, the pensions are payable semi-annually, on the 1st of July and 1st of January. The interest on some of the stock is due quarter-yearly, but enough does not accrue from this source to meet the semi-annual payments, and, therefore, frequent sales of stocks have been necessary in order that the pensioners might receive their pittance at the proper time, and to pay pension accounts settled in the offices of the Fourth Auditor and Second Comptroller. The fund has sustained no loss by this practice, as all sums, from whatever source, and not required to be immediately disbursed, are vested in United States Bank stock at par, as directed by the 2d section of the act of the 10th of July, 1832.

The premium on the subsequent sale of this stock is, therefore, so much gained to the fund. Under this arrangement, on the 7th December last, United States Bank stock, to the nominal value of thirty thousand dollars, was sold at an advance of 12½ per cent. to meet pensions on the 1st instant and settled accounts. But soon as the interest and dividend due at that date can be made available at the Department, the amount will be vested in the United States Bank stock, at par, as above. Though frequent sales are made, the aggregate of stocks owned by the fund is by this process increased. This explanation, with the accompanying statements, will, it is believed, give all the information required respecting the condition of the navy pension fund.

The statement marked E contains the names of the invalid pensioners payable out of the privateer pension fund.

Some whose names are on this list may be dead, but as their deaths are not known at the Department, they are presumed to be still a charge upon the fund.

The annual amount required to pay them is \$2,862. The nominal value of the stock owned by the fund at this date is \$5,367.05. It will be seen, therefore, that this class of pensioners can be paid but a few years longer, unless Congress should, at the proper time, make provision for their relief.

The receipts the last year for interest on the stock of the fund are stated on paper F, herewith enclosed, and the expenditure in paper N, which accompanied the late annual report of this Department.

The act of Congress of the 22d of April, 1800, respecting invalid navy pensions, limits the allowance to one-half of the monthly pay the individual received at the time he was injured. On the list now presented it will be noticed that under that act some are relieved whose pension is more than half-pay.

The papers filed in these cases do not state why so large pension was granted. In every such instance, however, it is believed the commissioners of the navy pension fund acted by authority of the 7th section of the act of 16th April, 1816, which empowered them, under certain circumstances, to increase the allowance to any amount not exceeding full monthly pay.

Some of the invalid pensions were granted to have effect from the date of the injury; some from the date of the applicant's discharge from the navy; some from the date of the letter asking to be placed on the pension roll; and others from the date when the proof in their cases was completed.

In so great a variety of cases there must have been many different degrees of merit, and, therefore, no positive rule as to commencement of pension could afford just compensation to all. This is presumed to be the reason why pensions have been allowed to commence as above stated; and agreeably to the opinion of the Attorney General as to the meaning of the 6th section of the act of 26th March, 1804, the commissioners of the navy pension fund were authorized to direct the pension to commence either from or after the date of injury, according to their sound discretion, governed by the merits and peculiar circumstances of each case.

It has been the practice, of late years, to allow invalid pensions to have effect from the date of discharge from the navy, or from the date of the proof, and in cases in which the applicants are not satisfied with such decision, they are referred to Congress for relief.

It will be observed that in many instances widows of officers of the same grade are not allowed the same rates of pension. This is caused by the different rates of pay allowed to such officers heretofore, and by the laws of Congress, which limit the widow's pension to half the monthly pay to which her husband was entitled at the time of his death.

These explanations are made to reconcile what would otherwise seem to be inconsistent in the navy pension system, and to put Congress in possession of all the facts.

I have the honor to be, very respectfully, &c.,

M. DICKERSON.

Hon. JAMES K. POLK, *Speaker of the House of Representatives.*

A.

Alphabetical list of invalid pensioners.

Names.	Rank.	Commencement of pension.	Monthly pension	Act of Congress under which allowed.
Zeph. Allen	Marine	Nov. 1, 1819..	\$3 00	April 23, 1800.
Samuel Abbott	Seaman	March 15, 1815..	5 00	do
Peter Anderson	do	Jan. 1, 1831..	3 00	do
James Allcorn	Sailingmaster	Jan. 19, 1830..	20 00	do
William H. Allen	Seaman	May 23, 1834..	3 00	do
Jacob Albrecht	do	Aug. 1, 1814..	6 00	do
Samuel Angus	Captain	June 2, 1824..	50 00	do
Robert Andrews	Quartergunner	Aug. 21, 1829..	4 50	do
John Archer	Seaman	July 1, 1829..	6 00	do
Alexander Adams	Orderly sergeant	Oct. 26, 1812..	3 00	do
George Alexander	Quartergunner	July 19, 1814..	8 00	do
L. Armstrong	Seaman	Nov. 22, 1831..	6 00	do
John Agnew	do	April 1, 1832..	5 00	do
Lemuel Bryant	Orderly sergeant	Aug. 1, 1814..	8 00	do
Robert Berry	Seaman	June 22, 1829..	6 00	do
Joseph Barrett	Quartergunner	April 17, 1813..	9 00	do
John Ball	Boatswain	July 24, 1815..	9 00	do
Joseph Blake	Orderly sergeant	July 26, 1822..	5 00	do
John Bennet	Seaman	Dec. 14, 1814..	6 00	do
John Burnham	Master's mate	Sept. 10, 1813..	9 00	do
Thomas Bartlet	Seaman	Nov. 24, 1834..	6 00	do
Samuel Bosworth	do	July 3, 1823..	6 00	do
Thomas Buchanan	Marine	Oct. 1, 1831..	3 00	do
Samuel Bryant	Seaman	March 5, 1830..	3 00	do
Nathan Burr	Quartergunner	May 27, 1829..	4 50	do
John Brown	Seaman	July 1, 1829..	6 00	do
Peter Barnard	Orderly sergeant	Dec. 1, 1814..	4 00	do
Edmund Brett	Marine	June 12, 1815..	3 00	do
John Brannon	Seaman	June 28, 1815..	5 00	do
Isaac Bassett	Orderly sergeant	Jan. 29, 1816..	5 00	do
John Beatty	Marine	June 1, 1830..	4 00	do
Robert Blair	do	Jan. 1, 1832..	6 00	do
Luke Brown	Seaman	July 5, 1834..	3 00	do
William Boggs	Marine	March 1, 1814..	3 00	do
John Baxter	Seaman	Feb. 28, 1819..	6 00	do
James Bell	do	Aug. 23, 1823..	6 00	do
Godfrey Bowman	Orderly sergeant	Oct. 1, 1825..	6 00	do
William Barker	Marine	July 1, 1802..	6 00	do
John Brumley	Seaman	Sept. 1, 1826..	6 00	do
James Bantam	Orderly sergeant	July 5, 1833..	4 00	do
Jonathan Bulkley	Midshipman	June 17, 1834..	9 00	do
James Brown	Seaman	Sept. 12, 1821..	8 00	do
Andrew Beard	do	April 11, 1815..	6 00	do
John Berry	Master-at-arms	March 18, 1835..	4 50	do

A.—Alphabetical list—Continued.

Names.	Rank.	Commencement of pension.	Monthly pension.	Act of Congress under which allowed.
John Butler	Seaman	Nov. 22, 1815..	\$5 00	April 23, 1800.
John Bruce	Quartergunner	May 1, 1826..	9 00	do
John Bostron	Quartermaster	May 30, 1834..	3 00	do
Frederick Boyer	Sergeant marine corps	Sept. 5, 1834..	2 25	do
Peter Borge	Captain's steward	May 19, 1834..	6 00	do
Leonard Chase	Orderly sergeant	Aug. 1, 1828..	5 00	do
John Clements	Seaman	March 18, 1813..	6 00	do
Robert Cathcart	do	Sept. 20, 1816..	6 00	do
George Cornell	Carpenter's mate	Dec. 1, 1826..	9 00	do
John C. Champlin	Seaman	May 21, 1831..	6 00	do
Nathaniel Chapman	Quartergunner	June 10, 1815..	8 00	do
James Cole	Seaman	March 4, 1832..	4 00	do
Samuel Colston	do	Sept. 6, 1813..	3 00	do
John Collins	do	Feb. 9, 1813..	6 00	do
William Cumming's heir	do	Sept. 1, 1815..	6 00	March 4, 1814.
Francis Covenhoven	Orderly sergeant	July 1, 1821..	7 50	April 23, 1800.
John H. Cannon	Corporal marine corps	Oct. 27, 1829..	4 00	do
John Cole	Orderly sergeant	July 1, 1829..	5 00	do
Robert Carson	do	June 26, 1821..	5 00	do
Daniel H. Cole	Marine	Dec. 27, 1833..	3 00	do
William Carter	Master's mate	May 11, 1814..	8 00	do
George Coomes	Seaman	July 1, 1825..	8 00	do
Enos R. Childs	Midshipman	April 2, 1823..	9 50	do
William Cantrell	Marine	April 8, 1830..	2 00	do
Samuel Drinkwater	Lieutenant	Jan. 1, 1825..	20 00	do
John Davidson	do	March 1, 1802..	20 00	do
Hillman Dodge	Orderly sergeant	May 1, 1831..	3 33 $\frac{1}{3}$	do
Richard Dunn	Seaman	Jan. 1, 1829..	6 00	do
John Denike	do	Dec. 1, 1825..	6 00	do
Jacob Dornes	do	July 1, 1802..	8 50	do
John Dunn	Marine	Oct. 22, 1834..	3 00	do
John Daniels	Quartermaster	March 22, 1822..	9 00	do
Samuel Daykin	Marine	Oct. 22, 1834..	3 00	do
John Diragen	Seaman	Dec. 22, 1815..	5 00	do
Matthias Douglas	do	April 23, 1814..	10 00	do
Owen Deddolph	Gunner	Feb. 1, 1827..	5 00	do
John L. Dubois	Ship's corporal	May 22, 1834..	4 00	do
William Dunn	Gunner	Oct. 8, 1835..	10 00	do
Daniel Denvers	Marine	Oct. 22, 1835..	3 00	do
James Dixon	Seaman	Nov. 11, 1835..	3 00	do
Joseph Dalrymple	do	Dec. 19, 1834..	4 50	do
Ebenezer Evans	do	March 2, 1813..	6 00	do
Thomas Edwards	Quartermaster	Jan. 1, 1823..	6 00	do
Jesse Elam	Marine	Aug. 1, 1828..	3 00	do
Gardner Edmunds	Orderly sergeant	July 1, 1831..	5 00	do
Jacob Eastman	Cooper	Aug. 1, 1828..	9 00	do
Thomas English	Orderly sergeant	May 14, 1832..	5 00	do
William Evans	Marine	May 1, 1827..	3 00	do
Abner Evans	Master's mate	Jan. 4, 1830..	6 00	do
Edward Field	Surgeon's mate	July 1, 1801..	10 00	do
Robert Forsaith	Marine	May 18, 1799..	3 00	do
John Fallabee	Landsman	Aug. 1, 1827..	4 00	do
N. S. Farrell	Marine	May 10, 1830..	3 00	do
William Farrell	Seaman	July 1, 1829..	6 00	do
Moses French	do	April 19, 1834..	6 00	do
Alfred Fisher	do	May 15, 1835..	5 00	do
John Fryee	do	Nov. 25, 1815..	6 00	do
William Farrar	Quartermaster	April 21, 1834..	6 00	do
Samuel H. Green	do	Jan. 1, 1819..	9 00	do
John Geyee	Seaman	April 6, 1815..	6 00	April 22, 1816.
John Grant	Orderly sergeant	July 1, 1831..	4 00	April 23, 1800.
Anthony Gerome	Seaman	Jan. 1, 1832..	6 00	do
William Gregory	Marine	May 28, 1830..	2 00	do
John Grant	Seaman	June 29, 1815..	6 00	do
William Gunnison	Orderly sergeant	Dec. 16, 1835..	5 00	do
Patrick Gilligan	Marine	Jan. 5, 1830..	3 00	do
James Grant	Seaman	July 1, 1829..	8 00	do
Peter Green	do	Aug. 3, 1817..	5 00	do
Peter Gordon	Quartergunner	June 19, 1826..	9 00	do
Chester Goodell	Orderly sergeant	Dec. 12, 1834..	3 00	do
Charles Gordon	do	May 11, 1835..	5 00	do

A.—Alphabetical list—Continued.

Names.	Rank.	Commencement of pension.	Monthly pension.	Act of Congress under which allowed.
William Gillen	Seaman	Jan. 1, 1832..	\$6 00	April 23, 1800.
Peter Goshelle.....	do	Nov. 15, 1829..	10 00	do
Jerry Gardner.....	Orderly sergeant.....	Jan. 14, 1818..	5 00	do
Anthony Gale	Lieut. col. marine corps	Jan. 5, 1835..	15 00	do section 9.
Richard Gillbody	Orderly sergeant.....	Jan. 14, 1826..	4 00	do
James Good.....	Seaman	Jan. 1, 1829..	12 00	do
Uriah Hanscomb.....	Orderly sergeant.....	Oct. 16, 1799..	6 00	do
James Hatch.....	Quartermaster.....	July 1, 1814..	12 00	do
James D. Hammond.....	Seaman	Dec. 1, 1829..	6 00	do
John Hamilton	do	May 1, 1827..	6 00	do
Elijah L. Harris	Marine	March 27, 1835..	3 00	do
John Hoxse.....	Seaman	Aug. 15, 1800..	8 50	do
Garret Hendricks.....	do	Aug. 9, 1834..	6 00	do
John Hodgkins.....	Carpenter's mate.....	July 1, 1814..	7 00	do
Roswell Hale	Orderly sergeant.....	Dec. 25, 1819..	5 00	do
William Herringbrook.....	Seaman	Feb. 18, 1814..	6 00	do
John Hogan	do	March 4, 1830..	3 00	do
John Hall.....	Quartermaster.....	Oct. 20, 1830..	4 50	do
Henry Hervey.....	Seaman	May 8, 1834..	4 00	do
William Hamilton	do	July 1, 1829..	6 00	do
Isaac Harding.....	do	May 9, 1834..	5 00	do
Isaac T. Heartle.....	Acting sailingmaster ..	April 1, 1817..	20 00	do
Samuel Hambleton.....	Purser	Aug. 30, 1834..	20 00	do
Simeon Hillman.....	Orderly sergeant.....	July 3, 1815..	4 00	do
John Harris.....	Quartermaster.....	Aug. 1, 1827..	3 00	do
John Hussey.....	Orderly sergeant.....	Jan. 1, 1832..	5 00	do
Josias Hopkins.....	Seaman	Dec. 7, 1805..	6 00	do
John J. Hardy.....	do	June 25, 1813..	6 00	do
William Ingersol	Boatswain	June 3, 1821..	12 00	do
David Jenkins.....	Seaman	Aug. 1, 1828..	6 00	do
James Jackson	do	March 4, 1816..	5 00	do
John Johnson	do	July 29, 1814..	8 00	do
Thomas Jackson, 2d.....	Quartermaster.....	July 28, 1818..	9 00	do
Sylvester Jameson.....	Seaman	Aug. 1, 1828..	6 00	do
Edward Ingram	Boatswain	April 1, 1831..	5 00	do
Andrew Irwin	Seaman	July 1, 1828..	6 00	do
Thomas Ap Catesby Jones	Lieutenant commanding	Nov. 15, 1831..	20 00	do
James Jeffers.....	Orderly sergeant.....	Dec. 7, 1805..	6 00	do
Obadiah Johnson	do	April 1, 1819..	5 00	do
Lewis Jones.....	Seaman	Oct. 27, 1835..	6 00	do
Thomas House.....	Quartermaster.....	Oct. 11, 1813..	9 00	do
James Kelly	do	Nov. 18, 1830..	3 00	do
John Kenney.....	Quartermaster.....	July 1, 1825..	4 50	do
Thomas Kelley	Seaman	April 25, 1815..	4 00	do
George Kensinger	Master-at-arms.....	May 22, 1819..	9 00	do
Hugh Kelley	Marine	do	6 00	do
Daniel Kleiss	Orderly sergeant.....	Nov. 1, 1831..	5 00	do
Nicholas Kline	Sergeant marine corps.	Jan. 1, 1832..	5 00	do
William Kinnear	Marine	April 3, 1834..	3 00	do
William C. Keene.....	Master-at-arms	Aug. 12, 1834..	9 00	do
William Lewis	Marine	Dec. 12, 1813..	4 00	do
Richard Lee.....	Quartermaster.....	July 1, 1820..	6 00	do
John Lloyd	Marine	June 8, 1819..	3 00	do
Isaac Langley.....	Orderly sergeant.....	July 1, 1831..	5 00	do
John Lazanno	Seaman	July 29, 1814..	5 00	do
Timothy Lane	Cook	March 25, 1816..	8 00	do
John Lewis	Boatswain's mate.....	Jan. 1, 1832..	9 00	do
John Linn	Seaman	Nov. 1, 1831..	6 00	do
James Lloyd	Marine	April 5, 1834..	2 00	do
James Merrill	Orderly sergeant.....	Oct. 23, 1819..	5 00	do
Cotton Murray.....	Boatswain's mate.....	Aug. 1, 1831..	9 00	do
Enoch M. Miley.....	Quartermaster.....	April 1, 1823..	8 00	do
Peter Macmahon.....	Orderly sergeant.....	Nov. 2, 1807..	6 00	do
Andrew Mattison.....	Seaman	May 23, 1814..	5 00	do
Patrick McLaughlin.....	Orderly sergeant.....	Nov. 1, 1815..	7 00	do
Charles Moore.....	Seaman	Aug. 5, 1822..	6 00	do
Giles Manchester	Orderly sergeant.....	May 1, 1827..	5 00	do
Joseph Marks	Seaman	do	6 00	do
John Myers	do	Nov. 1, 1828..	6 00	do
Samuel McIsaacs	Boy	July 30, 1814..	5 00	do
James Moses.....	Purser's steward.....	April 23, 1816..	9 00	do

A.—Alphabetical list—Continued.

Names.	Rank.	Commencement of pension.	Monthly pension.	Act of Congress under which allowed.
William Moran	Seaman	Dec. 5, 1815..	\$6 00	April 23, 1800.
Enos Marks	Orderly sergeant.....	Feb. 16, 1815..	5 00	do
John H. McNeale	Seaman	June 1, 1832..	3 00	do
John Mitchell	Quartermaster	June 11, 1832..	5 00	do
Matthew McMurray	Seaman	Sept. 1, 1827..	6 00	do
Thomas Miller	do	Oct. 23, 1829..	4 00	do
Matthias McGill	do	April 24, 1815..	8 00	do
John Moore	do	Dec. 4, 1807..	6 00	do
Archibald Moffat	Orderly sergeant.....	Jan. 1, 1832..	5 00	do
Hamlet Moore	do	Oct. 6, 1821..	5 00	do
James Mount	Marine	Sept. 1, 1830..	3 00	do
John Meigs	Seaman	July 1, 1819..	10 00	do
William Nesbit	do	April 18, 1815..	4 00	do
James Nickerson	do	Feb. 1, 1820..	6 00	do
John Nugent	do	April 1, 1815..	6 00	do
John F. Noyer	Marine	July 1, 1826..	4 00	do
William Napier	Corporal marine corps..	do	4 00	do
Thomas Nash	Orderly sergeant.....	Dec. 23, 1834..	5 00	do
John Neilson	Quartermaster	Jan. 1, 1832..	9 00	do
James Nagle	Seaman	June 30, 1834..	5 00	do
Isaac Omans	do	June 26, 1821..	6 00	do
Samuel Odiorne	do	July 1, 1829..	6 00	do
Benjamin Proctor	do	March 1, 1832..	4 00	do
Thomas B. Parsons	do	May 30, 1835..	6 00	do
William Perry	do	April 9, 1825..	6 00	do
John Peterson	Orderly sergeant.....	Sept. 10, 1813..	5 00	do
Usher Parsons	Surgeon	July 29, 1835..	12 00	do
William Parker	Seaman	Aug. 1, 1813..	6 00	do
Stephen Phyfer	Orderly sergeant.....	April 4, 1825..	7 00	do
John Pinee	do	Nov. 6, 1828..	5 00	do
Daniel Peck	Seaman	July 1, 1829..	6 00	do
John Price	do	May 11, 1835..	6 00	do
Charles Pasture	Orderly sergeant.....	March 24, 1815..	5 00	do
Neal Patterson	Seaman	July 1, 1820..	8 00	do
James Perry	Ship's corporal	Sept. 1, 1827..	9 00	do
Thomas Paine	Sailingmaster	Feb. 7, 1834..	20 00	do
David Quille	Quartermaster	Feb. 20, 1820..	5 00	do
Peter Quantin	Orderly sergeant.....	Dec. 17, 1813..	5 00	do
Nathan Rolfe	Seaman	Dec. 14, 1813..	6 00	do
Bartholomew Riley	Marine	June 1, 1832..	3 00	do
James Rogers	Sailingmaster	July 27, 1815..	15 00	do
Edward Ross	Boy	Jan. 1, 1827..	3 00	do
Edward Rowland	Orderly sergeant.....	March 29, 1815..	4 00	do
Rosnante Rhodes	Seaman	Dec. 5, 1815..	6 00	do
John Rice	do	July 19, 1830..	6 00	do
Frederick Rhodes	Corporal marine corps..	Nov. 27, 1833..	2 50	do
William Robinson	Marine	June 5, 1807..	6 00	do
John Rathbone	Orderly sergeant.....	July 1, 1829..	6 00	do
John Rogers	Carpenter's yeoman....	May 18, 1832..	4 50	do
John Romeo	Orderly sergeant.....	April 1, 1828..	5 00	do
John Randal	Marine	Sept. 2, 1805..	3 00	do
John Riley	do	July 1, 1834..	3 00	do
John Richards	Quartermaster	Oct. 20, 1829..	9 00	do
Benjamin Richardson	Master's mate	Oct. 8, 1829..	10 00	do
William M. Spaulding	Seaman	Jan. 1, 1825..	6 00	do
Nathaniel Staples	do	May 1, 1833..	3 00	do
Aaron Smith	Orderly sergeant.....	Aug. 1, 1828..	2 50	do
Patrick Scanton	do	Jan. 1, 1811..	6 00	do
Benjamin Stevens	Master's mate	June 27, 1814..	10 00	do
Benjamin D. Sparkawk	Boatswain's mate	April 2, 1829..	9 00	do
Otis Sage	Corporal marine corps..	Nov. 16, 1835..	4 50	do
Stephen Simpson	Marine	do	3 50	do
William Smith	Orderly sergeant.....	June 1, 1827..	5 00	do
John Scriver	Seaman	April 10, 1811..	5 00	do
John Schrouder	do	June 20, 1819..	6 00	do
Robert Scatterly	do	Nov. 1, 1832..	4 00	do
Jonas A. Stone	do	April 4, 1829..	9 00	do
William Steber	Musician marine corps..	Nov. 26, 1835..	3 50	do
Eli Stewart	Master's mate	May 20, 1814..	7 00	do
Harmon Sutton	Seaman	July 1, 1829..	3 00	do
William Stockdale	Marine	July 26, 1816..	6 00	do

A.—Alphabetical list—Continued.

Names.	Rank.	Commencement of pension.	Monthly pension.	Act of Congress under which allowed.
Thomas Smith.....	Boatswain.....	April 6, 1815..	\$10 00	April 22, 1816.
Thomas J. Still.....	Marine.....	Jan. 1, 1832..	3 00	April 23, 1800.
Richard S. Suter.....	Midshipman.....	Dec. 16, 1814..	9 50	do
William Staunton.....	Quartermaster.....	Jan. 1, 1820..	9 00	do
John Stoker.....	Gunner's mate.....	Feb. 22, 1830..	4 50	do
William Smart.....	Orderly sergeant.....	July 1, 1829..	5 00	do
Charles Sheeter.....	Boatswain's mate.....	Nov. 1, 1832..	6 00	do
Robert Spedden.....	Lieutenant.....	Dec. 5, 1823..	25 00	do
James Trumbull.....	Orderly sergeant.....	April 6, 1815..	5 00	April 22, 1816.
Owen Taylor.....	Seaman.....	Jan. 1, 1821..	6 00	April 23, 1800.
Henry Townsend.....	Orderly sergeant.....	Dec. 18, 1814..	5 00	do
David Thomas.....	Marine.....	Jan. 1, 1806..	5 00	do
Philip Tully.....	Seaman.....	Jan. 10, 1816..	6 00	do
Isaac Thomas.....	Marine.....	Oct. 20, 1829..	6 00	do
William Thompson.....	Orderly sergeant.....	May 20, 1826..	6 00	April 18, 1814.
John Tarlton.....	do.....	March 8, 1833..	4 00	April 23, 1800.
James Tull.....	Sergeant marine corps.....	July 29, 1816..	5 00	do
Benjamin Underwood.....	Orderly sergeant.....	April 24, 1815..	5 00	do
Isaac Vallenge.....	Quartermaster.....	March 15, 1815..	8 00	do
William Venable.....	Boatswain's mate.....	Oct. 19, 1835..	4 75	do
Caleb Wiggins.....	Orderly sergeant.....	May 23, 1834..	3 00	do
Charles F. Waldo.....	Master's mate.....	March 18, 1813..	10 00	do
Peter Woodbury.....	Quartermaster.....	do.....	9 00	do
Reuben Wright.....	Carpenter's mate.....	May 20, 1815..	8 00	do
John Williams.....	Seaman.....	July 1, 1818..	6 00	do
John Waters.....	Orderly sergeant.....	Oct. 7, 1824..	5 00	do
William S. Welsh.....	Seaman.....	May 1, 1827..	6 00	do
Solomon White.....	do.....	Feb. 29, 1812..	4 00	do
John Wright.....	Quartermaster.....	Jan. 1, 1818..	6 00	do
Thomas Welsh.....	do.....	Feb. 26, 1820..	6 00	do
John Wright.....	Orderly sergeant.....	May 1, 1822..	5 00	do
Marvel Wilcox.....	Carpenter's mate.....	Jan. 1, 1821..	9 50	do
Charles Weeks.....	Seaman.....	Feb. 22, 1830..	6 00	do
James B. Wright.....	Quartermaster.....	Jan. 1, 1832..	9 00	do
Thomas Woolfort.....	Seaman.....	Jan. 1, 1827..	6 00	do
Henry Ward.....	Quartermaster.....	May 27, 1833..	9 00	do
Thomas White.....	Captain fore-castle.....	May 1, 1835..	7 50	do
Robert M. Wilson.....	Master's mate.....	March 7, 1831..	5 00	do
James Wines.....	Seaman.....	March 28, 1824..	6 00	do
Thomas Ward.....	Captain fore-top.....	May 16, 1835..	7 50	do
David Wilson.....	Seaman.....	July 9, 1816..	6 00	do
William Williams.....	Marine.....	July 1, 1829..	6 00	do
William A. Weaver.....	Midshipman.....	Sept. 12, 1834..	9 50	do
Joseph Ward.....	Seaman.....	July 1, 1818..	6 00	do
James Wilson.....	Quartermaster.....	Aug. 15, 1829..	9 00	do
James Williamson.....	Armorer.....	Aug. 29, 1832..	3 00	do
William Whitney.....	Seaman.....	Nov. 1, 1818..	8 00	do
John A. Webster.....	Sailingmaster.....	Jan. 1, 1833..	20 00	June 30, 1834.
John J. Young.....	Lieutenant.....	Dec. 8, 1834..	25 00	April 23, 1800.

January 22, 1836. The number of invalid pensioners is 306. Annual amount to pay them, \$23,842.

B.

Alphabetical list of widow pensioners.

Names.	Husband's rank.	Commencement of pension.	Monthly pension.	Laws under which allowed.
Sally Annis	Seaman	April 20, 1816.	\$6 00	March 4, 1814.
Sarah Atkins	do	do	6 00	do
Adelaide H. Adams....	Master commandant...	June 30, 1834.	30 00	June 30, 1834.
Paurela Andrews	Gunner	do	10 00	do
Margaret Arundel.....	Sailingmaster	Nov. 10, 1812.	20 00	Jan. 20, 1813.
Juliana Birchmore	Surgeon	June 30, 1834.	32 50	June 30, 1834.
Maria Babbit	do	do	25 00	do
Caroline M. Berry.....	Lieutenant	do	20 00	do
Susan Brum	Sailingmaster.....	June 1, 1818.	20 00	Jan. 20, 1813.
Sarah Berry	Boatswain	March 1, 1824.	10 00	do
Elizabeth H. Baldwin..	Captain's clerk.....	April 12, 1816.	12 50	March 3, 1817.
Nabby Burchsted	Carpenter	June 30, 1834.	10 00	June 30, 1834.
Mary Burns	Seaman	March 4, 1835.	6 00	do
Susan Bainbridge	Captain	June 30, 1834.	50 00	do
E. K. Boughan.....	Lieutenant	do	25 00	do
Harriet Barney	Captain	Dec. 1, 1818.	50 00	Jan. 20, 1813.
Mary Cheever	do	April 12, 1814.	8 33 ¹ / ₂	April 12, 1814.
Abigail Cowell	Lieutenant	April 18, 1814.	20 00	March 3, 1817.
Harriet Carter.....	do	Sept. 7, 1823.	20 00	do
Ann M. Clurett	Sergeant marine corps.	June 1, 1826.	4 50	Jan. 20, 1813.
Elizabeth J. Caldwell..	Lieutenant	June 30, 1834.	20 00	June 30, 1834.
Eliza M. Cloud.....	Assistant surgeon.....	do	15 00	do
Celia Cross	Lieutenant	do	20 00	do
Eliza Cassin	Purser	Aug. 19, 1821.	20 00	March 3, 1817.
Frances F. Cook	Lieutenant	June 30, 1834.	25 00	June 30, 1834.
Leah Carter	Musician marine corps	Sept. 23, 1834.	4 00	do
Maria J. Cavilier.....	do	June 30, 1834.	4 00	do
E. W. Cocke	Lieutenant	March 7, 1823.	20 00	Jan. 20, 1813.
Fanny Cassin	do	June 30, 1834.	20 00	June 30, 1834.
Ann V. Cocke	do	May 31, 1835.	38 59	do
Ellen Dix	Surgeon	April 16, 1823.	25 00	March 3, 1817.
Eliza Doney	Sailingmaster	June 30, 1834.	20 00	June 30, 1834.
Lamotie Dill	Boatswain	do	10 00	do
Dorothy M. Evans.....	do	do	10 00	do
Jane Evans	Captain	do	50 00	do
Harriet Ann Elbert....	Lieutenant	Dec. 20, 1812.	20 00	March 4, 1814.
Mary Ford	Carpenter's mate.....	April 20, 1815.	9 00	do
Abigail C. Fernald	Seaman	Feb. 24, 1815.	6 00	do
Mary T. Forrest	Lieutenant	June 30, 1834.	20 00	June 30, 1834.
Mary Forrest	Sergeant marine corps.	do	5 00	do
Mary Griffin	Surgeon	July 1, 1830.	25 00	March 3, 1817.
Margaret F. Green	Carpenter	Nov. 14, 1834.	10 00	June 30, 1834.
Eliza Grayson	Captain marine corps ..	June 30, 1823.	20 00	March 3, 1817.
Sophia Gardner	Master commandant	Sept. 1, 1815.	30 00	do
Ann B. Grymes	Captain marine corps ..	July 25, 1834.	20 00	June 30, 1834.
Ann Gardner	Gunner	April 28, 1835.	17 03	do
Mary E. Holbert	Corporal marine corps ..	June 30, 1834.	4 00	do
Phebe Hamersley	Lieutenant	Sept. 12, 1823.	20 00	March 3, 1817.
Sarah Higgins.....	Seaman	Sept. 28, 1834.	6 00	June 30, 1834.
Diana Hardy	Orderly sergeant.....	Sept. 10, 1813.	5 00	March 4, 1814.
Susan Haraden	Sergeant marine corps.	Jan. 4, 1835.	8 00	June 30, 1834.
Ellenora Harbury	Master commandant	Jan. 20, 1818.	30 00	Jan. 20, 1813.
Therese Hoffman.....	Musician marine corps.	June 30, 1834.	4 00	June 20, 1834.
Eliza Henley	Captain	May 23, 1835.	94 63	do
Mary Henley	do	June 30, 1834.	50 00	do
Mary R. Hatch	Pilot	Feb. 5, 1814.	20 00	Jan. 20, 1813.
Phebe W. Hoffman	Captain	Dec. 10, 1834.	50 00	June 30, 1834.
Ann R. Hall	Sailmaker	June 30, 1834.	10 00	do
Abigail Jones	Cook	April 20, 1815.	9 00	Jan. 20, 1813.
Ellen Jenkins	Seaman	June 30, 1834.	6 00	June 30, 1834.
Mary Jones	Chaplain	do	20 00	do
Maria T. Johnson	Carpenter's mate.....	June 30, 1814.	9 50	Jan. 20, 1813.
Mary Jameson.....	Midshipman	Nov. 11, 1823.	9 50	March 3, 1817.
Elizabeth Jones.....	Marine	June 30, 1834.	3 00	June 30, 1834.
Caroline Jones	do	do	9 00	do
Elizabeth Jones	Marine	do	10 00	do
Abigail Kitchen	Seaman	do	6 00	do
Harriet J. Kissam.....	Surgeon	do	25 00	do
Lydia Law	Yeoman.....	do	9 00	do

B.—Alphabetical list of widow pensioners—Continued.

Names.	Husband's rank.	Commencement of pension.	Monthly pension.	Laws under which allowed.
Julia M. Lawrence	Captain	June 1, 1813.	\$50 00	Jan. 20, 1813.
Elizabeth Lee	Lieutenant	June 30, 1834.	25 00	June 30, 1834.
Frances M. Lewis	Master commandant	Sept. 1, 1815.	30 00	March 3, 1817.
Elizabeth Lagonce	Seaman	March 14, 1835.	6 00	June 30, 1834.
Ann G. McCollough	Sailingmaster	Aug. 24, 1814.	20 00	Jan. 20, 1813.
Jane Moulton	Seaman	April 20, 1815.	9 00	March 4, 1814.
Ann Martin	Quartergunner	do	9 00	Jan. 20, 1813.
Phebe Montgomery	Surgeon	June 30, 1834.	25 00	June 30, 1834.
Lydia Marabee	Seaman	do	6 00	do
Sarah Matthews	Quartergunner	Nov. 30, 1814.	9 00	Jan. 20, 1813.
Ann Midlen	Master's mate	Sept. 15, 1814.	10 00	do
Mary E. Macpherson	Master commandant	June 30, 1834.	30 00	June 30, 1834.
Eliza Maury	Lieutenant	June 25, 1823.	20 00	March 3, 1817.
Mary McNelly	Gunner	June 30, 1834.	10 00	June 30, 1834.
Rhoda Newcomb	Lieutenant	do	20 00	do
Margaret Navarre	Sailmaker	Oct. 2, 1823.	10 00	March 3, 1817.
Elizabeth Nagle	Boatswain	Nov. 19, 1834.	9 50	June 30, 1834.
Mary Neale	Lieutenant	Sept. 1, 1815.	20 00	March 3, 1817.
Margaret Osbourn	Seaman	Aug. 16, 1834.	6 00	June 30, 1834.
Nancy Patch	do	Oct. 29, 1812.	6 00	March 3, 1817.
Lucretia M. Perry	Purser	June 30, 1834.	20 00	June 30, 1834.
Eliza L. Pearce	Lieutenant	Aug. 7, 1832.	20 00	March 3, 1817.
Margaret Parsells	Orderly sergeant	Aug. 20, 1819.	10 00	do
Sarah Phillips	Marine	Oct. 22, 1834.	3 50	June 30, 1834.
Georgiana A. Peaco	Surgeon	June 30, 1834.	25 00	do
Frances Pottenger	Lieutenant	do	25 00	do
Maria Page	Surgeon	do	25 00	do
Eliza C. Porter	Master commandant	do	30 00	do
Henrietta Prather	Marine	Sept. 14, 1834.	3 50	do
Eliza Page	Sailingmaster	June 30, 1834.	20 00	do
Catharine Rassmussin	Pilot	July 22, 1813.	20 00	Jan. 20, 1813.
Nancy Riggs	Seaman	Dec. 27, 1814.	6 00	March 4, 1814.
Mary W. Rose	Master commandant	June 30, 1834.	30 00	June 30, 1834.
Mary Russell	Sergeant marine corps	do	4 50	do
Martha Rose	Seaman	Sept. 10, 1813.	6 00	March 3, 1817.
Ann M. Rodgers	Captain	June 30, 1834.	50 00	June 30, 1834.
Phebe Reynolds	Boatswain	May 21, 1823.	10 00	March 3, 1817.
Hannah Stone	do	do	3 00	per month till 1820, and then
			6 00	June 30, 1834.
Mary Stone	Seaman	April 20, 1815.	6 00	March 4, 1814.
Mehitable Smith	Lieutenant	June 30, 1834.	25 00	June 30, 1834.
M. C. Spence	Captain	do	50 00	do
Mary Stephenson	Seaman	do	6 00	do
Ann Stephenson	Sailingmaster	Aug. 27, 1813.	20 00	March 3, 1817.
Eleanor Smart	Seaman	Oct. 15, 1814.	6 00	March 4, 1814.
Harriet H. Saunders	Lieutenant	Dec. 7, 1816.	20 00	Jan. 20, 1813.
Mary Stellwagen	Sailingmaster	June 30, 1834.	20 00	June 30, 1834.
Clarissa B. Scott	Lieutenant	do	25 00	do
Louisa B. Sherburne	do	do	25 00	do
Ann Eliza Sardo	Musician	Dec. 20, 1835.	4 00	do
Elizabeth Sevier	Captain marine corps	May 9, 1827.	20 00	Jan. 20, 1813.
Charlotte M. R. Thorn	Surgeon	June 30, 1834.	25 00	June 30, 1834.
Ann E. Tingey	Captain	do	50 00	do
Elizabeth Trenchard	do	do	50 00	do
Mary Tanner	Quartergunner	do	7 50	do
Elizabeth Trapnall	Marine	Sept. 10, 1813.	3 00	March 4, 1814.
Frances A. Thomas	Lieutenant	June 30, 1834.	25 00	June 30, 1834.
Emma C. B. Thompson	Captain	do	50 00	do
Lucy R. Temple	Lieutenant	do	25 00	do
Anna Vanderfien	Orderly sergeant	do	5 00	do
Lydia Vanhorn	Marine	Oct. 10, 1814.	3 00	March 4, 1814.
Hannah Webb	Seaman	Jan. 1, 1813.	6 00	do
Catharine Wise	Purser	June 30, 1834.	20 00	June 30, 1834.
Marvel Wilcox	Carpenter's mate	Jan. 1, 1821.	9 50	March 3, 1817.
Charlotte Wares	Sailingmaster	Dec. 4, 1815.	20 00	do
Mary Wish	Lieutenant	June 30, 1834.	25 00	June 30, 1834.
Margaret Warner	Sailingmaster	Aug. 24, 1814.	20 00	Jan. 20, 1813.
Electa Webster	Lieutenant	June 30, 1834.	20 00	June 30, 1834.

136 widow pensioners, and the annual amount required to pay them is \$30,241.

D.

Statement of the amounts passed to the credit of the navy pension fund on the books of the Second Comptroller of the Treasury, in the year 1835, on account of interest and dividends on stocks belonging to said fund.

Date.	Stocks.	Amount.	
January 17, 1835..	United States Bank stock	\$20,643 00	
January 29, 1835..	Maryland 5 per cent	3,562 87	
February, 5, 1835..	Pennsylvania 5 per cent	5,311 73	
April 13, 1835..	Union Bank of Georgetown.....	300 00	
April 14, 1835..	City of Cincinnati	2,500 00	5 per cent.
July 15, 1835..	Maryland 5 per cent.....	1,789 66	
July 21, 1835..	United States Bank.....	20,706 00	
August 22, 1835..	Pennsylvania 5 per cent.....	5,311 73	
August 35, 1835..	Maryland 5 per cent.....	1,752 78	
October 9, 1835..	City of Cincinnati	2,500 00	5 per cent.
October 22, 1835..	Maryland 5 per cent	1,705 59	
	Total	\$66,083 36	

E.

Alphabetical list of privateer pensioners.

Names.	Rank.	Commencement of pension.	Monthly pension	Act of Congress under which allowed.
Stephen Abbot	Seaman	Feb. 1, 1813..	\$4 00	
William Austin.....	Captain	Dec. 27, 1814..	15 00	
George Albree.....	Cabin boy	Sept. 5, 1813..	3 00	
John Barr	Captain's clerk.....	Nov. 4, 1812..	4 00	
David Boower	Seaman	Oct. 10, 1823..	3 00	
John Boyd	do	Jan. 11, 1814..	6 00	
John Balster	do	April 18, 1814..	2 00	
Martin Baker.....	do	Sept. 4, 1814..	6 00	
Edward Cole	do	Dec. 7, 1812..	4 00	
B. H. Churchill	Captain	Nov. 19, 1814..	20 00	
John Cook	Seaman	Aug. 29, 1812..	6 00	
John Carlow	Pilot	Jan. 1, 1828..	4 00	
Andrew Desendorf	Seaman	April 19, 1814..	4 00	
Lewis Demotte	do	July 20, 1813..	6 00	
Samuel Elwell.....	do	July 15, 1812..	5 00	
John Edwards.....	Lieutenant	Dec. 6, 1812..	9 00	
James Foot	Prizemaster	Jan. 17, 1813..	9 00	
Henry Fletcher	Seaman	March 3, 1814..	4 00	
Joshua Gamage	do	June 22, 1825..	3 00	
Isaac Goodwin	do	May 20, 1813..	5 00	
Empson Hamilton.....	Marine.....	Oct. 15, 1812..	5 00	
Edward Hurn	Boatswain.....	Oct. 1, 1835..	10 00	
Henry Lovely	Captain	Dec. 2, 1829..	20 00	
Leonard Mattee	Seaman	Dec. 7, 1812..	3 00	
James Miller	do	March 8, 1815..	6 00	
John Nants	Lieutenant	Jan. 1, 1824..	12 00	
James Row	Prizemaster	Oct. 19, 1812..	3 33 $\frac{1}{3}$	
Peter Roderigue	Boatswain's mate	Sept. 23, 1812..	8 00	
Benjamin Smith	Master's mate	Oct. 20, 1812..	8 00	
Samuel B. Spence.....	Gunner's mate	Sept. 1, 1821..	6 00	
James Sawyer	Prizemaster	Nov. 18, 1834..	10 00	
Thomas Taylor	Gunner's mate	Nov. 4, 1812..	6 00	
Murray Talbot	Seaman	Aug. 3, 1812..	5 00	
Benjamin Upton	Captain	Dec. 6, 1812..	10 00	
Richard Van Vorst.....	Seaman	July 13, 1829..	5 00	
Nathaniel Weston	do	Sept. 1, 1812..	3 00	

The number of pensioners is 36; annual amount to pay them, \$2,862.

F.

Statement of the amounts passed to the credit of the privateer pension fund on the books of the Second Comptroller of the Treasury, in the year 1835, on account of interest on stocks belonging to said fund.

Date.	Stocks.	Amount.
January 25, 1835.....	Maryland five per cent.....	\$319 31
March 31, 1835.....	Maryland five per cent.....	528 68
July 15, 1835.....	Maryland five per cent.....	106 43
July 25, 1835.....	Maryland five per cent.....	57 50
August 25, 1835.....	Maryland five per cent.....	104 58
October 22, 1835.....	Maryland five per cent.....	101 77
	Total.....	\$1,218 27

24TH CONGRESS.]

No. 598.

[1ST SESSION.]

APPLICATION OF THE MAYOR AND CITY COUNCIL OF BALTIMORE, MARYLAND, FOR THE ESTABLISHMENT OF A NAVY YARD IN THAT CITY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 2, 1836.

Resolved, by the mayor and city council of Baltimore, that the representatives in Congress from the fourth congressional district, and the two senators of Maryland, be requested to use their best exertions to procure the establishment of a navy yard in the city of Baltimore.

Resolved, That the mayor be requested to communicate a copy of the above resolution to each of the senators and representatives of the State of Maryland in Congress.

HENRY MYERS, *President 1st Branch.*
F. LUCAS, JR., *President 2d Branch.*

Approved 30th January, 1836.

S. SMITH, *Mayor.*

I certify that the foregoing is a true copy of the original resolutions, as passed both branches [L. s.] of the city council of Baltimore.

JESSE HUNT, *Register.*

MAYOR'S OFFICE, *Baltimore, February 1, 1836.*

SIR: Agreeably to the order of the city council, I have the honor to hand you a certain resolution relative to a navy yard to be located in their city,

And am, with respect, your obedient servant,

S. SMITH, *Mayor.*

24TH CONGRESS.]

No. 599.

[1ST SESSION.]

ON CLAIM OF CAPTAIN PARKER, OF THE NAVY, FOR EXPENSES INCURRED IN CARRYING A BEARER OF DISPATCHES TO THE MEDITERRANEAN IN THE VESSEL UNDER HIS COMMAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 4, 1836.

Mr. ASH, from the Committee on Naval Affairs, to whom was referred the petition of F. A. Parker, reported:

That, in August, 1828, F. A. Parker, captain United States navy, commanded the Fairfield sloop-of-war, and whilst in command was ordered by the Secretary of the Navy to carry Mr. Edward Wyer, (bearer of dispatches to the commodore of the squadron,) to the Mediterranean. The order of the Secretary was peremptory, and left no choice to the said commander but to obey; in pursuance of said order, Captain F. A. Parker received Mr. Wyer on board his vessel, and conveyed him to the destination prescribed by the Secretary of the Navy; and that Captain Parker furnished Mr. Wyer on the voyage with his boarding, and other matters usual in such cases, for which he never received one cent from Mr. Wyer or any other person. That Captain Parker is justly entitled to be paid his actual expenses, incurred in taking out Mr. Wyer; and we are of opinion that the sum of two hundred dollars would cover said expense, and that a bill for that amount should be reported to the House. All of which is respectfully submitted.

[24TH CONGRESS.]

No. 600.

[1ST SESSION.]

ON THE EXPEDIENCY OF ESTABLISHING A NAVAL DEPOT AND DRY DOCK AT CHARLESTON, SOUTH CAROLINA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 4, 1836.

NAVY DEPARTMENT, *January 30, 1836.*

Sir: In answer to your letter of the 18th instant, upon the subject of establishing a naval depot and dry dock at Charleston, South Carolina, I have the honor to state that all the facts necessary for forming a correct decision upon this subject are contained in a printed report, referred to in your letter, of the Committee on Naval Affairs of the House of Representatives, of the 24th of June, 1834.

In that report, the advantages of making Charleston harbor a naval depot are put in a strong point of view, and objections made to the measure successfully obviated.

I have no additional facts to communicate to you; but, as you ask my views and opinions upon the subject, I do not hesitate to express them.

I agree entirely with the Naval Committee, in the above report, in the reasonings and facts stated by them, and in the conclusion to which they come, "that the establishment of a navy yard at Charleston, for the construction of smaller vessels-of-war, would be expedient and desirable, as it would conduce to the public good."

I think further, that this should be a place for the repair of vessels; for which, at this time, a dry dock is considered an indispensable requisite.

Ships returning from cruises generally require repairs, which makes it necessary to put them into dry dock. For this reason they are generally directed to return to the ports in which our dry docks are, and there their crews are paid off and discharged.

A dry dock, in which sloops-of-war may be raised with perfect safety, can be constructed for about \$125,000, and, in the course of a single year, I have no doubt the public interest would be essentially promoted by the construction of such a dry dock at Charleston.

I am, with great respect, your obedient servant,

M. DICKERSON.

The Hon. H. L. PINCKNEY.

[24TH CONGRESS.]

No. 601.

[1ST SESSION.]

ON CLAIM OF CAPT. JOHN M. GAMBLE, OF THE MARINE CORPS, FOR REMUNERATION FOR DISBURSEMENTS MADE WHILE IN COMMAND OF A POST, AND FOR RATIONS FURNISHED TO SEAMEN, MARINES AND PRISONERS OF WAR, IN 1813,-'14. .

COMMUNICATED TO THE SENATE FEBRUARY 4, 1836.

Mr. ROBBINS, from the Committee on Naval Affairs, to whom was referred the memorial of John M. Gamble, reported:

John M. Gamble claims \$20 per month for certain disbursements made and other staff duties performed, from 30th April, 1817, to 31st December, 1822, while in command of a post in the marine corps.

The committee find that these alleged disbursements were made, and that these alleged staff duties were performed by the said Gamble; they also find that \$20 per month, in compensation therefor, would be the proper allowance, and report the same accordingly.

The said Gamble also claims twenty-five cents for each ration furnished by him for seventeen seamen and four marines, together with six prisoners of war under his command, when left by Commodore Porter in charge of prizes in the Pacific ocean during the years 1813 and 1814.

The committee find that these services were performed as alleged by the said Gamble; and they further find that the commutation of twenty-five cents per ration is the usual and proper allowance therefor, and report the same accordingly.

The said Gamble also claims a further allowance for house rent, which claim is disallowed by the committee; and they report thereon accordingly.

24TH CONGRESS.]

No. 602.

[1ST SESSION.

ON CLAIM OF A MIDSHIPMAN IN THE NAVY FOR SERVICES PERFORMED, BY VERBAL ORDER OF HIS COMMANDING OFFICER, AS ACTING LIEUTENANT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 9, 1836.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of Charles W. Pickering, reported:

The petitioner, a midshipman in the navy of the United States, on board the United States ship Falmouth, under the command of Capt. Gregory, performed, by a verbal order of his commander, the duties of a lieutenant from the 14th May to the 5th October, 1833. On his return home, he claimed the pay and emoluments of a lieutenant during that period, which was denied by the Department, upon the ground that the regulations of the navy required "the *written* acting appointment of the commander, corroborated by entries made at the same time on the pay and muster rolls," to entitle him to the payment. The petitioner had produced the certificate of Capt. Gregory, that he acted as lieutenant and performed his duties as such, and a further certificate, dated 29th December, 1835, corroborates the first, and states the reason why the formalities required had not been complied with. The case resolves itself into one where duties have been assigned and services rendered, entitling the party to the pay provided by the regulation, and therefore warranting the action of Congress in his behalf. The committee report a bill for that purpose.

TREASURY DEPARTMENT, *Fourth Auditor's Office, Feb. 8, 1834.*

Sir: I have received your letter of the 4th instant, enclosing the certificate of Capt. Francis H. Gregory, stating that you "performed the duties of a lieutenant on board the United States ship Falmouth, under his command, from the 14th May, 1833, to the 5th October, 1833, inclusive;" also an account for the difference of pay between a midshipman and a lieutenant, for the same period, amounting to \$255.49. By the regulations of the Secretary of the Navy, adopted the 10th March, 1830, (see Red Book, page 24, sec 2,) it is necessary that you produce "the *written* acting appointment of your commander, corroborated by entries made at the same time on the pay and muster rolls," to entitle you to the pay of a lieutenant.

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

Midshipman CHARLES W. PICKERING, *U. S. Ship Falmouth, New York.*

NEW HAVEN, *December 29, 1835.*

This is to certify, that Midshipman Charles W. Pickering, while serving on board the United States ship Falmouth, upon the Pacific station, performed the duties of a lieutenant from the 14th May to the 5th October, inclusive, by my verbal order. As it was considered but a temporary arrangement, growing out of the necessities of the moment, Mr. Pickering was not placed upon the muster roll as acting lieutenant. He performed his duties efficiently and faithfully; and I have always considered him as entitled to the notice of the Navy Department in consequence thereof.

FRANCIS H. GREGORY, *Master Commandant U. S. Navy.*

24TH CONGRESS.]

No. 603.

[1ST SESSION.

ON CLAIM OF A LIEUTENANT IN THE NAVY FOR COMPENSATION FOR EXTRA SERVICES, UNDER ORDERS OF HIS COMMANDING OFFICER, IN SURVEYING THE PUBLIC STORES AT THE NAVY YARD AT WASHINGTON.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 10, 1836.

Mr. ASH, from the Committee on Naval Affairs, to whom was referred the memorial of Lieutenant William P. Piercey, of the navy of the United States, reported:

That by order of Commodore Tingey, in the years 1827 and 1828, Lieutenant William P. Piercey was ordered on a survey of the public stores in the Navy yard at Washington; that, by the same order, two other lieutenants were associated with him, but were soon after detached on other duties; that Lieutenant Piercey performed the duties assigned to him with ability and fidelity, and to the entire satisfaction of the commanding officer; that in the year 1832 Lieutenant Piercey was again ordered to the performance of a similar duty, which he also performed in a like satisfactory manner; that Lieutenant Piercey, at the time the surveys respectively were made, resided in the vicinity of the Navy yard, at Washington; that your committee agree in opinion with the Navy Department, that Lieutenant Piercey should have been allowed chamber money, but not anything beyond it; that they cannot perceive that Lieutenant Piercey incurred any extraordinary responsibility, and no extraordinary expenses are alleged to have been attendant upon the performance of those duties; and, in the opinion of your committee, Commodore Tingey was justified by law, and the practice under it, in issuing the orders referred to.

Your committee are therefore of the opinion that Lieutenant Piercey is not entitled to extra pay for the services alluded to, being such as his commission necessarily imposed upon him the performance.

Your committee, therefore, respectfully report, that the claim of Lieutenant Piercey, set forth in his memorial and accompanying papers, be disallowed, and your committee discharged from the further consideration of the subject. All which is respectfully submitted.

[24TH CONGRESS.]

No. 604.

[1ST SESSION.]

ON CLAIM OF CAPTAIN WOOLSEY, OF THE NAVY, TO BE ALLOWED TO RETAIN A PORTION OF HIS PAY, AND TO APPLY THE RESIDUE TO THE LIQUIDATION OF A BALANCE DUE BY HIM TO THE UNITED STATES ON HIS ACCOUNT FOR DISBURSEMENTS.

COMMUNICATED TO THE SENATE FEBRUARY 11, 1836.

Mr. SOUTHWARD, from the Committee on Naval Affairs, to whom was referred the petition of Melancthon Taylor Woolsey, a captain in the navy of the United States, reported:

That the petitioner was ordered to the command of the navy station on Lake Ontario, in the year 1808, in which situation he remained until relieved by Commodore Chauncey, in 1812. During the war, he served under that officer, and, at the close of it, he again resumed the command of the station, and continued in it until the year 1822, a period of between thirteen and fourteen years. During this time he superintended the building of a number of vessels, and was charged with the disbursement of large sums of money, without having his accounts adjusted by the Fourth Auditor until the 13th of September, 1822, when he was found to be indebted to the United States in the sum of \$36,341.72.

In pursuance of a provision in the annual appropriation acts from 1822 to 1828, and the act of January 25, 1828, to prevent defalcations on the part of disbursing agents of the government, the pay of Captain Woolsey has been retained from the time of the settlement of his accounts, and the balance reported against him was thereby reduced to the sum of \$17,059.48, on the 30th of September last. During a period of more than thirteen years, Captain Woolsey has thus continued in service, reducing the amount of his debts, without uttering a complaint, and contriving, by a wonderful exertion of frugality and good management, to support a numerous family upon the amount received by him for his rations. In this quiet, patient, uncomplaining course he might have continued, had not the act, passed at the last session of the twenty-third Congress, regulating the pay of the officers of the navy, deprived him of the pittance upon which his family had subsisted. This act was intended for the benefit of the officers of the navy, but it is only productive of extreme hardship to Captain Woolsey; for, instead of pay, rations, and emoluments, it provided a fixed annual compensation, the whole of which is retained from him; and the consequence is, as he states in his petition, "after a faithful service of nearly thirty-six years, past the meridian of life, surrounded by a young, growing, and helpless family, destitute of the means to support or educate them, he throws himself upon his country for relief."

From the inquiries instituted by the committee, they are satisfied that Captain Woolsey is a meritorious officer and a worthy man, and that his indebtedness is attributable to his ignorance of accounts, and negligence in the manner of keeping them. However deserving of reprehension this negligence may be, it is rendered less inexcusable when the situation of the frontier, and the nature of the service when he took charge of the naval station on Lake Ontario, is considered. In a country which was then almost a wilderness, he had in charge the purchase of the materials and the building and equipping the brig Oneida, of eighteen guns, and two gunboats, and the disbursement of all the expenditures, which, under such circumstances, and so far from the seaboard, must have been attended with a great many incidental expenses, requiring a correspondent number of vouchers. He was frequently afloat in boats, and on the road, as he states, attending to the transportation of the military and other equipments of the vessels-of-war on the lake, when it was difficult to take the proper vouchers, and equally difficult to preserve them, or to make the proper entries. Under these circumstances, an officer, whose business was to wield the sword rather than to hold the pen, might naturally be expected to fall in arrear; especially when, through the unpardonable negligence of the accounting officers of the Treasury, his accounts were suffered to remain unadjusted for more than thirteen years, without any backwardness on his part; for it is allowed by the Fourth Auditor that Captain Woolsey rendered his accounts regularly, and that he is not aware that there is any ground for assuming that the delay in the settling of his accounts was in consequence of any delay on his part, or that he ever failed to render his accounts when required to do so.

The committee have cautiously restrained their sympathy, which would otherwise have been strongly excited, and they have only sought to extend that relief to Captain Woolsey which was compatible with the pecuniary interest of the United States. If the prayer of the petition be rejected, the petitioner will be obliged to resign his commission, the only chance of recovering the balance of the debt would be destroyed, and the services of an officer of high standing in the navy would be lost. To avoid these results, it is proposed that one-third part only of the pay which may accrue to Captain Woolsey shall be retained, and that the remaining two-thirds shall be received by him for his subsistence. The amount of pay retained prior to the passage of the act of 1835 was twelve hundred dollars per annum; one-third part of the pay of the commander of a squadron would be \$1,333.33, and of the captain of a single ship would be \$1,166.66, the mean of which would be \$1,250, a sum greater than the amount formerly retained. By adopting this proposition, therefore, the debt would be discharged sooner than under the former law. The only objections to be brought against it are: 1st. The impolicy of disturbing the operation of a salutary law; but it is believed that it is in fact complying with the spirit of that law, which, in its operation, did not leave the debtor destitute of the means of subsistence: and, 2d. The apprehension that this may be cited as a precedent; but this apprehension need not disturb the most scrupulous, for a similar instance will hardly occur; and if there should be such a case, the same relief ought to be afforded, if any regard be had to the interest of the United States.

To the honorable the Senate and House of Representatives, in Congress assembled:

The petition of Melancthon Taylor Woolsey, a captain in the navy of the United States, respectfully represents: That, in the year 1821 or 1822, he had a settlement of his accounts at the Fourth Auditor's office, which accounts had been kept open for nearly thirteen years, when a balance of about \$37,000 was struck against him; which, by stoppage from his pay, has been reduced to less than \$17,000. His indebtedness to the government was caused by disbursing large sums of money for services rendered the government before, during, and a few years subsequent to the late war with Great Britain, frequently afloat in boats, and on the road, while attending to the transportation of the military and other equipments of the vessels-of-war on Lake Ontario, when it was impracticable to take the proper vouchers, and partly from the loss of vouchers when taken: Since the settlement of his accounts, as stated above, and until the approval by the President, of the law allowing increased pay to officers of the navy, embracing a period of thirteen years, your petitioner subsisted a large and helpless family upon his rations alone,* and since that time, without a cent received from the government.

Had a frequent settlement of accounts been demanded of your petitioner, from the time he was ordered to superintend the building of the United States brig Oneida, on Lake Ontario, and two gun-boats on Lake Champlain, in 1808, as is the present practice of the government, he would not now be under the necessity of petitioning for relief. Your petitioner is confident that a much greater amount than the balance now standing against him has been disbursed by him on account of the government.

The inhabitants of the northern frontier of the State of New York, who witnessed the services of your petitioner there, and who have been intimately acquainted with him for a period of about sixteen years, have borne honorable testimony to the exemplary character of your petitioner, in a document addressed to the delegation of the State of New York in Congress, which is now on file in the Navy Department, and a copy in the possession of an honorable gentleman of the present delegation.

The case of your petitioner is precisely similar to that of Governor Tompkins, who found relief at the hands of the government.

Your petitioner does not deem it essential to state his services, or to claim exemption on account of them; it may not, however, be improper here to state that his paternal grandfather, Melancthon T. Woolsey, fell a sacrifice in his country's service, at the head of a battalion, in September, 1758. His only son, Melancthon L. Woolsey, the father of your petitioner, served with credit through the whole of the revolutionary war, in which he expended the whole of a handsome patrimony.

The case of your petitioner is an extremely hard one. After a faithful service of nearly thirty-six years, he finds himself past the meridian of life, surrounded by a young, growing, and helpless family, destitute of the means to support or to educate them. Under which circumstances, he throws himself upon his country for relief. And your petitioner, as in duty bound, will ever pray, &c.

MEL. T. WOOLSEY.

WASHINGTON, January 21, 1836.

NAVY DEPARTMENT, December 3, 1831.

SIR: I have received yours of the 27th instant, and regret that it is not in my power, officially, to offer any advice on the subject.

The control of the debt is now devolved on another department, and with that department, or with Congress, must be concluded any future arrangement as to its discharge.

Your situation is certainly entitled to much sympathy, and your appeal to the proper authorities for relief will doubtless meet with full consideration.

Respectfully, yours,

LEVI WOODBURY.

Capt. M. T. WOOLSEY.

NAVY DEPARTMENT, August 23, 1833.

SIR: Your communications of the 10th ultimo, numbered 10 and 11, have been received.

The vigilance which you have displayed in watching over the interests of our citizens, and extending to them protection in the prosecution of their lawful pursuits, meets the approbation of the Department; and it is not doubted but continued exertions will be used to give such direction to the force under your command, as will render it most efficient, and best calculated to discharge the important trusts committed to you as commander of one of our squadrons.

On the 20th instant, orders were directed to you to send home, in the first public vessel returning to the United States, all midshipmen entitled to examination.

I am, respectfully, sir, your obedient servant,

JOHN BOYLE, *Acting Secretary of the Navy.*

Com. M. T. WOOLSEY, *commanding U. S. Squadron, Coast of Brazil.*

NAVY DEPARTMENT, January 14, 1834.

SIR: Your dispatches of the 26th and 29th of October, and 9th of November last, with the papers therein referred to, have been received.

* Together with his own manual and hard labor.

In reply, I have to express to you the strongest approbation of the President and myself of your conduct in guarding the rights and property of our fellow-citizens at Buenos Ayres, and in your intercourse with the officers of that government.

I am, respectfully, sir, your obedient servant,
 Commodore M. T. WOOLSEY, *commanding United States Squadron, Coast of Brazil.*

LEVI WOODBURY.

NAVY DEPARTMENT, *February 5, 1834.*

SIR: Your dispatch of the 15th of November last, No. 20, has been duly received, with the duplicates of No. 19, of the 9th of that month.

I am happy to hear that order is again restored at Buenos Ayres.

The President, as well as myself, highly approve of the conduct of yourself and Master Commandant McKeever.

I am, respectfully, sir, your obedient servant,
 Commodore M. T. WOOLSEY, *commanding United States Squadron, Coast of Brazil.*

LEVI WOODBURY.

WASHINGTON, *January 20, 1836.*

SIR: I have had the pleasure of receiving your letter of this day's date, and with great cheerfulness answer your several interrogatories, to wit: I state, in the first place, that, for the long period which I have known you, (say more than thirty years,) your general conduct and character have been those of a correct gentleman, and a zealous, good officer; and that during the time you served under my command on Lake Ontario, you were frequently selected by me to execute important services, and, I have pleasure in adding, that you performed the duty with zeal and ability, and to my satisfaction. I will say further, that, so far as ever came to my knowledge, your habits were perfectly correct; and I never heard that you indulged in the vice of gambling, or were extravagant in your living. On the contrary, you appeared to have much method and economy in all your domestic arrangements; and it was a matter of great surprise to me to learn that, on the settlement of your accounts, so large a balance was found to be against you.

Sincerely hoping that you may soon be relieved from your present unpleasant situation,

I am, my dear sir, with great regard, your faithful, humble servant,

ISAAC CHAUNCEY.

Commodore M. T. WOOLSEY, *United States Navy, Washington.*

WASHINGTON CITY, *January 26, 1836.*

To the Committee on Naval Affairs of the House of Representatives:

GENTLEMEN: My acquaintance with Commodore Woolsey commenced at Sackett's Harbor, in the spring or latter part of the winter of 1813, (say about the 1st of March.) He was active and industrious, and chivalric in all his performance of duty. If a partisan corps was detached from the fleets, Commodore Woolsey was selected. If extraordinary service was required, he was usually selected. On board his brig-of-war, the Oneida, my regiment was embarked, and afterwards to Niagara, previous to the attack. The whole of that campaign, and the next, I was acquainted with the general character of the service he was upon, and I am firmly persuaded that no officer could perform the duties required at his hands without losing baggage and vouchers.

I was also a witness to his manner of life, and the course of his conduct. He had no expensive habits; he ran no career of dissipation. He was always too much engaged in his career of public duty, to attend to such pursuits; and I should feel a perfect confidence that, if any officer of the fleet lived within his pay, Commodore Woolsey must have done it.

E. W. RIPLEY, *formerly a Brevet Major General in the United States Service.*

The undersigned, inhabitants residing on the northern frontier of the State of New York, at and within the vicinity of the military station of Sackett's Harbor, were intimately acquainted with Captain Woolsey, of the United States navy, many of us during the whole period of his long command and service upon that station, and can bear testimony to his zeal and devotion to the cause of his country, his bravery and gallantry as an officer, and his deportment as a gentleman. His early command and enterprise on this frontier, and his important services during the late war, have become identified with the history of this part of the country. We recur to them with pride; we cherish his name with parental fondness, and take the most lively interest in his future welfare.

It is with pain that we learn that this meritorious officer, with a large and helpless family, and an aged parent, dependent upon him, is now literally starving in the service of his country, without pay, subsistence, or emoluments of any kind; that his whole pay and rations are stopped in consequence of his indebtedness to the government; and this, after he has surrendered all his property. His case is one of greater and more peculiar hardship than the undersigned have ever witnessed. The balance reported against him it is utterly impossible for him ever to pay; and if he should live beyond the ordinary life of man, and remain in the service, the stoppage of his whole pay would not liquidate it. The consequence is, that he must be driven from the service, after having spent the vigor of his life in it, or be relieved.

If his indebtedness to government was the effect of crime, dishonesty, or wasteful extravagance, his situation would not so much excite our sympathy; but we know that such is not the case. We have known him long and intimately, and we know him to be strictly honest and honorable; always vigilant and attentive to his duty, he made the interests of the government paramount to all personal considerations. Had he been more selfish, and less zealous in the cause of his country, he might have been the richer, but government would have been by so much the poorer than by now canceling the balance struck against him.

Seldom has a naval officer had so many, so variable, and complex duties to perform. He was ordered to the command of the lake station in the year 1808, and there built the brig Oneida, mounting eighteen guns, our first vessel of war on Lake Ontario, and two gunboats on Lake Champlain. He had charge of purchasing all the material, the building and equipping of these vessels, and the disbursement of all the expenditures. This part of the country was then almost a wilderness. The building and equipping the brig under such circumstances, so far from the seaboard, must have been attended with a great many incidental expenses, requiring a correspondent number of vouchers. After equipping this vessel she was manned, and Captain Woolsey remained in command, enforcing the non-intercourse and restrictive laws, until the declaration of the late war, when his command became of great importance and responsibility. The enemy had a superior naval force upon the lake, and upon him devolved the responsibility of protecting Sackett's Harbor from their incursions. In addition to the brig Oneida, he armed and equipped the schooner Julia. He captured the Lord Nelson, a British armed schooner, which he annexed to his squadron. Shortly after this the whole British squadron, consisting of the Royal George and four other armed vessels, having a great superiority of guns and force, made an attack upon Sackett's Harbor with the intention of destroying our fleet and the town. At that time the town was entirely destitute of any works of defence. On that occasion Captain Woolsey placed his squadron in the best position for defence. He went on shore, took the command of some volunteer militia, erected a fort and battery from which he opened upon the enemy such a well-directed and destructive fire that they made a precipitate retreat, suffering much damage.

The town and fleet were saved from destruction by his judicious and intrepid conduct, aided by the brave and noble exertions of the volunteers and his officers and men. Soon after this, government came to the determination of building a large fleet at Sackett's Harbor. Immense quantities of materials and munitions of war for this purpose were forwarded from New York, and Captain Woolsey being still in command, and also performing the duties of navy agent, had charge of receiving the property, and settling and paying the accounts for transportation, until relieved from the command by Commodore Chauncey, in October or November, 1812. During the residue of the war he served under Commodore Chauncey, and was one of his most active and efficient officers. Commodore Chauncey will bear testimony to his merits as one of the most valuable officers in our service.

After the war, the command of the station again devolved on Captain Woolsey. He was left in command of about 200 men, and had the charge of dismantling the large fleet, and taking care of and securing a great amount of naval stores and property which had accumulated on that station. A very large quantity of timber which had been got out for the building of other vessels he collected, piled up, and secured. He built two large ship houses over two ships of the line, which were left upon the stocks, and necessarily performed many other services in the preservation of the public property, which must have required the disbursement of large sums of money and the accumulation of many accounts.

From the year 1808, when we find him building vessels-of-war in almost a wilderness, and the pioneer of the great military operations which have subsequently distinguished this frontier, until the year 1821 or 1822, a period of about thirteen years, we understand he had no settlement of his accounts with the government. Previous to, and during the first year of the war, his disbursements of public money and number of vouchers must have been very great.

We understand that he believes that during the war he lost or mislaid many of his vouchers, and that since the settlement he has discovered vouchers to a considerable amount, which have subsequently been passed to his credit. We can well conceive that, during the confusion which prevailed at Sackett's Harbor during the late war, many vouchers and papers would in all probability be lost, and others, in the bustle that prevailed at that theatre of war, might be omitted to be taken.

We understand that on the settlement of his accounts a balance of about \$37,000 was struck against him, and that since that period about \$13,000 have been stopped from his pay: that he cannot be justly indebted to government in any such amount we fully believe. Whether the error exists in making erroneous charges against him, or whether he has not received all the credits to which he is entitled, we cannot pretend to know; but we believe that an error in the accounts somewhere exists. We know him to be incapable of fraud, and believe that he has lived within the limits of his pay.

Relief must be afforded him, or a valuable officer must be driven from the service for no other crime than inability to pay an alleged balance reported against him on accounts of more than twenty years' standing. This is making debt a crime, and inflicting as a punishment one of the severest penalties that can be visited upon an officer.

We will further add, that we make and subscribe this statement without the solicitation of Captain Woolsey. We have learned his distressed situation, and we know him as a brave and worthy officer who has done his duty; one in whom our country can rely in times of peril. We know him as one of the sons of this State, to whom we owe a debt of gratitude for services rendered, and it becomes us to save him and his family from ruin. We commit this paper to the delegation of this State in Congress, requesting them to give it such direction, either to the President or to Congress, as they shall deem expedient, and request them to render their exertions to the procurement of relief to Captain Woolsey.

Justin Butterfield.
M. K. Stow.
A. Kinney.
J. W. Brewster.
Saml. F. Hooker.
Solomon White.
Samuel Brown.
Joel Blood.
N. Rathbun.

D. Reed.
O. Stowell.
William D. Ford.
Zeno Allen.
William Waring.
Elisha C. Sackett.
Daniel Griffin.
Augustus Ford.
S. Reed.

Robert Nichols.
Samuel Whitley.
William Buckley.
Calvin Case.
Joseph Cummings.
William Gladwin.
Ph. Butterfield.
George L. Tisdall.
A. H. McRee.

W. B. Mitchell.
James Shields.
John Farr.
Alexander Cummings.
John Clitz.
J. R. Smith.
James M. Hill.
Edward Sackett.
James Pennell.
R. R. McMullin.
C. B. Dodd.
John Brown.
E. C. Church.
William Lord.
Olney Pearce.
George White.
N. Bridge.
M. Sterling.
Ph. Maxwell.
William Vaughan.
J. Steel.
George Camp.
T. H. Haskell.

Asa Whitney.
George Safford.
Samuel N. Wood.
Joel Woodworth.
Daniel Lee.
W. Hoffman.
John Bradley.
S. Casey.
Samuel G. G. De Camp.
Chester Mellen.
J. Eaton.
C. Lincoln.
William S. Ely.
Samuel Knapp.
James McKenzie.
Marinus W. Gilbert.
Dennis Tuttle.
Jason Fairbanks.
M. Cook.
J. Foster.
J. Kimball.
Benjamin Wright.
Amos Catlin.

Henry Carter.
John C. Brown.
James Ballard.
G. Brown.
Hiram Lod.
Russel Sherman.
J. Goodall.
Owen Ransom.
—— Sumner.
S. S. W. Penrose.
John M. Canfield.
Robert Hugunin.
D. McCulloch.
Hoel Lawrence.
William Hardy.
A. Huntington.
E. Kirby.
John Safford.
Richard Clark.
H. H. Coffeen, and
Three others.

NOTE BY M. T. W.—The foregoing was sent to Washington in the spring of 1831 or 1832, and too late to be acted upon by Congress before its adjournment. I found it in the hands of the member from Jefferson county, who gave it to me, supposing it might be of service to me. I handed it to the Secretary of the Navy, who put it on file in his office.

A part of the history in the foregoing statement is incorrect. When the British squadron, under the command of Commodore Earl, (a provincial officer,) consisting of the Royal George, of twenty, the Earl of Moira, of eighteen, (both ships,) the brig Duke of Gloucester, of ten, the schooner Prince Regent, of ten, and the schooner Seneca, of one gun, made their attack, I had only the brig Oneida, of eighteen guns, under my command; the armanent of the Lord Nelson, a merchant schooner, and not, as stated, a "British armed vessel," captured for a breach of the non-intercourse law, before the war was in progress.

No fort or battery was erected after the appearance of the British squadron. I had constructed Fort Tompkins previously, to mount nine carronades, of twenty-four pounds, in embrasures, (half the armament of the Oneida,) and a long thirty-two pounder on a cavalier in the centre of the work. This gun was mounted the evening before the enemy appeared, and by which they were routed.

This fort and Fort Volunteer cost the government not one cent, except a few materials for platforms, &c.

State of New York, Onondaga County, ss:

I, Warren Green, of the town of Salina, in the county of Onondaga and State of New York, being duly sworn, do depose and say: That I was attached to the United States navy in the capacity of captain's clerk, under the command of Captain M. T. Woolsey, on Lake Ontario, and was stationed at Sackett's Harbor from the declaration of war, in the year 1812, until after the attack on that place by the enemy under the command of General Prevost, and the consequent evacuation of the town by its inhabitants and the burning of the Navy barracks on Navy Point (so called.) And this deponent further says, that the books, accounts, vouchers, and public documents, containing the evidences of disbursements made by Captain M. T. Woolsey for and on account of the government, were kept by this deponent, under his supervision, in a small office or wooden building in said village; and further, that on one occasion the danger was considered so evident and near, the said papers were removed in a hurried manner, two or three miles out of the village, and that the family occupying the premises were under the necessity of removing temporarily into a barn, and the above-mentioned papers, &c., were removed with them and their effects, principally by females, (the male members of the family being then attached to and engaged in the service,) to an adjoining stable or hovel, (that being the most secure place which could be obtained,) and were left in an exposed and disordered situation; and further, this deponent says that said papers were sent to Watertown, a distance of ten or twelve miles, and deposited in the store of one David M. Lewis; and further, that afterwards this deponent assisted and was employed in searching for many important documents which were missing, and which were not afterwards recovered, to this deponent's knowledge or belief, and that many of those which were finally recovered were in a disordered and mutilated state. And this deponent further says, that both such missing papers and such papers as were finally recovered in such mutilated state as aforesaid, contained, as far as this deponent can recollect and as he believes, important evidences in relation to said Woolsey's disbursement for and on account of the United States Government. And further this deponent saith not.

WARREN GREEN.

Subscribed and sworn before me, this 21st day of January, A. D. 1836.

THOMAS G. ALVORD, *Commissioner of Deeds.*

Onondaga County, Clerk's Office, ss:

I do certify that, at the date of the certificate of proof or acknowledgment to which this is subjoined, the said Thomas G. Alvord, Esquire, was a commissioner of deeds, &c., in and for said county, and duly authorized to take the same; and further, that I am well acquainted with the handwriting of

the said commissioner, and verily believe that the signature to the said certificate of proof or acknowledgment is genuine.

In testimony whereof, I have hereunto set my hand, and affixed the seal of the court of common pleas of said county, this 22d day of January, eighteen hundred and thirty-six.

C. YOUNGLOVE, *Deputy Clerk*,
In the absence of A. EDWARDS, *Clerk*.

24TH CONGRESS.]

No. 605.

[1ST SESSION.]

STATEMENT OF BREVET LIEUTENANT COLONEL FREEMAN, OF THE MARINE CORPS, COMPLAINING OF THE OPERATION OF THE REGULATIONS FOR THE NAVY, UNDER THE LAW OF 1834, WHICH SUBJECTS THE MARINES TO THE OFFICERS OF THE NAVY, INSTEAD OF THEIR OWN OFFICERS, AND WITH A GENERAL STATEMENT OF THE LAWS AND REGULATIONS RELATING TO THE MARINE CORPS.

COMMUNICATED TO THE SENATE FEBRUARY 15, 1836.

To the Honorable the Senate and House of Representatives of the United States:

The undersigned memorialist, in behalf of the interests of the service, and what is due to the military rank and character of the senior officers of the United States marine corps, prays respectfully to represent:

That the fourteenth section of the regulations of the navy, for the government of marines in navy yards, (authorized to be applied only by the act of Congress of June, 1834, for the organization of the marine corps,) has been carried into effect, for the first time, in the month of December, 1835, and instructions and orders predicated thereon seem to be construed, and have been applied, to humiliate and degrade the military character and services of the marine corps, as well as the official duties of the *field rank* which Congress, by the above act, saw proper to *create* in the corps.

Attention is respectfully asked, therefore, to the fact, that the law, by its provisions, has intended to vest *one officer*, the colonel commandant, with the immediate military command, detail, and direction of the corps, when serving in the United States, and not attached to sea service, as the records and orders of the Navy Department will fully show. Contrary to all that, however, the colonel commandant has now no appropriate military duty, authority, or command whatever in the corps!

Also, to the lieutenant colonels and majors, having a military rank assimilated with captains in the navy under five years, and commanding separate divisions or detachments of the marines stationed at navy yards for the general purposes of the service, and occupying a portion of the *public grounds*, which for more than a quarter of a century have been appropriated for the quarters of the officers and men, parade ground for drill and instruction, preparatory for sea or other detached service, considered heretofore, as it should be, distinct, and unconnected with the naval command of the yard, which, in all its detail of duties, is a *civil establishment*, for construction and preparation, and not a military command or post, for offence or defence, and having no analogy to their service at sea. Yet, under the law, &c., referred to, a lieutenant colonel in the marine corps is deprived of all trust or command pertaining to his rank, and the naval commandant of the yard, whether of superior rank or not, is authorized to control and dispose of the services of the officers and privates of the marine command as he pleases, and to *punish*, at *his will*, to the extent of a *dozen lashes* with a *cat-o'-nine-tails*, a private in the marine corps, for any trivial offence, as *his discretion* or *caprice* may direct!—when *that* punishment is prohibited by *law* in every other military corps in the service, excepting for the high crime of desertion, and then to be inflicted by the sentence of a general court-martial.

It is believed impossible that such marked degradation and loss of standing to a corps of officers and men, who have served their country on every sea and shore, and on whom malignity itself is defied to point one single blot on its fair fame and faithful services, can be known, and the law remain unrepealed which has thus divested the corps of its military character, by an *amalgamation* with the navy, and under navy officers, when serving in the United States.

This appeal is respectfully, but confidently, made to the Congress of the United States, trusting to their justice in protecting every branch of the public service, the weak as well as the strong, with the cherished hope that the accumulated wrongs and grievances by which the marine corps is now borne down may be corrected.

The orders and instructions referred to, in December, 1835, are annexed, in paper marked A. Paper marked B has been carefully arranged and compiled, to explain the peculiar causes leading to the evils referred to.

Asking but justice, this representation, with the accompanying explanations, are respectfully submitted, by

WM. H. FREEMAN, *Brevet Lieut. Colonel and Major U. S. Marine Corps.*

WASHINGTON CITY, February 15, 1836.

A.

WASHINGTON CITY, December 7, 1835.

Sir: Until it shall be otherwise ordered, number fourteen of the regulations for the government of the United States navy yards, adopted on the 17th day of September, 1817, shall be observed at all the navy yards; which regulation is in these words:

"The guard of marines detached for the protection of the yards shall, while doing duty in the yard, be subject to the orders of the commandant, and receive from him their instructions as to the duties they are to perform therein; and all persons enlisted into the service of the United States, and doing duty under the orders of the commandant of the yard, shall, for every offence, be subject to the act for the better government of the navy of the United States, and punished in the same manner as if the offence had been committed at sea."

I am, very respectfully, &c.,

ANDREW JACKSON.

Col. A. HENDERSON, *commanding U. S. Marine Corps, Head-Quarters.*

[Circular.]

HEAD-QUARTERS OF THE MARINE CORPS, *Washington, December 7, 1835.*

SIR: I have received from the President an order, of which the enclosed is a copy, and I transmit it to you for your government.

I am, respectfully, &c.,

ARCH. HENDERSON, *Colonel Commandant.*

To Lieut. Col. W. H. FREEMAN, *commanding Marines, Boston, Massachusetts.*

NAVY DEPARTMENT, *December 11, 1835.*

SIR: Under the order of the President, of the 7th instant, respecting the marine guard, it is considered that, until it shall be otherwise ordered, all orders and other communications, between the colonel commandant and staff of the marine corps and the officers of that corps who are or may be stationed in the navy yards, are to be sent, unsealed, to the commandant of the yard at which the marine officer may be stationed. The commanding marine officers, stationed at navy yards, may suspend from duty the marine officers under their command, and confine the non-commissioned officers and privates, if their offences should require it; but they are to furnish the commandant of the yard with a statement of their offences, within twenty-four hours, for his information and further orders. They will also make daily report, to the commandant of the yard, of the number and state of the detachment or guard under their command; and generally upon all subjects which relate to their duties in the navy yard.

They will also make such reports in relation to the pay, clothing, or subsistence of the men under their command, to the colonel commandant or staff of the corps, as he may require, or which may be necessary to enable him and the staff to perform their duties; and duplicates of such reports, made to the commandant of the yard, as the colonel commandant may direct.

The enclosed copy of a letter of this day's date, to the commandants of the navy yards, will make you further acquainted with the powers to be exercised and duties to be performed by them, in relation to the marines.

I am, respectfully, &c.,

MAHLON DICKERSON.

Col. A. HENDERSON, *commanding U. S. Marine Corps, Head-Quarters.*

A, No. 1.

NAVY DEPARTMENT, *December 11, 1835.*

SIR: Enclosed is a copy of a letter this day written to the colonel commandant of the marine corps, from which you will learn the views of this Department in relation to the channels of official correspondence between the colonel commandant and staff, and officers of the marine corps which are or may be stationed in the navy yards; to the authority which the commanding marine officer may exercise over those of their corps under their command, and the reports which they are to make to the commandants of the yards.

When marine officers or privates shall be reported to you by their commanding officer for misconduct, and you shall, after consultation with such commanding officer, consider judicial proceedings to be necessary, you will cause the officer complained of to be furnished with a copy of the complaint or report, and forward to this Department the original, with such explanations as the officer may choose to make, and such remarks of your own as may best enable the Department to decide what further proceedings to adopt. Trivial offences committed by non-commissioned officers and privates may be punished by the marine officers, with your sanction, according to the provisions and under the restrictions of the law.

You will consider it your duty to transmit the orders which may be transmitted by the colonel commandant to the officers to whom they may be addressed, unless, in your opinion, the public interest should require their detention; but, in any such case, you will give immediate notice of the fact to this Department, and to the colonel commandant, with your reasons for detaining the same. You will also forward all official communications to the colonel commandant and the staff, from the marine officers stationed in the navy yard under your command; but, if you think it necessary, you will forward duplicates to this Department, with your observations upon them.

Until more extended and definite instructions or regulations can be prepared, you will limit your supervision of the marines, in the yard under your command, to those objects and occasions which are necessary to the proper performance of your duties and the security of the public interests.

I am, respectfully, your obedient servant,

M. DICKERSON.

HEAD-QUARTERS OF THE MARINE CORPS, *Washington, December 15, 1835.*

SIR: I transmit to you, through the Navy Department, for your observance, the accompanying documents.

I am, respectfully, your obedient servant,

ARCH. HENDERSON, *Colonel Commandant.*

To Lieut. Col. W. H. FREEMAN, *commanding Marines, Boston Massachusetts.*

B.

With the brief memorial, and the orders and instructions attached thereto, may not the time be a proper one to present, as concisely as possible, a history of the corps of marines, the laws under which it was established and organized, the duties assigned to it, the regulations made for its government, in connection with the navy in 1801, the orders containing those regulations, and a general view of all that has materially affected its interests as a distinct and peculiar arm of the military service, and the application of the act of 30th June, 1834; when, it is humbly believed, there will be found other and more important cause for legislative enactments than what have yet been embraced or contained in a pay bill recently reported in the Senate of the United States.

Although well known, it may be repeated, that, by a law passed in 1798, this corps was first created, in *addition to the military establishment of the United States*, to consist of one major, four captains, &c., and, like the British marines of that day, required to take the same oath, and to be subject to the same rules and articles of war as are prescribed for the military establishment of the United States, and the rules and regulations for the government of the navy, &c., according to the nature of the service in which they should be employed.

And, to complete its military organization, an adjutant, paymaster, and quartermaster, &c., were provided for on shore, and the major, or commandant of the corps, authorized by the law to appoint them from the line of subalterns, &c., with the same extra pay as allowed by law to officers acting in the same capacity in the infantry.

The authority thus vested solely in the commandant of the corps is believed to remain *unrepealed* and *unimpaired* by any other law, down to the *present time*.

The marine corps was thus, in 1798, made a distinct military establishment, and detachments or guards were, by law, required to be made from it, in lieu of the respective quotas of marines which had been established or authorized for the frigates, &c., in the service of the United States.

The corps was also made liable, by that law, to do duty in the forts or garrisons of the United States, or any other duty on shore, and to be formed into as many companies or detachments as the President, at his discretion, should direct.

Again: On the 22d of April, 1800, another law passed, creating the office of lieutenant colonel commandant, "*to command the corps of marines,*" and abolishing the office of major in the corps.

The records of the Navy Department will show that, about the 19th of August, 1801, circumstances existed which caused the following orders to be issued, in form of a circular, viz:

"Marines, before they are attached to a ship, are under the command of the lieutenant colonel commandant of the marine corps; but after they are so attached, the command of the lieutenant colonel commandant over them ceases, and from that moment the marines, officers as well as privates, are under the command of the captain, or commanding officer of such ship,"

That not being sufficiently full to meet the cases that might arise in fixing a marine guard at the Navy yard in this city, (Washington,) the following rules were prescribed:

"This guard will be considered as a detachment from the barracks on special duty, and, under the immediate commanding officer, will be on the same establishment as to rations, fuel, &c., as the troops at barracks, and will be subject to the orders of the lieutenant colonel commandant, as to relieving the guard, or any part thereof.

"The captain commandant of the yard will point out to the officer commanding the guard the property to be protected, who will, consequently, furnish the number of sentinels competent to give that protection, in default of which, the commandant will communicate the neglect or omission to the lieutenant colonel commandant, who is required immediately to investigate the cause of complaint.

"The commanding officer of the guard can issue no order operating against or interfering with the established rules and regulations of the yard, but he is to conform, with his guard, to every order issued, or to be issued, for the better government of the yard.

"You cannot, under these regulations, order upon other duty the guard stationed at the navy yard for the protection of the public property therein deposited; but, as the commanding officer of naval forces at New York, you can make requisitions upon the officer commanding this guard for such detachments of marines as may be required for service on board the vessels under your command, and such officer is bound to comply with your requisitions, as far as may be in his power. Particular instructions, corresponding with this regulation, will be forwarded by the lieutenant colonel commandant to the officer commanding the marine guard at New York; and if commissioned officers should, in your opinion, be necessary for each detachment so required, you will make application for them to this Department.

"R. SMITH."

The foregoing was enclosed to Captain Isaac Chauncey, or the commanding officer at New York, under date, Navy Department, March 14, 1808, in answer to two letters from him, dated 21st of January and 11th of February previous. And, again: the following letter, enclosing all the foregoing orders and regulations, was addressed to Captain Isaac Hull, commanding United States Navy yard, Charlestown, Massachusetts, under date February 22, 1816:

"SIR: I have received your letter of the 13th instant, upon the subject of the marines stationed at the Navy yard, Charlestown, under your command.

"It appears that this subject has long been agitated, and, from time to time, regulated by special

orders from the Navy Department, but still remains unsettled as to the extent of command upon shore duty over marines, who, by law, are subject only to the orders of the commandant of that corps, when not attached to the United States ships-of-war.

"Subjects of this nature, arising out of any defect or inadequate definition in the acts of Congress, have been usually submitted to the Attorney General of the United States.

"This course will be taken so soon as his attendance upon the Supreme Court will permit his attention to be called to it.

"In the meantime you will consider the enclosed order, (the above regulations of 1801, and March, 1808,) copied from the records of the Department, as binding, and which has been considered in force since the time it was issued.

"B. W. CROWNINSHIELD."

It is presumed, if the opinion of the Attorney General was had in the above case, that it affirmed the previous instructions of the Department, for it was about three months before Captain Hull made known the above order on the subject.

It may now be resumed that, after the act of Congress in 1800 creating the office of lieutenant colonel commandant to "*command the corps*" when serving in the United States, two other acts passed for augmenting the corps, and other purposes; one in 1809, the other in April, 1814. Both these acts have reference to the same rules and regulations for the government of the corps in 1798.

The 2d section of the act of 1814 provides that the adjutant and inspector, paymaster and quartermaster, may be taken either from the line of captains or subalterns, and that they should, respectively, receive \$30 per month, in addition to their pay in the line, in full of all emoluments.

The 3d section authorizes the conferring of brevet rank in the marine corps, providing also that, when commanding separate stations or detachments, they should be entitled to and receive the same pay and emoluments which officers of the same grade are allowed by law.

In March, 1817, another law was passed to fix the peace establishment of the marine corps. That, however, went only to the diminution of its numbers, and in no way changed any of the previous enactments, regulations, or orders relative to the authority vested in the commandant, or its government in connection with naval service.

But, in a system or code of regulations drawn up at the Navy Department for the government of the navy, the 14th section declared that the guard of marines detached for the protection of the yard should, while doing duty in the yard, be subject to the orders of the commandant of the yard, and that all persons enlisted in the marine corps should, on such service, be subject to the same rules and punishment (by the cat-o'-nine-tails) as prescribed by the regulation of the navy at sea.

That section was declared to be illegal, however, by the Attorney General of the United States, and repugnant to the law which made the corps a part of the military establishment of the United States, to be governed by its own commandant when serving on shore, and that section was rendered inoperative upon the marine corps until December, 1835, when it was ordered to be enforced by the President of the United States, in accordance with the act of Congress for the better organization of the marine corps, passed on the 30th June, 1834, and the orders and instructions followed which are brought to notice by the present memorial.

In 1819, on the promotion of Lieutenant Colonel Gale as commandant of the corps, a question was made as to the appointment of the staff, whether by himself or not; and a decision of the Navy Department was then had sustaining his authority to appoint under the law.

Down to that time, therefore, the several laws and regulations of the Navy Department appear to have been duly regarded; the power and authority of the commandant of the corps to appoint and remove the staff fully sustained—construing the law of '98, and those subsequent, to make the lieutenant colonel commandant, the staff, and all detachments serving on shore, subject to the rules and articles of war, under the immediate military command, detail, and direction of the commandant; and all guards or detachments serving on board ships to be subject to the rules and regulations of the navy, and under the orders of the captain of the ship, excepting that they were exempt from being required to go aloft.

The distinct character and military organization of the marine corps was then well understood, and appears to have required no alteration or improvement, as may be seen in a report from the Navy Commissioners of January 17, 1821, to the Secretary of the Navy, in which they say, as to any new organization of the marine corps which would promote economy without injuring its efficiency, they do not feel competent to form a satisfactory opinion, as it appears to them properly a military question, and they have never turned their attention to subjects of that nature.

The Secretary of the Navy (Judge Thompson) also says, in a report to Congress dated 2d December, 1822, "that a peace establishment having been fixed by the act of Congress of 3d March, 1817, (near six years previous, so that the law had been well tested,) and no material alteration being deemed necessary, no other plan was proposed to be adopted on that point."

The pay and allowances to the officers, and extra compensation to the staff, were made agreeably to the laws for the marine corps on the subject, with the exception of one additional ration allowed to the second lieutenants of marines, to put them on an equality as to rations with the lieutenants of the army, from 1816.

In 1825-'6-'7, courts of inquiry and courts-martial were required to be held on some of the senior officers of the corps, including the lieutenant colonel commandant, between whom and one of his staff, the then paymaster of the corps, differences existed, in relation to official duties, calling for the exercise of the President's authority to order a court of inquiry, and causing also the office of the said paymaster to be removed from the head-quarters of the marine corps, where it had been fixed for thirty years, under the controlling direction and superintendence of the commandant of the corps, to an attic room in the Navy Department.

The controlling power of the commandant over the officers of his military staff being thus interrupted, the established laws and regulations for the corps were relaxed in their application, and a strong foundation was made for all that has followed, derogating from the best standing and military organization the corps could possess.

The utility of the corps was a common subject of attack, as connected in its relations to the navy. Every odium was attempted to be excited against the office of the commandant and the brevet field rank which had been conferred on some of the senior officers for meritorious services during the war, by

anonymous publications in newspapers and gazettes, written, as understood, in the office of the Commissioners of the Navy.

In the beginning of 1828, the official duties and legal authority of the lieutenant colonel commandant were brought in conflict with the views and purposes of the Navy Department, under the following circumstances:

About the month of January, the commandant of the corps deemed it proper to require of the paymaster, an officer and office whose duties he was bound to direct and superintend, a statement of balances, that had been transferred to him with the books of his predecessor in the office, against the officers of the corps, in November, 1821, amounting to about \$50,000, and to know how they had been liquidated, and how settled and accounted for by him.

His answer not being satisfactory, as to the faithful discharge of his duty to the United States on that subject, further explanations were required; finally leading to an order from the commandant to close his accounts as paymaster, and that in due time he would be removed from that office and assigned to other duties in the corps.

A copy of the correspondence and statement of the facts were furnished to the Secretary of the Navy, and the following correspondence had on the subject:

NAVY DEPARTMENT, *January 28, 1828.*

SIR: I have received your letter of the 19th inst., enclosing a correspondence between yourself and paymaster. I have also received from Captain — (the P. M.) a copy of the same correspondence. Before any decision in the case is made by the Department, it becomes necessary to understand the source from which the power to remove this officer, and compel him to account to you, is derived.

I have therefore to request that you inform me on what grounds you suppose the authority is vested in you, and that you do not exercise it until the will of the President on the subject be communicated from this Department.

SAMUEL L. SOUTHARD.

To Col. HENDERSON, *Commandant, &c.*

HEAD-QUARTERS OF THE MARINE CORPS, *Washington, February 1, 1828.*

SIR: I have the honor to acknowledge the receipt of your letter, dated the 28th ultimo, requesting me to inform you on what grounds I supposed authority is invested in me to remove Captain* — from the duty of paymaster, and to compel him to render an account to me of certain transactions under that appointment.

In answer, I have the honor to inform you that, as Captain — derived his appointment to perform the duty of paymaster from me, I conceive that he not only held his office under me at the period of his appointment, but necessarily is in continuation of this office, from day to day, under that appointment.

The authority to appoint, virtually possesses the power to revoke, unless restrained by the law which gives the power of appointment.

This general principle, incident to all appointments, is peculiarly applicable to the appointment of the staff officers in the marine corps. Captain — is an officer commissioned by government, and my authority cannot affect that commission; but the duty to be assigned to him under that commission appertains to my office as commandant. He holds no commission as paymaster, similar to army appointments, but acts in performance of a particular duty, to which any officer in the marine corps may, by law, be assigned by me; and such duty can only be performed by some one of those officers.

The appointment of the duties of paymaster may be considered the same as an appointment to any other duty or service under my command, and liable to the variations which attend other departments of service.

The original law, or act of Congress, for establishing and organizing a marine corps, dated 11th July, 1798, authorizes the major or commandant of the corps to appoint the staff officers, and that power, granted by said act, has never, to my knowledge, been revoked or repealed; the various subsequent acts are evidently only additional, operating either to augment or diminish the numbers of the corps, and in nowise to detract from the powers vested in the commandant under the law above named.

The act of Congress of the 16th of April, 1814, which declares the adjutant and inspector, paymaster, and quartermaster, may be taken either from the line of captains or lieutenants, does not vary the power of appointment granted to the commandant by the first law; on the contrary, the subject-matter being then under legislative consideration, when the mode of appointment was known and practiced, as at present, and there being no alteration then made as respects the appointment, said act must be considered as an affirmance of the power under the first law.

The compensation to said staff appointments was then altered and increased to \$30 per month each, in addition to their pay in the line; but the manner and authority for making the appointments was left undisturbed.

The Constitution of the United States authorizes Congress, by law, to vest the appointments of such inferior officers as they think proper, in the heads of departments, a reference to which, it is presumed, was had in vesting in the commandant of the marine corps the appointment of the staff of the corps.

The last act which fixes the peace establishment of the marine corps, dated 3d March, 1817, declares that it shall consist of certain officers, and that one adjutant and inspector, one paymaster, and one quartermaster, be taken from those officers, but is silent as to who shall appoint them; of course it is to be understood that they are to be taken as provided by the first act on that subject.

As the staff officers must be taken from the captains and lieutenants, who can so well judge of the fitness of those appointments as the commandant? He knows the other duties of service required to be performed by these captains and lieutenants, and from which they ought to be relieved, and the military routine to be observed in the corps. Thus it may be apprehended that the competency of the commandant to make those appointments, and to determine the duration of them, caused the power of appointment to be first vested in him, and to remain unaltered by the last act. If such power was intended to be revoked by said act, the same would have been done in clear and explicit terms, and not left to any strained implication.

* The name of the paymaster is omitted.

The power, by the 3d section of the said act, in the President, to appoint officers, authorized by said act, it is apprehended, is limited to such officers as hold commissions, and are enumerated in said act, which, in its own nature, refers to, and is founded on, the previous acts for establishing the marine corps. No new commissions were issued under said act, but the corps remained in operation under the pre-existing provisions. This circumstance shows the sense which, at the time, was entertained of said law, and of its being in the character of an additional act, containing no new provisions, except for the diminution of numbers. The same subject was formerly under the deliberation of your predecessor.

It appears that, in December, 1806, Colonel Wharton (then commandant) removed an officer from the paymaster's office, without any alleged misconduct or abuse on the part of that officer, who appealed to the honorable Mr. Smith, Secretary of the Navy, when Colonel Wharton repeated, in his letter to the Secretary, that he had no specific allegation to make, but that, as it was a power vested in himself to appoint and remove his staff, he could not continue in his staff an officer who was personally unfriendly. The revocation of that appointment was sustained by the Department, and Colonel Wharton appointed a Lieutenant Greenleaf to succeed to the office of paymaster, on the 1st July, 1807.

Mr. Crowninshield and Judge Thompson also decided that the power of appointment was vested in the commandant, and under the order of Judge Thompson, of date —, 1819, on file in my office, Colonel Gale appointed his staff, including the former paymaster, Lieutenant Desha.

It may be observed that, if the last-mentioned law, in 1817, varied the appointment of the paymaster, the President, who had the law immediately before him, would assuredly have made the appointments of staff officers, including the paymaster, according to the provisions of that law.

It is also very certain that, if such appointment belongs to the President, and not to the commandant, then Lieutenant Howle, the adjutant and inspector, Captain Kuhn, the paymaster, or Lieutenant Weed, the quartermaster, are neither of them properly the staff officers, and it would be my duty, in such case, to revoke their appointments, erroneously made by me.

As respects my authority to call Captain — to account concerning the particular subject referred to in my communication to him, I must observe that, until lately, it was deemed requisite to submit to me as commandant of the corps, for my approbation, all requisitions from the paymaster on the Treasury of the United States, which would seem to imply that, having assented to the receipt of the money, I might well have a right to inquire whether public money, obtained under my sanction, had been lawfully appropriated; but the duty especially devolved on me to ascertain whether the balance of \$48,000, charged by the former paymaster, (Lieutenant Desha,) against the officers of the corps, and committed for collection to Captain — in November, 1821, as his successor in that office, had been duly stopped and accounted for. On making this inquiry of Captain —, he rendered to me a statement and account, from which it appeared that an item of near \$10,000 remained charged against one officer, when, by the same account, I observed that two sums, amounting to more than \$1,000, had been paid by him to the said officer, in June, 1823, for omitted credits in his favor, in 1819, with the former paymaster, (Lieutenant Desha,) which sums ought not certainly to have been paid, but deducted from the debit against the officer. Lieutenant Desha was credited at the Department for those two accounts, and had paid far beyond the amount in his advances to this officer, which was well known to Captain —.

It was also understood by me, I believe, admitted, that a very large sum had been allowed this officer for claims settled with him under the law for equitable settlements without vouchers, which, in itself, limits such allowance to a credit only against outstanding balances; and further, without such limitation, it was the duty of Captain — to stop from him, as he did from other officers, for the above debits against them.

The amount received from Captain — purports the credit to Lieutenant Desha, when, in fact, the above amount of balance against the officers did not belong to Lieutenant Desha, or his estate, but to Captain —, as his successor in office, or to the Treasury of the United States, where the accounts of deceased officers are required to be settled; and the United States might, if necessary, have commenced suits against those officers, for payment or adjustment of those balances. By a subsequent communication from Captain —, he informed me that the letters of credit to Lieutenant Desha, mentioned in his account, were actually accounted for by him to the United States. I required from Captain — the particular times, or dates, when the balances were stopped, so as to ascertain whether the same were accounted for in due time.

Captain —, in the above account, states that a suspension of the debit against this officer was made by authority of the Fourth Auditor, in September, 1825. It is evident that, from 1821 to 1825 the ordinary pay, &c., of that officer would go far to diminish his balance, exclusive of the equitable claims allowed him; and, I think it hardly possible for any auditing officer of the United States Treasury so far to have contravened the law as to prevent stoppage for an uncontroverted debit. The above suspense, mentioned in the said account of Captain — to be by order of the Fourth Auditor, in September, 1825, is supposed to be still in operation, so as to enable the officer to receive his pay from that period to this; more especially (such order of suspense appears very singular) as it must have been known at the Treasury that the claims of said officer, under the act for equitable settlement, had been fully adjusted, and even paid to him, and when it was the duty of the paymaster, who had knowledge of the subject from his official intervention, to remonstrate against it.

Conceiving it my duty to call on the paymaster for such order or authority from the Auditor, he declined to afford me such evidence, but referred me to the Fourth Auditor for it, when it was his duty to have procured and possessed, from the Fourth Auditor, a written order on the subject.

It may be remarked, that the power and duty of the paymaster to make stoppages do not depend on any act of Congress, but, as successor in office, was bound to take the same notice of advances made by his predecessor as if made by himself.

I have thus fully explained to you my views and reasons for the authority exercised by me in relation to Captain —, which, I trust, will meet your approbation; and, as you were pleased to intimate that the subject would be submitted to the consideration of the President, I hope this may accompany the communication.

ARCH'D HENDERSON, *Lieutenant Colonel Commandant.*

The Hon. SAM'L L. SOUTHARD, *Secretary of the Navy.*

The just ends of the commandant, and his clear powers and duties, thus set forth, were first submitted by him to legal examination, of the highest respectability; and, after waiting two months for an

answer from the Department on the subject, it was again brought to notice, on the 4th of April, in the following extract from a communication from the commandant, of that date:

"I would, therefore, respectfully call your attention to my communication of the 1st February, in answer to your inquiries of 28th January preceding, as to the grounds of my authority for appointing and removing, &c., the staff officers of the marine corps; and, in compliance with your request, have waited to know the President's decision on such contested authority.

"A thorough and advised conviction that the authority to appoint and remove is, by law as well as precedent and long established usage, vested in my office only, as commandant of the corps, I must request, as early as convenient, to know the President's decision on the subject. It cannot comport with the public interest, or the respect due to my authority as commandant of the corps, to pass unnoticed the very presuming, insubordinate, and objectionable conduct of Captain — towards me, as made known to you in my former communications, and to continue in the staff one so personally hostile as he is."

Under date the 9th April the following answer was returned from the Navy Department:

"SIR: In answer to your letter of the 4th April, I have to inform you that the President of the United States has considered the question relating to the paymaster, quartermasters, and adjutant and inspector of the marine corps, and decided that it is his duty, at a proper time, to make nominations of persons to the Senate to fill those offices. This determination will place those officers on the same grounds, as to appointment, with those of the same grades in the army.

"SAMPL L. SOUTHARD."

Thus, therefore, was the authority vested in the commandant of the corps to appoint and remove his staff, under the act of Congress creating and establishing the corps as a distinct military body, in 1798, and the invariable exercise of it for thirty years, disregarded; and the officers then in those offices, the adjutant and inspector, quartermaster, and the paymaster, were nominated by the President to the Senate, about the 28th May, 1828, three or four days only before Congress adjourned; accompanied, it is understood, by a suggestion of there being some doubts on the legality of the appointments, whether by the commandant of the corps or not, with an opinion of the Attorney General, leading to the conclusion that he did not possess it; and they were confirmed by the Senate, and commissioned accordingly.

It was then, and is now, firmly believed that the Senate would not have sanctioned the nominations had they examined particularly the law on the subject, and known the causes and grounds on which they were made.

Contrary to the general law and usage of the British, and our own military service, which expressly provides that staff officers, holding rank in the line, shall be subject to perform temporary duty in the line, or on courts-martial, at the discretion of the commanding officer; and against the first principle of military discipline, (subordination,) one of those officers (the paymaster) was sustained by the Navy Department in appealing from an order, thereby denying the authority of the commandant of the corps to detail him as a member of a general court-martial, soon after ordered, for the trial of an officer in this city.

The effect, by construction, was not only to diminish their duties, (not subject to any in the line) and to destroy the military authority and respect due to the commandant of the corps, but to advance the pay and emoluments of those officers to more than double what was authorized by law in 1814, when the corps was three times as large, and without any higher or additional staff officers.

One of them, a lieutenant only, who entered the service in 1817, and never performed any duty at sea, appeared on the estimates to Congress the following session, 1828-9, as a quartermaster of the marine corps, at \$60 per month, allowances and emoluments, amounting, in all his receipts, it was said, to more than \$3,000 per annum, which was thus allowed, notwithstanding the compensation fixed by law would not exceed half that sum.

To continue the course and views of the Navy Department as clear and concise as possible, with regard to the marine corps, extracts are carefully made from the annual reports of the Secretary of the Navy since 1822, and the one dated December 4th, 1827, will show how far the courts of inquiry, before referred to, were probably the principal, if not the only cause or grounds of the recommendation to make the corps subject at all times to the naval regulations and officers.

In the report of the Secretary of the Navy to Congress in 1823, no allusion was made to the corps; in 1824, reference was only made to the estimates of the marine corps, and the explanatory statements added; from which time, and on which grounds, it is believed the established and legal pay of the officers of the staff, by the law of 1814, was departed from, for the *first time*, by introduction of desired allowances into the estimates for appropriations of Congress.

In the report of 1825, no mention is made of the corps; and in that of 1826, a general reference is had to former reports, showing the evils under which the marine corps and naval service labored, which could only be relieved by legislative interference, and, to the views and opinions before expressed, adding "that the marine corps and the service still continued to feel, sensibly, the necessity of a remedy for some of the inconveniences then suggested."

No special consideration appears, however, in the reports, suggestions, &c., alluded to, respecting the marine corps. But in the report of December 4th, 1827, it is noticed as follows:

"The condition of the marine corps urgently demands that it should be again presented for consideration. It was 'established and organized' in 1798, and consisted of 720 men, besides officers. The design of Congress, in creating it, was to furnish a proper guard for the navy yards, and for ships at sea. This design points out the extent and organization it should possess. It should be numerous enough to afford a sufficient guard for each yard, and each ship in commission. It ought to be, also, so far incorporated into the navy as to render the government of the two consistent and uniform. In both these respects it needs amendment."

"The statement 'G,' annexed, (omitted here) shows the proper number for a guard at each yard and each ship in commission, in the opinion of the commandant of the corps, amounting; in all, to — effective men. The corps now consists of 750 men, besides commissioned and non-commissioned officers, being thirty more than when it was first established, although the service to be performed is much more extensive. It is apparent that this number of men cannot furnish the required guards; our vessels are,

therefore, often without the requisite number, and a very insufficient protection is afforded to the public property. Watchmen have, during the past year, been hired at several of the navy yards, to aid the marines, which unavoidably creates confusion and insecurity." (Why were they hired, then? Solely to supplant and break down the organized establishment of the marine corps.) "It would be better to have guards composed altogether of one description of persons, either marines or watchmen. The nature of the duties performed by the corps, both on land and on water, is such, that great danger results from their being insufficiently discharged. The public interest would, therefore, be promoted by augmentation in its numbers, or by withdrawing it altogether, either from the navy yards or from the ships, and trusting to other means for protection, which would be regarded as a hazardous experiment."

"There is still greater defect in the organization (government is probably meant) than in the numbers of the corps. By the law of 1798 it is governed by the same rules and articles of war as are prescribed for the military establishment of the United States, and by the rules and regulations of the navy, according to the nature of the service on which they shall be employed."

"By the construction uniformly given to this law, the corps is subject to the navy regulations at sea, and the army regulations when on land. The same officers and men are at one moment under one system of rules and discipline, at the next another." "Their compensation is governed by one law at sea, by another on land. The nature of their connection with the navy is unsettled and subject to constant disputation; when the laws are to be enforced, in the punishment of an officer, neither the War nor the Navy Department can, in many cases, act without the interference of the other." "It is not necessary to detail the consequences which follow."

"It is, perhaps, matter of surprise that confusion, disorder, and violation of duty, have not existed to an extent which might jeopardize the existence of the corps, (not from the inadequacy of the laws and regulations on the subject, but the unfortunate inattention to, and misapplication of them). The following amendments are respectfully suggested as the proper remedy:

"1. That the corps be increased in the number of privates, and that the number and grade of the officers correspond with those which have been established in the army.

"2. That it be placed entirely under the laws and regulations for the government of the navy.

"3. That accommodations be afforded them out of, but adjoining the navy yards, so that details can be sent under proper arrangements by the officer commanding them into the yard, and while there, be entirely subject to the control and order of the commandant.

"4. That a sufficient guard, for the sole purpose of guarding the property at Portsmouth, Philadelphia, Washington, and Pensacola, be assigned to those places, and the remainder be divided between the stations at Boston, New York, and Norfolk, where they can be properly drilled and prepared for sea service, and from which our vessels can obtain the necessary guards when fitting for sea.

"5. That the commandant and staff of the corps remain at this place, as the most convenient for communication both with the Department and with the corps, and for the prompt settlement of their accounts.

"If these suggestions should be adopted, it is believed that the marine corps would be much more efficient and less expensive to the public. The two first of these provisions would require legal enactments—the others might be effected by regulations."

In the next annual report to Congress, no reference was made to the marine corps.

On the changes being made in the head of the Navy Department and the Fourth Auditor's office, in 1829, *erroneous impressions* were created, and hastily taken in regard to the marine corps, particularly as to the pay and allowances of the officers, without understanding and discriminating between what were in conformity to the laws on the subject, and what were against law and without good authority to sustain them. Great injustice was done at the time by withholding from the officers that which was legally due; and a joint resolution was finally passed by Congress, restoring to them, respectively and without discrimination, all that had thus been withheld; and the provisions in the appropriation bill of 1831 reaffirmed them, until changed by law, as will be seen stated hereafter in the annual report of the Navy Department, December 3, 1831.

The following extract is made from the President's message in 1829: "I would recommend that the marine corps be merged in the artillery or infantry, as the best mode of curing the many defects in its organization. But little exceeding in numbers any of the regiments of infantry, that corps has, besides its lieutenant-colonel commandant, five lieutenant colonels by brevet, who receive the full pay and emoluments of their brevet rank, without rendering proportionate service. Details for the marine service could as well be made from the artillery or infantry, there being no peculiar training requisite for it."

The profound respect due to the high authority last quoted, precludes other answer than to ask if the act of Congress establishing the corps in 1798 did not fully confide to the President of the United States authority to organize the corps in such manner, and to order it to do duty in the forts or garrisons of the United States, or any other duty on shore, as the President at his discretion should direct. The only imperative requirement in that act is in the 3d section, which says, "the detachments of the corps of marines, hereby authorized, shall be made in lieu of the respective quotas of marines which have been established or authorized for the frigates," &c.

Is it not probable, also, that the public interest, the convenience and good of the service, were known and consulted in the distinct and peculiar organization of the marine corps in 1798, and that the laws for its government, brevet rank, and pay, were made and adopted accordingly?

In the winter of 1830, a call was made by the Senate of the United States on the Secretary of the Navy, to obtain the opinions of the post captains of the navy, then in Washington, on the subject of dispensing with the marine corps and military guards, as a component part of naval equipment; also, as to its government, organization, and substituting seamen, &c., to do their duties at sea, &c.

The opinions of several posts captains were thus obtained, and those of junior officers in the navy were also added, as volunteers in favor of dispensing with marines altogether.

But their views and opinions all passed, like other futile ephemera, except one or two, marked by their intelligence and enlightened testimony to the extent of its services, as will be seen in the only one at hand, and here copied.

“Opinion of Commodore Charles Stewart, in relation to the marine corps of the United States.

“WASHINGTON, March 8, 1830.

“**SIR:** I had the honor to receive your letter of the 3d instant, covering a resolution of the Senate of the United States, relative to the marine corps, requiring information on the following points:

“*First.* ‘Whether it is necessary that marines should compose part of the military force of a ship-of-war?’

“To this I answer, that I do consider them proper and necessary to constitute a part of the crew of a ship-of-war.

“*Second.* ‘Whether marines may not usefully be dispensed with, and a portion of the seamen be instructed in the use of small arms, and perform all the duties which may be required of marines in battle or on ordinary service?’

“To this I answer that, for the mere purposes of battle, perhaps the seamen might be instructed, in a limited degree, in the use of small arms.

“*Third.* ‘Whether seamen are not now instructed and practiced in the use of small arms?’

“To this I answer, that a portion of the crew (other than the marines) are now, and always have been, instructed and practiced in the use of small arms; but that instruction and practice are very limited, as they necessarily must be.

“*Fourth.* ‘Whether the petty officers and seamen who have been in service, but from age, or slight disabilities, are rendered unfit for the actual duties of their calling on ship-board, can be usefully and safely employed as guards at the navy stations, in lieu of marines?’

“To this I answer, I think not; but as I have never had any command or control over a navy yard or station, I cannot speak to this question from actual experience.

“The foregoing answers would seem to comprise all the honorable the Senate of the United States require on that subject; and it would not have been proper to go further, were it not for that part of their third question requiring also any general information in elucidation of the subject of the resolution, ‘whether marines can, or cannot, be beneficially dispensed with on board our public ships-of-war?’ Under this clause I would beg leave to remark, that the marines are the only portion of the crew of a ship-of-war that is wholly military, and the only part that could be rendered such by the nature of the service, as well as the nature of those comprising the other classes. If, then, it is at all desirable or useful to have a portion of the force of a ship-of-war wholly and completely military, that portion must be composed of a regularly organized infantry, for this reason, that sea officers, from their employments and occupations in ships-of-war, differ materially from military officers, because the ideas and general habits of sailors unfit them, in a great measure, for infantry soldiers; and because the limited space in a ship-of-war would not admit of their training; and their general duty and employment would be too much deranged and interfered with. In order to ascertain the necessity and utility of having a portion of the crew of a ship-of-war organized as infantry, it will be necessary to inquire into the objects and duties of such a corps.

“The first object is to instill into them those sound military principles—obedience, subordination, and respect—that they may be entitled to confidence in discharge of their duties as sentinels to watch over your magazines, spirit-room, storerooms, gangways, galleys, and look-outs; to preserve order and prevent interruption to cooking duties, and to guard your prisoners of war, who sometimes outnumber the crew. In port, they constitute the deck-guard, and at sea they are (or at least a large portion of them) always near their arms. Thus they prevent surprise from without, and check mutiny within. In the ordinary duties at sea, the marine watch perform the same duties on deck which would be required of any other body of men, except going aloft; consequently, their usefulness and force, as men, are not lost; for there must be some men kept on deck, in reefing and furling, to haul the rigging and manage the cordage for those who are aloft. In battle, when the ship is engaged on both sides, or when otherwise necessary, they can be distributed among the carriage-guns for working the artillery. Should any operations wholly military be required of them on shore, they would be more efficient and competent to its performance. Should the combined efforts of seamen and marines be required for the surprise of posts, or the escalade of a fortress, the marines, as a supporting column of regular infantry, would form a disciplined body, whereon to rest the security of the other classes who are appointed to make the grand effort, and would yield them a steady column and military support in case of failure, when they would constitute the reserve, and cover the retreat and embarkation of the seamen.

“The latter are a class of men whose onset and first efforts are tremendous and formidable, but, if resisted and discomfited, they break into a hundred groups, which cannot be rallied, and they become a mere mob, who, without a body of regulars to sustain them, must fall a sacrifice. Seamen have a particular aversion to the infantry drill, and, generally speaking, can be brought to little more in that art than to load and fire. That strict subordination and obedience to orders, and the pride of feeling, intuitive in a regular soldier, cannot be attained by a seaman. Hence, the entire confidence of the officers, for the performance of the ordinary duties on posts, cannot be yielded them. Frequent punishments would ensue for neglect and irregularity, and disgust to the service would follow. But, sir, there is another evil in attempting to make marines of sailors—the scarcity of seamen; and ordinary seamen would embarrass more and more the manning of our ships-of-war, if those who act as marines are substituted from the other classes. To take them from landsmen, no advantage would be gained, as regards the increased nautical efficiency of our ships, but much would be lost with respect to the military portion; we should have the men, without the seaman’s or soldier’s profession. In the above observations, I have referred to the possibility of mutiny in our national ships-of-war. That mutiny has occurred in our navy, there is no doubt. One instance took place on board the *Constitution*, in the Bay of Leghorn, in the year 1807. By the formidable appearance of a column of marine bayonets, supported by nearly a hundred gallant officers armed, it was not only suppressed, but twenty of the ringleaders were secured, and sent home in the ship, ironed, for punishment; but the government deemed it most advisable not to punish them, *as they were right, and the commander was wrong.* It appeared that the period for which the men had engaged had expired. This practice, of keeping the ships-of-war absent beyond the period for which their crews are engaged, is becoming a fruitful source of mutiny. Commanders, anxious to execute all the orders of the government in sending them abroad, lose sight of their obligations to obey the law, thereby rendering themselves liable to encounter death at sea, in the shape of mutiny, and civil prosecution on shore, for

detaining their men beyond the period for which they are engaged. Their paramount duty is to return to the United States and discharge their crews, after they have faithfully performed their part of the contract; that the government should as faithfully perform theirs, by returning them to their country and homes, and not suffer them to be discharged penniless in distant seas, to encounter starvation, or to beg, or become pirates.

"Very many persons are under the impression that most of the mutinies in the British navy originate in their practice of impressment; but I believe there is scarcely an instance of the kind on record. Their mutinies originate in oppression, and not in impressment. I also believe there is no case where the marines, as a body, participated in the mutinies of the seamen. If we refer to the very serious mutiny of the channel fleet, at the Nore, in 1797, I think we will find (I speak from impressions on the memory only) that nothing was stated by the mutineers as a grievance for redress, on the part of the impressed men, except that sentence of death for desertion, committed by an impressed man, was urged on the King as too severe a punishment, and those who volunteered for the service, and took the bounty, insisted on being discharged every seven years. About the same period, a bloody mutiny took place on board the British frigate, the *Hermione*, on the West India station. This mutiny originated in the oppression and tyranny of the commander on that occasion. All the officers (except a master's mate) encountered death. Captain Pigot, the commander of that ship, was of such a tyrannical and intemperate disposition as to wholly disqualify him for the command of men. If mutinies have not more frequently occurred in our ships-of-war, it has been owing to the mildness of our commanders, the good feelings of the seamen towards their officers, and the support afforded the latter by a steady column of bayonets. There are some who will say that marines are useless except for idle parade. But even form and parade, in a military system, are perhaps more essential, in aid of the preservation of discipline amongst republican citizens, than with the subjects of a king.

"The whole business of life may be considered a little more than bent, so far as the desire of distinction goes, towards appearances. Men are at best but grown-up children, 'pleased with a rattle, tickled with a straw.' Take from military service its distinguishing trappings, the possible 'pomp and circumstance of war,' the probable vote of thanks of the national legislature, and what will then be left them to aid their patriotism in calling forth the whole energies of the man, to support them in the perils of the battle and the ocean, the deprivations of their home and its comforts?

"If we refer to the past services of the marine corps, they will be found to be among the most distinguished. Whether you take them at the charge of the bayonet, in unison with the seamen wielding the sabre and the pike, boarding the gunboats off Tripoli, in their various actions on the ocean, or in their efforts with the seamen under Barney in resisting the advance of the British columns to your capital, you will find they have ever sustained a high reputation for discipline, conduct and courage. Under these circumstances, I am decidedly of opinion that the *marines* cannot be beneficially dispensed with in our national ships-of-war.

"I have the honor to be, with great respect, sir, your most obedient servant,

"CHARLES STEWART.

"The Hon. JOHN BRANCH, *Secretary of the Navy.*"

The report of the Secretary of the Navy, in December, 1830, was silent, however, respecting the marine corps; but that made in December, 1831, with its appendage from the Commissioners of the Navy, is so designedly set forth to be adverse to the military establishment and organization of the corps, with regard to *expense*, rank of the officers, &c., as compared with the rank of colonel and four majors, which officers Congress have since created by the act of 30th June, 1834, that particular attention is called to it.

The views which it indicates, with regard to the colonel commandant of the marine corps and the staff officers, are now in a way of being carried out under the *power* given by the second section of the act of 30th June, 1834, which changes the law and regulations established in 1798 for the government and discipline of the naval service; the effect of which will be more duly noticed. The report says: "The discontinuance of the marine corps, or its transfer entirely either to the army or to the navy, has been the subject of former communications from this Department.

"In its present fluctuating condition, without any imputation on the character of its officers, frequent difficulties in relation to pay and allowances, trials, and orders, are necessarily happening; and part of which proceeded to such an extent as to require a special resolution of Congress in 1830, and a particular provision in the appropriation bill of 1831.* But, by placing this establishment, as in former years has been proposed, wholly under navy discipline and laws, most of these difficulties might, in my opinion, be obviated, all the present benefits of it to the service retained, its increase in numbers rendered unnecessary, its old associations preserved, and much greater economy, harmony, and energy infused into its operations, without derogating at all from the respectability of the corps. Should the system recommended in the document annexed (G, number 12) be fully adopted, the saving is estimated at over forty thousand dollars annually. But, in that event, the officers not needed should in justice be transferred to the army, and the saving to the government would then fall short of that amount.

"In its hospital and staff departments alone, a change of less extent, as to officers, would save to the public more than \$10,000 annually, and a portion of the expensive call for new barracks would be rendered unnecessary. The appropriation at the last session for those in Philadelphia was so expressed that the officers of the Treasury did not feel authorized to allow the expenditure."

"[Document G, No. 12.]

"*Estimates, &c., as proposed to be charged. Copy of a letter from the Secretary of the Navy to the Board of Navy Commissioners.*

"NAVY DEPARTMENT, October 6, 1831.

"I submit, for your inspection, copies of the estimates from the paymasters and quartermasters of the marine corps for the year 1832, and take the opportunity to inquire what amount of expense would be saved annually if the marine corps was incorporated with the navy, and subject always to navy discipline and laws. With your reply, please to return the estimates."

* Pay and allowances unjustly stopped in 1829, as before stated.

Extract as above, October 10, 1831.

"In making the estimates concerning the difference of expense caused by incorporating the marine corps more fully into the navy, you may consider that, in such an event, the hospital establishment for the corps will not be separate; that forage, &c., will become unnecessary, and that three separate commands or stations, on shore, will probably prove sufficient for the accommodation and wants of the service."

"NAVY COMMISSIONERS' OFFICE, October 25, 1831.

"SIR: The accompanying paper, marked A, (omitted here,) based upon the principles laid down in your letters of the 6th and 10th instant, is respectfully submitted, in the hope that it contains the information which you have been pleased to call for.

"If the marine corps were fully incorporated into the navy, and subjected always to its discipline and laws, without being charged with any functions other than such as have a direct relation to the navy, then the existing laws organizing it as a distinct corps; liable to do duty either on shore or on board ships, would require such modifications as would adapt it exclusively to such service.

"Its duties on shore would be confined to the navy yards, and would there be performed under the superintending direction of the senior officer in command; of whose command it would form a component part, precisely as do detachments on board ships form part of the crew of such ships, and there act as may be required of them by the commanders of such ships.

"Such an organization would preclude the necessity of investing any individual with the general command of the corps; and the staff essential to it, when viewed strictly as a military body, would become unnecessary, since all its functions would be performed by officers having similar duties to perform at this time in the navy.

"Its clothing might be procured as is the clothing of seamen and ordinary seamen; its rations might be procured and distributed as the rations of other branches of a ship's crew; (they always have been, *on board ships*;) its arms might be procured as are now the arms of the navy generally; it would be paid, as are now the seamen and others, by pursers.

"For its drill and preparations for service, the officers of the respective detachments would be as competent as are now the officers of ships to their appropriate commands.

"Such considerations have guided the Commissioners in preparing the information now submitted.

"With, &c.,

"JOHN RODGERS.

"Hon. LEVI WOODBURY, *Secretary of the Navy*."

After this, in March, 1832, a compilation was made from the various *orders, circulars, regulations, and decisions*, found dispersed over the records and files of the Navy Department, and published by the Secretary of the Navy; not including, however, those of 1801, 1808, and 1816, which so distinctly point out and direct the relative duties of commandants of navy yards, and commanding officers of marines on shore, which thus appear to have been overlooked, or *intentionally* omitted, in that compilation.

To some of the views contained in the report of the Secretary of the Navy, in 1827, it may be observed, that the ends of justice ought hardly to be sacrificed, from the inconvenience that might sometimes occur, when ordering courts of inquiry, &c., on any senior officer of the corps, by having to apply to the War Department for *military officers* to compose such courts, as wisely provided for by the rules and articles of war.

Ought not officers of the United States marine corps to be lawfully entitled to a fair trial by officers conversant with the detail of their military profession, when accused of offences against military rules and conduct, under the articles of war, rather than to put naval officers on such courts, and in the absence too of any law and regulations in the naval service applicable to military offences? The law of 1834, however, is a barrier to justice on that head.

Few military men can admit the competency of naval courts and officers to try offences charged on them, more than naval officers would be willing for army or marine officers to try professional misconduct charged on them.

It was observed, also, in that report, that there was an inconsistency in the compound character of discipline, &c., making the marines at one moment liable to one system of discipline under military law, and, the next, to another system under naval law.

Such, however, was not the fact, as the law then was, because naval law and discipline governed the marines when attached to a ship in commission, and, of course, continued for periods of one to three or more years. And it was only when unattached to sea service, occupied in military instructions and drill, and furnishing the requisite guards for sentinels in navy yards, that the rules and articles of war could be applied.

The diversity of law and discipline, therefore, on that subject, comported well with the diversity of character which necessarily pertained to their duties.

If it was intended by the law of 1834 to place only the guards specially detailed for a tour of duty within the navy yards, which lasts but for a day, under naval discipline and officers, then that law has created the very compound character of discipline and liability which was thus pointed out for correction.

It may not be generally known, but the fact is now stated, that the marine barracks are either out of the navy yards, or occupying a portion of the public grounds appropriated to their use, on which barracks have been erected, with their appurtenances, between twenty and thirty years, and separated from the other part of the public grounds by lines and enclosures so distinct that no seaman or marine passes those limits, except on duty and with a warrant or non-commissioned officer, without the mutual knowledge and consent of the naval commandant of the yard and of the marine officer commanding such separate division or detachment of the marine corps.

Attention is particularly invited to the last act of Congress, respecting the marine corps, of 1834, which changes so totally the military character and standing of the corps, by subjecting it to naval regulations and discipline. Can all the biased reports and views on the subject have been known and considered with the caution their tendency should create? as, for instance, that of the Secretary of the Navy, of December, 1831, with the *fitting* answer of the Commissioners of the Navy annexed to it—so opposite to the creation of the additional field rank in the corps, and which is now degraded in its trusts and

official duties, under the operation of naval laws and regulations that were not *required* by any recommendation of the Executive, the present head of the Navy Department, or of the colonel commandant of the corps, as is fully shown by the facts of the orders and regulations, dated the 7th and 11th December, 1835, (near eighteen months after the laws authorizing them passed,) containing the first instructions from the Navy Department of the construction to be given to the law in its application to the corps of marines.

Is there to be no confidence or trust reposed in the offices of the colonel commandant, and the other field rank which Congress bestowed on the senior officers of the corps by the above act? Although the law prohibits their commanding a ship or navy yard, yet it surely cannot be expected of them to submit to the control of any *sea officers*, junior to themselves, on the free soil of their country.

May it now be respectfully marked for inquiry, whether it will not be prejudicial to the public interests, and destructive to its military utility, thus to place the corps, when on shore, under the rules and regulations for the government of the navy, the same as at sea; and whether it must not have the effect to destroy the true and high military character it is desirable such a corps should possess?

Would it not be better to repeal so much of the act of 1834 as relates to the government and discipline of the corps, and thus leave for the President of the United States, only, to remedy (through whichever department he may direct) any manifest defects in the details of the corps, by regulations adapted to its military character, and to the rules and articles of war, when serving on shore, rather than it should remain entirely under the rules and regulations for the government of the navy; and the privates of the corps liable to the degrading punishment of the *cat-o'-nine-tails*, under the immediate orders of navy officers, as is *now inflicted* on them, without any hesitation, by *order of some of the commandants* at navy yards?

Formerly that punishment was sometimes necessarily inflicted on them at sea, but never when serving on shore.

What advantage can the public expect to derive from this change? There was never one instance adduced of damage or loss to the public property and interest when committed to detachments of marines, under marine officers. - And if any neglect or violation should occur, would it be more efficiently corrected under naval than military law and officers?

By necessity, it was required that marines should be under naval regulations and command, when serving at sea; but when on shore, the marine corps ought to be, as it was, distinct as possible from the naval service. Such distinction in discipline and command creates the high military feeling that constitutes the salutary check against mutiny and irregularities incident to sea life, which would be greatly diminished, if not lost, by unity under navy regulations on shore.

It is a general principle in all establishments, that no change should be made without some manifest or unavoidable necessity. The experience of the British service, from which ours was first modeled, as well as our own, for near forty years, under that model, can be adduced to prove the competency of the old law on that subject.

The British marines, when not borne as part of a ship's complement, are never subject to their naval regulations and discipline; but, in our service, it has been urged as a reason why marines on shore should be under naval regulations and officers, the same as at sea, that the commandants of the yards were responsible for the public property within the yards, and that consequently they ought not only to have authority to require of the commanding marine officer to furnish such guards or sentinels, to be placed as they should direct, for its protection, within the limits of their commands, but, also, (as they now have,) the power to interfere with marine officers of rank equal to their own, and with military duties and details which the commandants of yards, it is presumed, know but little about.

It is obvious, however, that their responsibility is only *official*, and they could not thus be liable for what was lost or damaged, through the inefficiency of guards or sentinels, under their own proper officers, when their vigilance and attention are the means furnished by the government for its protection.

Their duties on board ships, commanding specific guards only, are necessarily limited, and at all times subservient to the commander of the ship, without any incentive or hope of promotion in the naval service, as have the officers of the navy. But when assigned to the more appropriate military duties incident to their establishment contiguous to navy yards, it cannot necessarily be required to make them subject to naval regulations and officers.

Their location at those points is for general purposes of service, furnishing sentinels as required, agreeably to the mode pointed out by the orders of the Navy Department in 1801, 1808, and 1816, to drill and discipline recruits preparatory for sea service, having charge also of their military clothing, equipments, and supplies; all of which should be totally unconnected with the local duties of the commandant of the yard, and under the sole direction of the commandant of the corps, to which office, and through whom only, all the military details and discipline of the corps should be committed, and the general views or directions of the President communicated, through whichever head of department he may select.

Concerning the pay and emoluments of the officers of the corps, it is observed, that in 1833 a law passed to apply the provisions of an act of 3d March, 1827, giving one additional ration to captains and subalterns in the army (making four rations respectively per day,) and ten dollars per month extra pay to an officer in command of a company, for the responsibility of the clothing, arms, &c., to the officers of the marine corps.

In the application of that law to the marine officers, plain as the intention seemed, the construction was to give to the first lieutenants of the corps, who had long before received four rations per day, (one more than a captain, from 1816,) another ration, making five per day; and the captains in the corps, commanding separate divisions or detachments of the marines, sometimes more than equal to the strength of two or three companies in the army, and having all the responsibilities, &c., have not the benefit of the ten dollars per month, therefore, because their commands are not organized and designated as companies; although the term company or detachment is technical and synonymous, in the act of 1798, for the organization, &c. To have this properly applied, seems to have been wholly overlooked in the bill respecting the pay in 1834, and in the one now before the Senate for regulating it in the future.

Has not also another manifest act of injustice been done to the brevet officers of the corps, who, by a law in 1814, were entitled to receive, when in command of a separate station or detachment, the pay and emoluments of such rank, by a construction of the act of 30th June, 1834, to deprive them of that pay? It was only when in command of a separate station that they could receive it, and it then amounted, to a lieutenant colonel by brevet, including full commutation for all allowances and emoluments, to no

more than \$2,250 per annum, which is now reduced to the pay of the grade below, amounting to no more than \$1,670 per annum.

From the honorable chairman of the committee which reported the bill to the Senate, it is known they had no such intention. But the following extract from a printed sheet, entitled "Explanations to bill No. 90, reported in the Senate on the 6th February, 1834," &c., and distributed for information, gives the present contrary construction on that point, viz: "The four majors provided for in the bill will add nothing to the *expense*, as the five senior captains of the marine corps are brevet lieutenant colonels, and receive the full pay and emoluments of their brevet rank; therefore, these officers will receive *only the pay and emoluments of majors.*"

These *explanations* were concluded by addressing the statement to the *Naval Committee*, and that the author had been in the navy as midshipman and marine officer eighteen years, &c.

He is believed to have been the only one in the corps *benefited by the bill*, having an office established by it, to which he was appointed, and has obtained one grade of promotion by other provisions in the bill.

With these explanations of facts, may not the officers of the marine corps confidently look to Congress for protection and redress? Much more seems to be required than is provided for by the bill now before the Senate to regulate the pay.

The commandant and field officers of the corps are more solicitous to be restored to the protection and operation of the known laws and regulations for this arm of the military service, than for any or all pecuniary considerations. They cannot ask less, however, than to have restored to them the full pay and allowances as received previous to the act of 30th June, 1834.

The liabilities and frequent changes in location of the officers of the military branches of the public service, unlike those in the civil departments, must plainly show that pay and fixed emoluments and allowances, adapted to service and location, are much more equitable and just *than any stated salary.*

In this, every intelligent and experienced officer in the service, whether of army or navy, will fully concur.

In the marine corps may be instanced the great difference in cost of fuel, house rent, &c., between Boston or New York, and this city, Norfolk, or Pensacola. The long and severe winters of the former, together with more than double cost of the article of fuel, cause three times as much expense to procure it in the former as in the latter places.

It may be here remarked, however, that the pay of the field rank has not been increased or augmented since it was first established, more than thirty years ago, while the captains, and lieutenants particularly, have had theirs considerably increased.

It may be pardoned the suggestion, therefore, that an increase to all the officers in the line, based on their pay and allowances previous to 1834, and giving to each grade, respectively, an addition of about twenty-five per cent. on their pay proper when serving in the United States, and not attached to sea service, ought to be satisfactory; and will thus, including pay, rations, servants, forage, and fuel, as computed, amount per year as follows, viz:

To colonel, \$— and double rations as commandant of corps	\$2,919 00
To lieut. colonel, \$2,077 if in command of a station	2,436 00
To major, \$1,896.....	2,256 00
To captain, \$1,171.....	1,459 00
To first lieutenant, \$916	1,204 00
To second lieutenant, \$850.....	1,138 00

A table could readily be made to show distinctly what every item was in 1834, and what it would be under such a change. This system of pay, &c., should be continued on shore, whether increased or not.

But when detached on sea service, from the day an officer is borne on a ship's books until he is detached therefrom, let all allowances and pay cease, and give them salaries corresponding somewhat to their assimilated rank, and their relative expenses in the naval service.

To the commissioned staff officers \$— per annum, in addition to their pay and allowances in the line, in full of all emoluments for any staff duty they may perform.

To one assistant quartermaster, (being already appointed,) \$— per annum, as above.

No other assistant quartermaster or staff officers are required in the corps; all those duties can be well performed under the immediate direction of the officers commanding divisions or posts, and they should be held strictly responsible for the faithful discharge of such duties as pertain to their office and commands.

A question may be made as to officers of the staff holding commissions in the line of the corps. With respect to the adjutant, there would seem to be no ground of objection; but if they are all thus held and continued in the line, and the staff appointments require to be regulated, it should be distinctly known in whom the authority is vested to appoint and remove—whether by the commandant or not; and should be limited not to exceed four years' duration, to prevent any undue influence, and to cause them to share equally on detachments for sea service, or other less desirable duties in the corps.

It is suggested, also, whether the military efficiency of the service would not be better promoted by continuing to employ selected and faithful non-commissioned officers and privates as clerks to the commandant and officers of the staff, who would, on emergency, add to the effective strength of the corps, than to make them civil appointments, and thus exempt from a knowledge or performance of any military duty.

These remarks on facts, and the suggestions presented, are respectfully offered as the result of some experience in the service, during the war of 1812, at sea, under the command of Commodores Bainbridge and Stewart, and since then, with some of the most experienced officers of the navy, in command of different stations or detachments of the corps on shore; and no hesitation is had in calling on all and every one to say if a single instance of collision or difficulty has ever occurred in the discharge of our relative duties at naval stations, under the former laws and regulations for the government of the marine corps; and to point, if they can, to one single defect in the organized establishment of the United States marine corps, which was long tested, through the same principles and rules of government, in connection with the navy, as the British royal marines; or to any variation from the present result of the experience of that naval service, but in this one point—*admirals*, in the British service, hold *nominal, sinecure rank* in that corps, of the highest military grade; in our service, post captains or officers of the navy have, as yet, by law, no such place or rank.

24TH CONGRESS.]

No. 606.

[1st Session.]

ON CLAIM OF A MIDSHIPMAN IN THE NAVY FOR COMPENSATION FOR SERVICES AS ACTING LIEUTENANT, UNDER ORDERS OF HIS COMMANDING OFFICER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 19, 1836.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of Spencer C. Gist, reported:

That the petitioner, a midshipman in the navy, on board the United States ship *Guerriere*, Captain Thompson, in the Pacific ocean, was appointed an acting lieutenant on the 26th November, 1829, and continued to serve in that capacity until the 28th December, 1831.

The rules and regulations of the navy, made in 1818, under authority of law, prescribe that, "on foreign stations, a commander may, when absolutely necessary, give acting appointments, to fill the vacancies which may be occasioned by death or other circumstances;" and officers thus appointed to execute the duties of a higher grade have, by the regulations and usage of the navy, received the corresponding pay and emoluments.

On his return to the United States in 1832, Mr. Gist claimed the difference between the pay and emoluments of a lieutenant and those of a midshipman, between the 26th November, 1829, and the 11th December, 1830, after which date he was acting sailingmaster; and the difference between the pay and emoluments of a sailingmaster and lieutenant, from 11th December, 1830, to the 28th December, 1831.

His claim was allowed up to the 10th March, 1830, but disallowed as to the residue, in consequence of a rule adopted by the Secretary of the Navy on that day, which, after recognizing the power of appointment by the captain under the rule of 1818, is as follows: (Red Book of 1832, page 24.)

"2. The difference of pay and rations between the grades of midshipman and lieutenant during the period of *acting as such* is regulated by the rank appearing from the commission, warrants or appointments received by the claimants from the Department, or by the written acting appointments from their commanders, corroborated by entries made at the same time on the pay and muster roll."

The necessity of the appointment by Captain Thompson in November, 1829, has been recognized by the Navy Department, by the allowance of increased pay from that day until the 10th March, 1830, the date of the new rule adopted by Mr. Secretary Branch. The allowance of that amount is endorsed on the Fourth Auditor's letter, in the following words: "Allow, up to date of rule in March, 1830, the pay of the grade in which he acted, as not a complement of lieutenants on board; after that the rule must govern."
"W."

The certificates of Commodore Thompson, Captain John Smith and Captain Edward B. Babbitt proved the performance of the duties of lieutenant by Mr. Gist during the period for which he claims the pay, and the necessity is acknowledged by the Secretary of the Navy.

The compensation for services necessary and actually performed has been refused allowance in consequence of a rule not existing at the time the appointment was made, unknown to the commander of the squadron on a foreign station many thousand miles distant, and when it is stated in the letter of the Fourth Auditor to the Secretary, dated 6th January, 1832, "that being in the Pacific ocean, neither Commodore Thompson nor Mr. Gist could possibly have received information of the regulation until some months afterwards, and it is not known that they received it before the arrival of the latter in the United States." It may be further properly remarked, that the regulations containing the rule of 10th March, 1830, were not printed and published, and officially communicated, until March, 1832, after the performance of the services, and after the return of Mr. Gist to the United States.

The case is clearly entitled to the relief prayed for, and a bill is reported accordingly.

COMMITTEE ON NAVAL AFFAIRS, *Washington, February 15, 1836.*

SIR: I wish to obtain a copy of an account rendered by Midshipman Spencer C. Gist for services as an acting lieutenant on board the United States ship *Guerriere*, Captain Thompson, in the years 1829, 1830 and 1831, rendered to the Department, and allowed in part by the Secretary of the Navy or the Fourth Auditor, on the 7th January, 1832, with a copy of the order of allowance; and also a copy of the certificate of Captain Thompson, stating the appointment and service of Mr. Gist as an acting lieutenant on board that ship.

I wish also to be informed whether a non-compliance on the part of Captain Thompson with the rule of 10th March, 1830, (Red Book, page 24,) was the sole cause why the whole account of Mr. Gist was not allowed.

I am, very respectfully, your obedient servant,
J. C. PICKETT, Esq., *Fourth Auditor, Navy Department.*

JAMES PARKER.

TREASURY DEPARTMENT, *Fourth Auditor's Office, Feb. 17, 1836.*

SIR: In compliance with the request contained in your letter of the 15th instant, I have the honor to transmit to you, herewith, a copy of an account stated at this office for Midshipman Spencer C. Gist, on the 7th January, 1832, for services as an acting lieutenant on board the United States ship *Guerriere*, Capt. Charles C. B. Thompson, commander, in the years 1829 and 1830; together with copies of all the papers filed therewith, numbered 1 to 4, inclusively. Neither the statement of his account, nor the certificate of Master Commandant Joseph Smith, nor that of Lieutenant Commandant Edward B. Babbitt,

referred to in his letter No. 1, are on file with the settlement made at this office; having, it is supposed, been withdrawn by him, as they embraced a period beyond that to which he was allowed by the Secretary of the Navy. Mr. Gist being present at the settlement, leads to this supposition.

It would appear from the Fourth Auditor's letter to the Secretary of the Navy, and the Secretary's endorsement thereon, (No. 3,) that the non-compliance on the part of Capt. Thompson with the rule of the 10th March, 1830, was the only cause why the whole amount of Mr. Gist's claim was not allowed.

I also send you a copy of Mr. Gist's letter, addressed to me on the 15th June, 1835, (No. 5,) with a copy of his account enclosed therein (No. 6,) for the difference of pay between a midshipman and a lieutenant, and between an acting master and a lieutenant, subsequent to the 10th of March, 1830, and a copy of my answer to him, (No. 7.)

I have the honor to be, very respectfully, sir, your obedient servant,

J. C. PICKETT.

Hon. JAMES PARKER, *House of Representatives, Washington.*

No. 1.

WASHINGTON, *January 4, 1832.*

I have the honor to enclose to you the certificates of Commodore Thompson, Master Commandant Joseph Smith, and Lieutenant Commandant Edward B. Babbitt, that I performed the duty of lieutenant on board the frigate *Guerriere* from the 26th November, 1829, to the 28th December, 1831, for which extra service I respectfully request I may receive the difference of pay. I herewith enclose my account on the Navy Department.

Respectfully, your obedient servant,

S. C. GIST.

N. B.—At the time I was directed to perform the duty of lieutenant, there were not a sufficient number of lieutenants to perform the ordinary duty of the ship on duty, two being sick.

Respectfully, &c.,

S. C. GIST.

A. KENDALL, Esq., *Fourth Auditor Treasury Department.*

No. 2.

Mr. Spencer C. Gist, although a midshipman, performed the duties of lieutenant with much cleverness on board the *Guerriere* from the 26th of November, 1829, till the 11th December, 1830, when he was made acting master, and has continued since the latter period to fulfill the duties of both stations with great intelligence, tact, and ability.

CHS. C. B. THOMPSON.

NORFOLK, *December 22, 1831.*

On the letter of Mr. Gist, of which the within is a copy, is the following endorsement made by the Secretary of the Navy:

"Will the Fourth Auditor please to state his decision, and the grounds of it, and then the Secretary will decide the appeal.

"W."

No. 3.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 6, 1832.*

SIR: In the case of S. C. Gist, who claims the difference of pay between a lieutenant and midshipman from the 26th of November, 1829, to the 11th of December, 1830, and difference of pay between sailingmaster and lieutenant from the 11th of December, 1830, to the 28th of January, 1831, I have the honor to state that no decision has been given by me on the case, because, according to the instructions and practice of your predecessor, it requires a previous act of the Secretary of the Navy to enable me to act on so much of it as precedes his regulation of the 10th of March, 1830. It was required by him, previous to that time, that all cases of this nature should be submitted to him for his decision upon each case, according to its peculiar circumstances. His regulation was prospective, leaving all cases up to that date on the same footing as before.

So much of the claim as accrued subsequent to the date of that regulation may be considered as rejected by me, because the claimant produces no written acting appointment from his commanding officer. It is true that, being in the Pacific ocean, neither Commodore Thompson nor Mr. Gist could possibly have received information of the regulation until some months afterwards, and it is not known that they received it before the arrival of the latter in the United States. But unless there be a dispensation of its requisitions in this case by the Secretary of the Navy, the allowance claimed cannot be made to Mr. Gist. That portion of the claim, therefore, which accrued subsequent to the regulation, is as much dependent on the decision of the Secretary as the preceding part.

I have only to add that the number of lieutenants on board the *Guerriere*, from the 26th of November, 1829, to the 30th of June, 1830, was four, after which to the 28th of January, 1831, it was five, all of which appears by the muster rolls in this office.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. LEVI WOODBURY, *Secretary of the Navy.*

The letter, of which the foregoing is a copy, was returned by the Secretary of the Navy to the Fourth Auditor with the following endorsement:

“Allow, up to date of rule in March, 1830, the pay of the grade in which he acted, as not a complement of lieutenants on board; after that, the rule must govern.

“W.”

No. 4.

SEVIERVILLE, *Tenn., June 15, 1835.*

United States, Navy Department,

To Spencer C. Gist, *Dr.*

For difference of pay between midshipman and lieutenant, from the 10th of March, 1830, to the 11th of December, 1830.....	\$483 29
For difference of pay between sailingmaster and lieutenant, from the 11th of December, 1830, to the 28th of December, 1831	316 59
	\$804 88

The above is a true statement of my account. For evidence in behalf of said account, I respectfully refer you to the certificate of Charles C. B. Thompson, Esq., deceased, filed in the Navy Department, in January, 1832.

Respectfully, &c.;

SPENCER C. GIST, *Passed Midshipman U. S. N.*

U. S. FRIGATE GUERRIERE, *Callao Roads, January 10, 1831.*

To whom it may concern:

I take great pleasure in recommending Acting Master Spencer C. Gist as a worthy man and most excellent officer.

He has performed the duty of a lieutenant on board this ship since November 26, 1829, to my entire satisfaction. He possesses talents peculiarly fitting a navy officer. He is perfectly conversant with the common rules and practice of navigation, and, with his usual attention and industry, I am well assured he will acquit himself honorably in the road to promotion.

JOHN SMITH, *Captain of the U. S. Frigate Guerriere.*

U. S. FRIGATE GUERRIERE, *Norfolk, December 28, 1831.*

Acting Sailingmaster Spencer C. Gist has performed the duties of a lieutenant, under my command, on board of this ship, from the 13th of January to the 28th of December, 1831, (inclusive,) with ability and attention. His deportment as an officer and gentleman has been correct, and met the approbation of his superior officers.

EDWARD B. BABBITT.

24TH CONGRESS.]

No. 607.

[1ST SESSION.

ON CLAIM OF A “HEAD COOPER” IN THE NAVY YARD AT WASHINGTON, FOR PAY DURING A PERIOD OF SUSPENSION OF WORK IN SAID NAVY YARD.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 19, 1836.

Mr. PHILIP C. FULLER, from the Committee on Claims, to whom was referred the memorial of Thomas Murray, reported:

Under an act of Congress, passed March 27, 1804, authorizing the appointment of certain officers in the Navy yard at Washington, the petitioner was appointed by the Secretary of the Navy, on the 12th of April, 1804, head cooper of that Navy yard. He continued to act in that capacity till the 30th of September, 1814, on which day Lieutenant Haraden, of the Navy yard, issued an order declaring that the Secretary of the Navy had given directions to Commodore Tingey, that the duties of all the salary officers and mechanics attached to that establishment should cease on said 30th September, 1814. This order was given because, in consequence of the destruction of materials, &c., a few days before by the enemy, no employment remained for such salary officers and mechanics. On the 8th of February, 1816, the petitioner was directed by Commodore Tingey to resume his station as head cooper, under his former salary of one thousand dollars a year. The petitioner asks pay, at that rate, from said 30th of September, 1814, to said 8th of February, 1816, amounting, according to his account stated, to \$1,348.41.

The committee think he is not entitled to it: Because, there can be no doubt of the power of the Secretary of the Navy to discharge an officer performing service of the character in question, whenever such services had ceased to be necessary or useful to the public interest; and because, if the order of 30th of September, 1814, did not, as is contended by the petitioner, amount to a discharge, but to a suspension merely, it is abundantly evident that this modified character was given to the transaction from good feeling to the persons so suspended or discharged, and from a willingness to restore them to their respective places, as the petitioner was restored, so soon as the public interest would allow that to be done.

If the petitioner had chosen to consider and treat this as a discharge, and abandoned the service entirely, there is no pretence that he could have been prevented by the government from so doing; that

he did not do so, furnishes evidence that he considered the chance of renewed employment as of some value; and the committee do not think it just or equitable that the kindness and forbearance of the government should be made matter of charge upon its treasury. They recommend the following resolution:
Resolved, That the prayer of the petitioner ought not to be granted.

24TH CONGRESS.]

No. 608.

[1ST SESSION.

ON CLAIM FOR BOUNTY ON PRISONERS TAKEN BY THE PRIVATEERS NEPTUNE AND FOX, ON LAKE ONTARIO, IN 1812.

COMMUNICATED TO THE SENATE FEBRUARY 23, 1836.

Mr. TALLMADGE, from the Committee on Naval Affairs, to whom was referred the petition of Marinus W. Gilbert, reported:

That the said Gilbert, and others for whom he was agent and is now assignee, did, on the 13th day of July, 1813, agreeably to the provisions of the act of the 26th of June, 1812, relative to privateers, take out two several commissions, the one for the privateer Neptune, commanded by Samuel Dixon, the other for the Fox, commanded by Jehial Dimmick, to cruise on Lake Ontario; and in proof of this are adduced the following documents, viz: 1st. The original agreement of the parties concerned; and, 2d. The bonds required by law, duly certified by the collector as copies of originals on file. Besides these, as evidence of a strict compliance with the law, a verified copy of the journal of both privateers, which, it seems, cruised together, is also furnished, together with certificates from Major General Morgan Lewis, stating "that Mr. Gilbert, previously to his fitting out the expedition, consulted Commodore Chauncey and myself on its propriety, and that it met our entire approbation."

During the cruise, which commenced on the 14th, and ended on the 27th of July, 1813, it appears that the said privateers captured, on the 19th of the same month, in the most gallant manner, his Majesty's gunboat Spitfire, fifteen bateaux, a quantity of munitions of war, and sixty-nine prisoners; for the latter of which are produced, pursuant to the law of June, 1813, the receipts of John R. Bell, acting assistant inspector general at Sackett's Harbor, dated the 22d July and 1st August, 1813.

By an act of Congress approved August 2d, 1813, a bounty of twenty-five dollars was allowed on each prisoner taken by a private armed vessel of the United States, and delivered to an authorized agent.

By an act of March 19th, 1814, a bounty of one hundred dollars was allowed on each prisoner, in lieu of the twenty-five dollars given by the former act.

These prisoners, it will be perceived, were captured a few days previous to the act of 1813, and therefore come within neither act; but the committee have found many cases where Congress have, by special act, allowed a bounty on prisoners where it could not be claimed under either of the before-mentioned laws; and in most instances the allowance has been of the highest sum. The capture made by the Neptune and Fox was one of the most brilliant affairs to which privateering gave rise during the late war. The newspapers of the day teemed with it, and the example which it afforded could not have failed to be useful and important to the nation. The only doubt which the committee have entertained is, whether the petitioner should be allowed the bounty of twenty-five dollars or one hundred dollars. They have concluded to recommend the former sum, and report a bill accordingly.

24TH CONGRESS.]

No. 609.

[1ST SESSION.

ON CLAIM OF THE REPRESENTATIVE OF COMMODORE JOHN PAUL JONES, COMMANDER OF THE FRIGATE BON HOMME RICHARD, OF THE NAVY OF THE REVOLUTION, FOR HIS SHARE OF PRIZE MONEY ON THREE PRIZE VESSELS AND CARGOES SENT INTO BERGEN, IN NORWAY, AND DELIVERED UP BY THE DANISH GOVERNMENT TO THE ENEMY. -

COMMUNICATED TO THE SENATE FEBRUARY 24, 1836.

To the Senate of the United States:

The Secretary of State, to whom was referred, by a resolution of the Senate of the first instant, the petition of Janette Taylor, niece of John Paul Jones, deceased, praying payment of certain prize money which accrued to the deceased during the revolutionary war, respectfully reports:

That it appears from a printed report of the Committee on Claims of the House of Representatives, made at the first session of the ninth Congress, upon a claim of Peter Landais, who was captain of the ship Alliance, belonging to the squadron commanded by John Paul Jones, mentioned in the said petition, which claim was, in like manner, founded upon the capture of the prizes alluded to in the said petition, and their subsequent surrender by the Danish government to that of Great Britain, that a report upon the subject was made to the House of Representatives by the Secretary of State at the same session.

That as no record of the said report is to be found in the Department, the books in which the reports of that year and of several years immediately prior and subsequent thereto were entered having been, as it is supposed, destroyed at the burning of the building occupied by the Department during the last war with Great Britain, the Senate is respectfully referred, for a statement of the proceedings in relation

to the subject, which had occurred previously to that period, to the copy of the said report, and of the accompanying documents, obtained from the records of the House of Representatives.

That careful search has been made, from the period at which the said report was presented to the present time, and that no correspondence with the Danish government, or other documents relating to the subject of the said petition, have been found upon the files or records of the Department, except a note addressed, on the 14th of December, 1812, by Mr. Monroe, then Secretary of State, to Mr. Pedersen, the Danish chargé d'affaires in this country, and his reply, dated on the 19th of the same month, of which note a copy is herewith transmitted.

With this statement of the facts of the case, so far as they are within the knowledge of the Department, the petition referred to the Secretary of State for his report thereon is respectfully returned.

JOHN FORSYTH.

DEPARTMENT OF STATE, *February 23, 1836.*

DEPARTMENT OF STATE, *December 31, 1805.*

The Secretary of State, to whom, by a resolution of the House of Representatives of the 16th instant, the memorial of Peter Landais was referred, has examined the same, and thereupon makes the following report:

That it appears from the documents hereunto annexed that the Alliance, a frigate belonging to the United States, while she was cruising, in concert with several other armed vessels under the command of the Chevalier Jones, in the year 1779, captured three British vessels, and sent them as prizes into Bergen, in Norway.

That at the time of the said capture the frigate Alliance was under the command of the memorialist.

That the distribution of the prize money which might accrue from the success of the cruise was regulated by the commander of the squadron in the agreement, a copy of which is enclosed.

That on the arrival of the prizes at Bergen, where they were consigned to the French consul, they were seized by order of his Majesty the King of Denmark, and restored to the original British proprietors, on the ground, as appears, that as Denmark did not acknowledge the independence of the United States, the captures were to be considered illegal.

That the sentiments of Congress have been expressed upon the subject in their resolution of the 25th October, 1787, of which a copy is annexed; but, notwithstanding the application for compensation, made in pursuance thereof, and an antecedent demand by Dr. Franklin, then the minister of the United States at Paris, nothing has been accorded by Denmark as a satisfaction for the injury sustained. Extracts of Dr. Franklin's correspondence upon the subject are annexed.

It would be superfluous to add any remarks to evince the illegality of this interposition in the war between the United States and Great Britain; for, were it admissible that it should be considered, in the view of Denmark, as merely a civil war, the restoration of the prizes to the other party in the war would still be unauthorized, and the right of the United States to compensation consequently remains valid.

All which is respectfully submitted.

JAMES MADISON.

[Received the 2d January, 1806, and referred to committee of the whole house.]

Extracts of letters from Doctor B. Franklin, written in the years 1779 and 1780, the then minister of the United States to the court of France, to the President of Congress.

Passy, *October 17, 1779.*

We have just heard from Norway that two of the most valuable prizes taken by the Alliance, Captain Landais, in the squadron of Commodore Jones, are safe arrived at Bergen, to wit: The ship from London to Quebec, laden with naval stores, and that from Liverpool to New York and Jamaica. They were letters of marque, of twenty-two guns and eighty-four men each. I wish we may get them to America. The squadron itself is gone into Holland, with the two prize men-of-war, where they are all refitting. Great damage has been done to the English coal trade, and four hundred prisoners have been taken, which will more than redeem the rest of our people from their captivity in England, if we can get them safe from Holland to France; but I suppose the English will endeavor to intercept us, and recover their ships, if possible.

In my last I gave some account of the success of our little squadron under Commodore Jones. Three of their prizes, sent into Bergen, in Norway, were, at the instance of the British minister, seized by order of the court of Denmark, and delivered up to him. I have, with the approbation of the minister here, drawn up and sent to that court a memorial reclaiming those prizes. It went through the hands of the French minister residing there, who has delivered it; but I have yet no answer. I understand from the French consul at Bergen that the prizes remain still in that port, and it is said there is some hope that the order may be reversed. But this is doubtful; and I suppose the Congress will immediately consider this important affair, and give me such instructions upon it as they may judge proper. With this I send a copy of the memorial.

The memorial.

Passy, *near Paris, December 22, 1779.*

Sir: I have received a letter from M. de Cheraulx, consul of France at Bergen, in Norway, acquainting me that two ships, to wit, the Betsey and the Union, prizes taken from the English, on their coasts, by Captain Landais, commander of the frigate Alliance, appertaining to the United States of America, which prizes having met with bad weather at sea, that had damaged their rigging and occasioned leaks, and

being weakly manned, had taken shelter in the supposed neutral port of Bergen, in order to repair their damages, procure an additional number of sailors, and the necessary refreshments; that they were in said port, enjoying, as they conceived, the common rights of hospitality established and practiced by civilized nations, and the care of the above said consul, when, on the 28th of October last, the said ships, with their cargoes and papers, were suddenly seized by officers of his Majesty the King of Denmark, to whom the said port belongs, the American officers and seamen turned out of their possession, and the whole delivered to the English consul.

M. de Cheraulx has also sent me the following, as a translation of his Majesty's order, by whom the above proceedings are said to be authorized:

"The English minister having insisted on the restitution of two vessels which had been taken by the American privateer called the Alliance, commanded by Captain Landais, and which were brought into Bergen, viz: the Betsy, of Liverpool, and the Union, of London, his Majesty has granted this demand on this account, because he has not, as yet, acknowledged the independence of the colonies associated against England, and because that these vessels, for this reason, cannot be considered as good and lawful prize; therefore, the said two ships shall be immediately liberated and allowed to depart with their cargoes."

By a subsequent letter from the same consul, I am informed that a third prize belonging to the United States, to wit, the Charming Polly, which arrived at Bergen after the others, has also been seized and delivered up in the same manner, and that all the people of the three vessels, after being thus stripped of their property, (for every one of them had an interest in the prizes) were turned on shore to shift for themselves, without money, in a strange place, no provision being made for their subsistence or for sending them back to their own country.

Permit me, sir, to observe, on this occasion, that the United States of America have no war but with the English; they have never done any injury to other nations, particularly none to the Danish nation. On the contrary, they are in some degree its benefactors, as they have opened a trade of which the English made a monopoly, and of which the Danes may now have their share, and, by dividing the British empire, have made it less dangerous to its neighbors.

They conceived that every nation whom they had not offended was, by the rights of humanity, their friend; they confided in the hospitality of Denmark, and thought themselves and their property safe when under the roof of his Danish Majesty; but they find themselves stripped of that property, and the same given up to their enemies, on this principle only, that no acknowledgment had yet been formally made by Denmark of the independence of the United States; which is to say, that there is no obligation of justice towards any nation with whom a treaty promising the same has not been previously made. This was indeed the doctrine of ancient barbarians—a doctrine long since exploded, and which it would not be for the honor of the present age to revive; and it is hoped that Denmark will not, by supporting and persisting in this decision, obtained of his Majesty apparently by surprise, be the first modern nation that shall attempt to revive it.

The United States, oppressed by, and in war with, one of the most powerful nations in Europe, may well be supposed incapable, in their present infant state, of exacting justice from other nations not disposed to grant it; but it is in human nature that injuries, as well as benefits, received in times of weakness and distress, national as well as personal, make deep and lasting impressions; and those ministers are wise who look into futurity and quench the first spark of misunderstanding between two nations, which, neglected, may in time grow into a flame; all the consequences whereof no human prudence can foresee, which may produce much mischief to both, and cannot possibly produce any good to either.

I beg leave, through your excellency, to submit these considerations to the wisdom and justice of his Danish Majesty, whom I infinitely respect, and who, I hope, will reconsider and repeal the order above recited; and that if the prizes, which I hereby reclaim in behalf of the United States of America, are not actually gone to England, they may be stopped and re-delivered to M. de Cheraulx, the consul of France at Bergen, in whose care they before were, with liberty to depart for America when the season shall permit. But if they should already be gone for England, I must then claim from his Majesty's equity the value of the said three prizes, which is estimated at fifty thousand pounds sterling, but which may be regulated by the best information that can by any means be obtained.

With the greatest respect, &c.,

B. FRANKLIN.

Count BERNSTORF, *Minister of Foreign Affairs in Denmark.*

Passy, *May 31, 1780.*

With my last, I sent a copy of my memorial to the court of Denmark. I have since received an answer from the minister of that court for foreign affairs, a copy of which I enclose. It referred me to the Danish minister here, with whom I have had a conference on the subject. He was full of the professions of the good will of his court to the United States, and would excuse the delivery of our prizes to the English, as done in conformity to treaties which it was necessary to observe. He had not the treaty to show me, and I have not been able to find such a treaty on inquiry. After my memorial, our people left at Bergen were treated with the greatest kindness. By an order from court, their expenses during the winter they had been detained there were all paid, necessaries furnished to them for their voyage to Dunkirk, and a passage thither found for them, all at the King's expense. I have not dropped the application for restitution, but shall continue to push it, not without some hopes of success. I wish, however, to receive instructions relating to it, and I think a letter from Congress to that court might forward the business; for I believe they are sensible they have done wrong, and are apprehensive of the inconveniences that may follow.

Answer to the memorial.

COPENHAGEN, *March 8, 1780.*

Sir: Were you a person less known and respected, I should have been quite at a loss on the subject of your letter, which I have had the honor of receiving from you, but which did not come to hand until the 31st of January.

I should have considered it as a measure calculated to place us under new embarrassment, as painful as the first; but there is no risk with such a sage as you are, sir, generally respected by that universe which you have enlightened, and known for that prevailing love for truth which characterizes the well-informed man and the true philosopher. These are the titles which will transmit your name to the remotest posterity, and in which I am particularly interested, at the time when the situation of affairs imposes on me the necessity of divesting myself, in writing to you, of every public character, and only to aspire at appearing to you, what I truly am, the passionate friend of peace, truth and merit. This mode of thinking not only decides my personal sentiments with respect to you, but also those I have respecting the unfortunate affair which you have thought fit to mention to me, and which, from its commencement, has given me the utmost pain. You will readily agree with me, sir, in granting that there are perplexing situations in which it is impossible to avoid displeasing one party. You are too equitable not to enter into ours. There would be no consolation in such cases, nor would the persons who have led them into them ever be forgiven, were it not that opportunities sometimes presented themselves of being heard, and preventing in future such embarrassments.

The Baron de Blome will speak to you in confidence, and with the utmost freedom on this subject; and if my wishes can be accomplished, I shall be recompensed for all my pains, and there will only remain the agreeable recollection of having had the satisfaction of assuring you, from under my hand, of that superior and perfect esteem with which I have the honor of being

Sir, &c.,

R. BERNSTORF.

Agreement between Messrs. Paul Jones, captain of the Bon Homme Richard, Pierre Landais, captain of the Alliance, Dennis Nicholas Cottineau, captain of the Pallas, Joseph Varage, captain of the Stag, Philip Nicholas Ricot, captain of the Vengeance, composing a squadron that shall be commanded by the oldest officer in the highest grade, and so in succession, in case of death or retreat.

None of the said commanders, whilst they are not separated from the said squadron by order of the minister, shall act but by virtue of the brevet which they shall have obtained from the United States of America, and it is agreed that the flag of the United States shall be displayed.

The division of prizes to the superior officers and crews of the said squadron shall be made agreeably to the American laws; but it is agreed that the proportion of the whole, coming to each vessel in the squadron, shall be regulated by the minister of the marine department of France and the minister plenipotentiary of the United States of America.

A copy of the American laws shall be annexed to the present agreement, after having been certified by the commander of the Bon Homme Richard; but as the said laws cannot foresee nor determine as to what may concern the vessels and subjects of other nations, it is expressly agreed that whatever may be contrary to them shall be regulated by the minister of the French marine and the minister plenipotentiary of the United States of America.

It is likewise agreed, that the orders given by the minister of the French marine and the minister plenipotentiary of the United States of America shall be executed.

Considering the necessity there is of preserving the interest of each individual, the prizes that shall be taken shall be remitted to the order of Monsieur Le Ray de Chaumont, honorary intendant of the royal hotel of invalids, who has furnished the expenses of the armament of the squadron.

It has been agreed that M. Le Ray de Chaumont be requested not to give up the part of the prizes coming to all the crews and to each individual of said squadron, but to their order, and to be responsible for the same in his own and proper name.

Whereas, the said squadron has been formed for the purpose of injuring the common enemies of France and America, it has been agreed that such armed vessels, whether French or American, may be associated therewith, as by common consent shall be found suitable for that purpose, and that they shall have such proportion of the prizes which shall be taken as the laws of their respective countries allow them.

In case of the death of the before-mentioned commanders of vessels, he shall be replaced agreeably to the order of the tariff, with liberty, however, for the successor to choose whether he will remain on board of his own vessel, and give up to the next in order the command of the vacant ship.

It has, moreover, been agreed that the commander of the Stag shall be excepted from the last article of this present agreement, because, in case of a disaster to M. de Varage, he shall be replaced by his second in command, and so on by the other officers of his cutter, the Stag.

J. P. JONES.
P. LANDAIS.
DE COTTINEAU.
VARAGE.
R. PICOT.

LE RAY DE CHAUMONT.

Extract from the foreign Journals of Congress, October 25, 1787.

On motion of Mr. H. Lee, seconded by Mr. Carrington,

Resolved, That the minister of the United States at the court of Versailles be, and he is hereby, authorized and instructed to represent to his Danish Majesty that the United States continue to be very sensibly affected by the circumstance of his Majesty's having caused a number of their prizes to be delivered to Great Britain during the late war, and the more so, as no part of their conduct had forfeited their claim to those rights of hospitality which civilized nations extend to each other; that not only a sense of the justice due to the individuals interested in those prizes, but also an earnest desire that no subject of discontent may check the cultivation and progress of that friendship which they wish may subsist and increase between the two countries, prompt the United States to remind his Majesty of the trans-

action in question, and they flatter themselves that his Majesty will concur with them in thinking that, as restitution of the prizes is not practicable, it is reasonable and just that he should render, and that they should accept, a compensation equivalent to the value of them.

That the said minister be further authorized and instructed finally to settle and conclude the demand of the United States against his Danish Majesty, on account of the prizes aforesaid, by such composition and on such terms as may be the best in his power to obtain; and that he be directed to retain in his hands all the money so recovered till the further order of Congress. That the said minister be, and he is hereby authorized, in case he shall think it proper, to dispatch the Chevalier J. P. Jones, or any other agent, to the court of Denmark, with such powers and instructions relative to the above-mentioned negotiation as in his judgment may be most conducive to the successful issue thereof.

Provided, That the ultimate conclusion of the business be not made by the agent without the previous approbation of the said minister.

That the person employed shall, for his agency in the business aforesaid, be allowed five per cent. for all expenses and demands whatever, on that account.

Ordered, That the Board of Treasury transmit to the minister of the United States, at the court of Versailles, all the necessary documents relative to the prizes delivered up by Denmark.

DEPARTMENT OF STATE, *Philadelphia, January 4, 1798.*

SIR: In your letter of the 18th ultimo, you set forth that you, while commanding the American frigate Alliance, in 1777, took and sent into Bergen, in Norway, three English vessels as prizes; that these were afterwards delivered up to the English by the government of Denmark; that Dr. Franklin claimed, as an indemnification from the government of Denmark, the sum of fifty thousand pounds sterling; and that you have been informed that the Congress of the United States empowered some agent again to claim that indemnity.

Upon this statement you desire an official answer, "whether the government of Denmark has ever paid the said indemnity, or any part whatsoever of it, to any United States agent or agents?"

I have now the honor to inform you that I have caused an examination to be made in this office, from whence it appears that the subject of the claim above mentioned was resumed by the Congress of the United States, and that an agent was sent to Denmark to pursue it; but it does not appear that the indemnity demanded, or any part thereof, has ever been paid to any agent or agents of the United States.

I am, sir, your obedient servant,

TIMOTHY PICKERING.

To Captain LANDAIS.

DEPARTMENT OF STATE, *Philadelphia, January 17, 1798.*

SIR: I have the honor to inform you, in answer to your letter of the 7th instant, that the three English vessels captured by the frigate Alliance, under your command, in the year 1779, and carried into the port of Bergen, in Norway, were, by order of his Danish Majesty, delivered up to the English; that in December, of the same year, Dr. Franklin, the minister of the United States at Paris, demanded compensation to the amount of fifty thousand pounds sterling, at which the three prizes were estimated, in case they were not in a situation to be restored to the captors; that at subsequent periods the claim was renewed on the part of the United States, and the Chevalier John Paul Jones appointed their agent, in subordination to their minister at Paris, Mr. Jefferson; that the Chevalier went to Copenhagen, and in March, 1788, repeated the claim of compensation, and that the Danish minister answered, that the affair would be referred to the Baron de Blome, the Danish minister, to be negotiated between him and Mr. Jefferson, at Paris.

The Chevalier Jones went immediately into the service of Russia, and here the business appears ever since to have rested.

I am, sir, your obedient servant,

TIMOTHY PICKERING.

To Captain PETER LANDAIS.

DEPARTMENT OF STATE, *December 14, 1812.*

SIR: It is perhaps known to you that, in the year 1779, the United States frigate Alliance, Captain Landais, took three prizes, which were carried into the port of Bergen, in Norway, and were afterwards delivered up to the captured upon the demand of the British minister at your court, on the ground that the King of Denmark "had not yet acknowledged the independence of the colonies associated against England."

The legal claimants have never ceased to expect from the government of Denmark the payment of the value of these prizes, which was computed at fifty thousand pounds sterling, including the cargoes of the three captured vessels, viz: of the ships Betsey, Union and Charming Polly.

Some of these claimants have lately heard that your government has directed the payment of that money to them. I shall be glad to know of you whether such an order has been issued, and in case it has, in what mode it will be executed. This government takes much interest in obtaining for the parties a sum which is believed to be justly due to them; and I should be happy in being able to confirm to them the report of the favorable disposition of your government in that respect, which has reached them.

Should no step have been already taken, I have to request that you will have the goodness to bring the claim before your Sovereign, and to obtain his decision on it.

I have the honor to be, &c.,

JAMES MONROE.

To PETER PEDERSEN, Esq.

PHILADELPHIA, *December 19, 1812.*

SIR: I have had the honor to receive your letter of the 15th, and observe that a report had reached you of my government having directed the payment of the money claimed on account of three prizes which, in the year 1779, were carried into the port of Bergen, in Norway, but afterwards delivered up to the captured, upon the demand of the British minister, on the ground that the King of Denmark had not yet acknowledged the independence of the then colonies associated against England.

In reply to your queries relating to this subject, I beg leave to observe that my government, although perfectly ready at the time to enter into a friendly negotiation on the above-mentioned claim, has never admitted it as a fair and legal one; and it has, for many years, already considered it as a superannuated and abandoned affair.

When, in the year 1806, Captain Landais petitioned Congress for relief, and the above claim, in consequence thereof, was reported upon, and exhibited to Congress, I considered it my duty to protest against it, as will be seen by reference to my letter, addressed to the then Secretary of State, dated February 17, 1806, particularly so, as it appeared to me that the renovation of that ancient pretended claim upon my government then had, and I fear ever since has had, the unfortunate effect of retarding the favorable final decision of two acknowledged very fair claims upon the Government of the United States for the Danish vessels, the *Mercator* and the *Henrick*, although these have not the most distant connection with the above-mentioned, and therefore in equity ought not, and I hope will not, much longer thereby be affected.

In having the honor of submitting to you these observations, I must, however, acknowledge that I am without any late information from my government. You will in the meantime perceive, sir, that the verification of the rumor above alluded to is not very probable; and although I regret extremely that the Government of the United States at this time should desire this claim to be renewed and examined into, I shall, in compliance with your request, avail myself of the first opportunity of submitting to my government a copy of your letter, accompanied with such observations as the occasion may require.

I have the honor to be, &c.,

P. PEDERSEN.

To the Hon. JAMES MONROE, Esq., *Secretary of State of the United States.*

24TH CONGRESS.]

No. 610.

[1ST SESSION.]

ON CLAIM OF A LIEUTENANT OF MARINES FOR CHAMBER MONEY DURING THE PERIOD OF HIS ARREST.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 3, 1836.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the petition of Landon N. Carter, a lieutenant of the marine corps, reported:

That the petitioner being in service on board the United States ship *Guerriere*, Commodore Thompson, in the Pacific ocean, was in November, 1829, put under arrest upon charges exhibited against him by his commanding officer of a serious nature, and was sent to the United States, where he arrived in the year 1830, and on the 23d March, 1830, he was directed by the Navy Department to consider himself under arrest, and informed that a court-martial for his trial would be ordered as early as the attendance of the necessary witnesses could be procured.

No restraint was imposed upon Lieutenant Carter, and he was left at liberty to go where he pleased, as if waiting orders, and in this situation remained until February, 1832, when, upon an acknowledgment by Lieutenant Carter of the truth of the charges against him, and concessions to Captain Thompson for the improper conduct of the petitioner towards that officer, Captain Thompson agreed that the charges might be withdrawn, and Lieutenant Carter was in consequence released from arrest, and during this period he received full pay and rations, servant hire and fuel.

Lieutenant Carter claimed, in addition to his pay and allowances as above stated, for chamber money during the period he was under arrest, at the rate of two dollars per week, one hundred and ninety dollars, which has been refused; and he now petitions for that allowance by Congress. The letters annexed to and made part of this report, marked A, B, C, contain the reasons of the Department for refusing the allowance, and the committee, upon a full consideration of all the circumstances of this case, are of opinion that the petitioner is not entitled to the allowance he asks for.

A.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 2, 1835.*

SIR: Upon the letter of Lieutenant L. N. Carter, dated November, 1834, by you referred to me, and the claim therein advanced, I have the honor to report as follows, viz: It appears that Lieutenant Carter arrived in the United States under arrest, early in ———, 1830, and on the 23d of March, of that year, he received an order from the Secretary of the Navy, to the following effect, viz:

"You will consider yourself under arrest upon the charges and specifications preferred against you in November last by Charles C. B. Thompson, Esq., captain in the navy of the United States, and a court-martial for your trial shall be ordered as early as the attendance of the necessary witnesses can be procured."

In this condition Lieutenant Carter remained until about the 1st of February, 1832, when Captain Thompson withdrew his charges, and Lieutenant Carter was released from arrest. During this period he received full pay and rations, servant hire and fuel.

Lieutenant Carter then presented an account for a per diem allowance of one dollar and fifty cents per day during this time, which was rejected at this office, and at his request referred to the Secretary of the Navy on the 13th of February, 1832. He based that claim on precedents referred to, and the resolution of Congress which he now quotes in support of his present charge. In a short report to the Secretary I expressed the opinion that the resolution did not apply to the case; but remarked the precedents referred to by him are clearly in his favor. The Secretary then requested a detailed report upon the precedents referred to, which led to a more thorough investigation of the particulars attending the several cases. On the 14th of February, another report was made by me containing the detailed information required.

The general result of this investigation was that, in the cases where a per diem had been allowed, the officer had been *compelled* by his orders to remain at *some particular place*, where no quarters had been prepared for him; and it further appeared that, after examining and allowing several claims of this description in 1826, and expressing the opinion that the allowance ought to be for chamber money, the Secretary forthwith adopted a regulation to the following effect, viz: "When an officer is subjected to expense by being compelled to remain where there are no quarters, the allowance hereafter will be for chamber money only, at two dollars per week." Upon this state of the case the Secretary of the Navy decided that Lieutenant Carter was not entitled to per diem, and referred his account back to the Treasury, to be adjusted according to the regulations. He has since presented a claim for chamber money, which has been decided to be inadmissible under the regulation, because he was not "*compelled* to remain *where there are no quarters*," having during the whole time been at liberty to go where he pleased within the United States, as fully as if he had been on leave of absence.

It is upon this decision that he appeals to you, and requests a special allowance, relying upon a precedent set in the case of Lieutenant Hall, decided in the year 1823. Whether Lieutenant Hall was in precisely the same circumstances or not, the papers filed in this office do not enable me to ascertain. That information it is presumed can be had from the records or files of the Navy Department, or, if not, from the adjutant or commandant of the marine corps.

It requires little argument, in my opinion, to show that the resolution of Congress, relied on by Lieutenant Carter, is not applicable to the case. He at first relied upon it to support a per diem charge, referring to precedents which occurred before the regulation of 1826. It being made obvious that the usage indicated by those allowances was superseded by that regulation, he abandons that position, and now claims a *weekly* allowance under a single precedent of much earlier date. It would seem that the regulation of 1826 must be considered as superseding *all* precedents or usages of prior date, whether for a per diem or weekly allowance, and accordingly such allowances have not since been made, as far as is known or believed, except in conformity to the regulations. The officers of the marine corps were not, therefore, prior to April, 1829, in receipt of any allowances of that sort, other than that provided for in the regulation of 1826, and consequently none other was confirmed to them by the resolution of Congress. It would be a strained construction of the resolution to say that, because an officer of the marine corps had received a special allowance fifty or a dozen years ago, a like allowance must be made to every officer hereafter under like circumstances; and the construction would seem still more extravagant, if the whole subject had been regulated many years ago, and all accounts had been since settled under that regulation. Such a mode of reasoning would revive every exploded practice in relation to allowances, however ancient, and lead to consequences the evils of which cannot be foreseen. It appears to me that the just and safe construction of the resolution, and the only one consistent with its object and language, was that it applied only to the *regular* allowances, of which the officers of the corps were in receipt prior to the first of April, 1829, which had been suspended, and had no reference to special allowances, depending on the circumstances of the case, and which, since, as before, rest wholly upon the view the Secretary of the Navy may take of those circumstances.

Of this character is the claim of Lieutenant Carter. Not being a regular allowance, nor admissible under the regulation of 1826, it is not one of those allowances embraced in the resolution; and whether it shall be allowed or not, depends upon the views entertained by the Secretary of the Navy as to the justice of the claim.

Lieutenant Carter's letter is herewith returned.

Very respectfully, your obedient servant,

HON. MAHLON DICKERSON, *Secretary of the Navy.*

AMOS KENDALL.

JANUARY 6, 1835.

Under the state of the case, as presented by the Fourth Auditor in the preceding report, it is my opinion that Lieutenant Carter's claim cannot be allowed.

M. DICKERSON.

B.

NAVY DEPARTMENT, *February 23, 1836.*

SIR: In answer to yours of the 5th instant, inquiring whether Lieutenant Carter, during the time he was under arrest, had the power "to avail himself of the use of the Marine barracks for quarters at Norfolk, or any other station where marines are stationed; and if not, whether such deprivation was, or was not, owing to his being under arrest?" I have to state that, as he returned from sea subject to the regulations of naval service, he could not report himself to the commandant of the Marine corps for duty, and quarters would not be assigned to him at the Marine barracks as a matter of course. He reported to the Navy Department, and might have been confined to the Marine barracks at Washington, or elsewhere, in which case quarters would have been assigned him; and had he chosen to confine himself to some of the

marine barracks, he would, no doubt, upon his own request, have been accommodated with quarters; but he was permitted to go at large as an indulgence to himself, and went where he pleased in the United States, precisely as if he had been on leave of absence; and received his pay and allowances as if on leave of absence, for nearly two years.

To show you the view which the late Secretary of the Navy took of this subject, I enclose a letter from Lieut. Carter, of the 5th of March, 1832.

I send you also a copy of the charges against Lieut. Carter, which were withdrawn until a satisfactory apology was made, a copy of which I send to you.

The copy of the report of the Fourth Auditor, of the 2d January, 1835, is herewith returned.

I am, very respectfully, sir, your obedient servant,

M. DICKERSON.

The Hon. JAMES PARKER, *of the Naval Committee of the House of Representatives.*

C.

NAVY DEPARTMENT, *March 5, 1825.*

SIR: In relation to your last account for a weekly allowance, instead of barracks, I have examined the decision of the Fourth Auditor of the Treasury, and your letter appealing therefrom, together with the other facts, and the regulation applicable to the case.

Since the date of that regulation in November, 1826, I am not able to find that the allowance claimed has ever been made in a case like yours. I have ascertained, also, that under similar circumstances such an allowance would not probably be made to an officer in the army, according to its usages and regulations; nor can I see any sound principle for the allowance in a case in which the officer was not compelled to incur expenses and reside in some particular place where no quarters existed, but was left to reside, and did in fact reside, wherever he found it most pleasant or convenient.

I am, respectfully, your obedient servant,

LEVI WOODBURY.

Lieut. LANDON N. CARTER, *U. S. Marine Corps, Washington.*

[24TH CONGRESS.]

No. 611.

[1ST SESSION.]

ON CLAIM OF A PURSER IN THE NAVY FOR COMMISSIONS FOR NEGOTIATING, IN FOREIGN PORTS, BILLS DRAWN ON THE NAVY DEPARTMENT, AND FOR REIMBURSEMENT OF PAYMENTS MADE TO SEAMEN, BY ORDER OF HIS COMMANDING OFFICER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 3, 1836.

Mr. GRANTLAND, from the Committee on Naval Affairs, to whom was referred the memorial of Dudley Walker, reported:

That while purser of the United States ship Peacock, from August, 1826, to December, 1827, the petitioner acted, according to his statement, as navy agent for that vessel, in the Pacific ocean, in the absence of any such officer; and that, while at Callao, he negotiated and drew bills upon the Navy Department, at various times, amounting in all to \$17,210.20, as appears by the certificate of the Fourth Auditor. The petitioner avers that this duty did not appertain to his office of purser, but was undertaken as an extra service, with the expectation that the same allowance would be made to him as to others; and that a bill having passed at the last session of Congress, allowing Purser Buchanan 2½ per centum on the amount of bills negotiated and drawn by him, while purser of the Dolphin, under similar circumstances, the petitioner asks a like allowance in his case.

The petitioner further states that, while purser of the St. Louis, the commander of that vessel was obliged to ship men wherever they could be had on the coast of the Pacific; these men were generally indebted in small sums on shore, which the commander ordered the petitioner to pay, and that, before their service on board ship had amounted to as much as had been advanced, some of them deserted; that, from this cause, advances, made under the authority of the commander, to the amount of \$158.52, have been suspended in the settlement of his accounts by the Fourth Auditor as overpayments; and that relief can be afforded only by Congress. The petitioner's statement, as regards the shipping of men on the coast of the Pacific, who were generally in debt in small sums on shore, and of an order having been given to the purser, by the commander, to pay off such small debts, is fully confirmed by the certificate of that officer.

Your committee, on inquiry, find that an allowance to Purser Buchanan, for negotiating and drawing bills, was not made at the last session of Congress, as stated in the petitioner's memorial. A bill for that purpose appears to have passed the Senate, but did not become a law, not having passed the House of Representatives.

Believing, as the committee do, that the negotiating and drawing bills on the Navy Department being a part of the purser's duty, when required by his commander, they do not deem it necessary to recommend any allowance for such service.

The committee consider Purser Walker justly entitled to the sum overpaid by him, under orders of his commander, to the seamen who deserted, amounting to \$158.52, and they report a bill in his favor for that sum.

24TH CONGRESS.]

No. 612.

[1ST SESSION.

ON THE EXPEDIENCY OF CONSTRUCTING A DRY DOCK AT THE NAVY YARD, AND DEEPENING THE CHANNEL OVER THE BAR AT THE MOUTH OF THE HARBOR OF PENSACOLA, FLORIDA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 7, 1836.

NAVY DEPARTMENT, *February 12, 1836.*

SIR: In answer to your letter requesting my views as to the expediency of constructing a dry dock, and of deepening the channel over the bar at Pensacola, and requesting any information in this Department necessary to a correct decision on this subject, I have the honor to state that the Secretary of the Navy, in his report of the 30th of November, 1833, brought this subject before Congress, by recommending the continuance of Pensacola as a naval station, and submitting a report from Captain Dallas, on the means and expense of deepening a channel through that bar, and a memoir and estimate on the improvement of that bar by Captain W. H. Chase, of the engineer corps (to be found in the 1st volume of Executive Documents of the House of Representatives, 1st session, 23d Congress, No. 1, page 263.) Captain Chase calculated the expense of adding three feet to the depth of the channel over the bar at \$106,690. The various items of expense are given in detail in his estimate. Captain Dallas, however, is of opinion that the channel over the bar should be made six feet lower than at present, and adds \$40,000 to the estimate of Captain Chase, making the whole expense amount to \$146,690 for deepening the channel six feet, and giving a depth of water over the bar of from 29½ to 30 feet, which will be amply sufficient for our vessels of the largest class.

These gentlemen are very capable of making the observations and estimates which they have submitted, and there is no reason to doubt the accuracy of their calculations; and I have no hesitation in expressing my opinion, that the great importance of Pensacola as a naval station would justify the expenditure of the sum estimated for the object stated.

Annexed to my last annual report will be found estimates for buildings of different kinds at the Pensacola Navy yard, to the amount of \$64,000.

For building a powder magazine near the yard \$17,000.

In addition to which there is the following estimates for Pensacola:

For wharves and appendages.....	\$150,000
Hydraulic dock.....	125,000
	\$275,000

Making the whole of the estimate for Pensacola for the year 1836, \$356,000.

If to this we add \$146,960, deemed necessary, as before stated, for deepening the bar, it will amount in the whole to \$502,690.

It is believed for this sum the harbor of Pensacola may be rendered a safe and commodious station for the purposes of our navy, and a convenient place for building and repairing our vessels-of-war.

The construction of a dry dock, such as we have at Norfolk and at Boston, and such as it is proposed to build at New York, and which would cost nearly a million of dollars, cannot be considered as necessary at Pensacola until the channel over the bar shall be deepened, even if it should be deemed expedient to build a fourth dry dock upon the largest scale. In the meantime, a hydraulic dry dock, such as is now in successful operation at New York, and which it is believed may be constructed in the course of a year, and at the expense mentioned in the estimate, would be highly useful, as this kind of dry dock answers perfectly well for all vessels under the size of frigates.

The estimate of \$150,000 for wharves and appendages, is made without the knowledge necessary for an accurate detailed statement of the items of expense.

It is hoped that in the course of a few months a careful examination may be had of this station by competent officers, whose report upon the same will afford all the information wanted; but it is confidently believed that the full amount estimated will be required for the objects stated.

I am not aware that there is any information in this Department upon the subject of your letter, which has not been communicated to the House of Representatives.

I am, with great respect, your obedient servant,

M. DICKERSON

HON. LEONARD JARVIS, *Chairman Committee Naval Affairs, H. R.*

WASHINGTON, *February 18, 1836.*

SIR: In answer to the inquiries contained in your note of the 17th inst. I have to state:

1. While employed on the examination of the coast of Louisiana, in parts of the years 1830 and 1831, I had occasion to visit Pensacola several times.

2. The Bay of Pensacola, as a harbor for men-of-war, is not surpassed by any in our country, (not even Naraganset Bay;) it is completely land-locked, and of course sheltered from all winds. The Pensacola yard is as well adapted for a building yard as any on our coast, there can be but little doubt, from its proximity to large quantities of live oak and other ship timber. I speak from actual observation. In the year 1831 I made a report to the honorable the Secretary of the Navy, giving him an exact statement of the quantity of live oak I had examined west of the Mississippi. I allowed 30 cubic feet to the tree, and I reported sufficient to build 80 ships of the line.

3. As to the practicability of building a dry dock in Pensacola Bay, in my opinion there can be no doubt of it, if the plan proposed by Mr. Brodie, or one similar, be adopted. Some such plan will have to

be adopted, as it will be almost impossible to excavate to a sufficient depth in the sand. I should recommend Navy cove as the place best adapted for such a structure, as there is little or no current, and it is sheltered from the prevailing winds.

4. It is my humble opinion that neither a marine railway or hydraulic dock would last over three years, with every attention and care, as the worm in Pensacola Bay destroys all wood used for such purposes in a very short time.

It will give me much pleasure to answer any further inquiries.

I am, sir, your obedient servant,

THOS. R. GEDNEY.

To the Hon. JOSEPH M. WHITE, *House of Representatives.*

Extract from an official report of the Navy Department.

The average draft of water for ships of the line, of the first class, is about 26 feet; of the second class, 25 feet.

Frigates, of the first class, 22 feet 6 inches; of the second class, 21 feet.

Sloops-of-war, of the first class, 17 feet; of the second class, 16 feet 6 inches.

Schooners, 13 feet.

The draft of the hulls, without masts, spars, or rigging, is:

For ships of the line, of the first class, 19 feet 8 inches; of the second class, 18 feet 6 inches.

Frigates, of the first class, 17 feet; of the second class, 16 feet 6 inches.

Sloops-of-war, first class, 14 feet; of the second class, 13 feet.

Schooners, 9 feet.

Extract from a letter from the commodore to Joseph M. White, dated—

JANUARY 20, 1836.

Having always considered Pensacola as destined to be one of our most important naval stations, I shall cheerfully promote the improvements in the navy yard at that place, so far as may be consistent with my official duties.

24TH CONGRESS.]

No. 613.

[1ST SESSION.]

ON THE EXPEDIENCY OF PROVIDING FOR THE CONSTRUCTION OF A DRY DOCK OR MARINE RAILWAY AT THE NAVY YARD, AND DEEPENING THE BAR AT THE MOUTH OF THE PENSACOLA BAY, FLORIDA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 8, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, instructed by a resolution of the House to inquire into the expediency of constructing a dry dock at or near the Navy yard at Pensacola, Florida; and of deepening the bar, as recommended in the report of Captain Chase, of the Engineer department, so as to admit vessels-of-war of the largest class, reported:

That the bar at the mouth of Pensacola Bay is the only impediment to its being an important naval depot; and its removal, at a moderate expense, is considered practicable by Captain Dallas, of the navy, and Captain Chase, of the corps of engineers, whose reports are annexed to the report of the Secretary of the Navy, communicated to Congress by the President at the opening of the 23d Congress. It appears, by these reports, that there are twenty-one and a half feet of water upon the bar at low water, and it is proposed by Captain Chase to deepen it to twenty-seven and a half feet; but Captain Dallas is in favor of increasing the depth to twenty-nine and a half or thirty feet; and, upon his knowledge of the draft of vessels-of-war, and of the depth of water required for them, the committee is disposed to place the most reliance. The expense is estimated by Captain Dallas, at \$146,690—and by Captain Chase, at \$106,690; but it is believed that the estimate of Captain Dallas is not so great as it ought to be, from the data which he himself furnishes.

The expense of excavating six feet, is estimated by Captain Chase to be, exclusive of cost of apparatus	\$81,690 00
Add three feet, recommended by Captain Dallas.....	40,845 00
	\$122,535 00
But Captain Dallas considers that Captain Chase has underrated the cost of the vessel to be employed, from two to four thousand dollars, of which the average is	3,000 00
	\$125,535 00
Add cost of apparatus.....	25,000 00
	\$150,535 00

But Captain Dallas also has his fears that an engine, of which the cost would not exceed \$10,000, would not be of sufficient power; because the bar is so firm and compact that, in an attempt to examine it, at the distance of four feet below the surface, the auger was twisted off, although the shank was an inch and a half in diameter. It would not, therefore, be prudent to estimate the expense at less than \$155,000 or \$160,000.

Captain Chase recommends the employment of two machines, and estimates the cost for the first year at \$62,690. But, aware of the fallaciousness of estimates, it is considered expedient by the committee to add twenty per cent.; and they, therefore, recommend an appropriation of \$75,000, which, they trust, will be found sufficient to make the experiment in a full and satisfactory manner.

If the experiment should meet with success, it is presumed that the expediency of constructing a dry dock would not be questioned; but until the practicability of this improvement in the harbor is established, it is the opinion of the committee that it would not be advisable to commence a construction which would involve the expenditure of at least one million of dollars.

It is believed that vessels of a draft of water adapted to the depth of water on the bar might be repaired with greater economy by the use of an inclined plane, or marine railway, or of a hydraulic dock; both of which are in useful operation in the merchant yards at New York. The cost of the former would be \$77,682, according to the estimate of Colonel Baldwin, which may be found in the Executive Documents of the first session of the twenty-first Congress, volume 4, document No. 101. It was not deemed expedient by Mr. Branch, who was at that time Secretary of the Navy, to cause the work to be executed, "in consequence of the great difficulties and heavy expense attendant upon its construction." It is not considered, however, by the committee, that difficulties which may be overcome, and a construction which may be completed for less than \$80,000, ought to prevent the prosecution of this work. The cost of a hydraulic dock, according to the best information, would be \$125,000. The Peacock, sloop-of-war, was taken up on a dock of this description at an unfavorable time, and the cost was \$480. It would probably have cost to heave her out, at that time, \$2,500. Several hundred vessels have been taken up on the hydraulic dock at New York, and it is stated that this has been done without danger to them; but, in heaving out, the vessels are always more or less injured by straining.

The committee have, therefore, come to the determination of recommending the construction of a marine railway, or a hydraulic dock; leaving it discretionary with the Executive to adopt whichever may be deemed most expedient, upon a more accurate and careful examination than it would be in the power of the committee to give; and for this purpose, as well as for attempting to remove the bar, they report a bill.

24TH CONGRESS.]

No. 614.

[1ST SESSION.]

ON CLAIM OF THE REPRESENTATIVE OF CAPTAIN CHARLES C. B. THOMPSON, LATE OF THE NAVY, FOR THE REVISION AND ALLOWANCE OF SUNDRY ITEMS IN HIS ACCOUNT, THAT WERE REJECTED BY THE FOURTH AUDITOR.

COMMUNICATED TO THE SENATE MARCH 10, 1836.

Mr. BLACK, from the Committee on Naval Affairs, to whom was referred the petition of the representative of Captain Charles C. B. Thompson, late of the navy, deceased, reported:

That the petitioner requests to be discharged from several items charged to Captain Thompson, in the settlement of his accounts, and the accounts of Purser Joseph Wilson. The several charges are enumerated in the annexed paper, marked 1, 2, 3, 4, 5, 6, 7, and 8, with the reasons of their disallowance, or, in other words, the reasons for the several amounts specified being debited to Captain Thompson. The committee will briefly refer to each item, in numerical order:

Item 1. The committee are of opinion that this charge was properly rejected, for the reasons stated by the Fourth Auditor.

Item 2. This charge was properly rejected.

Item 3. So much of this charge has been allowed by the Navy Department as was thought reasonable. For negotiating the bills of amount specified, 1 per cent., instead of $2\frac{1}{2}$ per cent., was allowed. The committee cannot say that 1 per cent. was not a reasonable compensation for this extra service.

Item 4. It appears that this amount was actually paid by Captain Thompson, on account of the several officers and seamen mentioned in the charge; he receives no pecuniary benefit for the transaction whatever. The several officers and seamen of the crew of the *Guerriere* were taken to the baths of Coquina, by the advice of the fleet surgeon, for the restoration of their health. The account of their expenses was settled by Purser Wilson, on the order of Captain Thompson. So if this charge be allowed to stand, he will be rendered liable for money laid out for others. It will be seen that the certificate of the fleet surgeon is not altogether formal, and the Navy Department, acting under an imperious necessity of exacting the strictest compliance with its regulations in every particular, properly rejected this charge.

The certificate of Dr. Osborn, the fleet surgeon, shows:

1. That he advised the removal of these officers and men to the baths.
2. That this removal was necessary to the re-establishment of their health; and,
3. That the amount was necessarily expended, although the voucher for this claim is not precisely formal, so as to authorize the allowance of it by the Department. Yet Captain Thompson being dead, and it being now impossible to supply the deficiency, and as sufficient does appear to show it an equitable claim, the committee are disposed to pass this item to the credit of his account.

Item 5. This charge was properly made to the account of Captain Thompson.

Item 6. The same remark applies to this.

Item 7. The same remark.

Item 8. The certificate of the fleet surgeon, with respect to these expenditures, does not appear to be formal. The committee find, by a subsequent certificate of Dr. Osborn, that Dr. Kidston was called into consultation on his recommendation, and they find that on such consultation it was strongly advised that Captain Thompson should change his residence from the ship to the shore. It also appears from the certificates that his complaint was diarrhoea, which had become chronic. All who know anything of this distressing complaint understand how much recovery depends upon change of scene, of air, gentle exercise, and proper diet. The committee have no doubt, from all the facts, that the residence of Captain Thompson at Lima was in consequence and in pursuance of the advice of the ship surgeon and Dr. Kidston, the consulting physician. The rule of the Navy Department, to deduct in such cases one-half pay, when the expenses amount to more than half pay, appears to be founded in justice. Captain Thompson not having specified the time of his abode on shore, the committee have no means of ascertaining what sum should be deducted; they have therefore thought it proper to direct this charge to be settled by the Department, in order that the time may be ascertained as nearly as may be, and the deduction made.

They therefore report a bill, allowing a credit for the amount of the 4th item, and directing the 8th to be settled on equitable principles.

List of vouchers and charges not allowed in the account of the late Commodore Charles C. B. Thompson, while in command of the United States squadron in the Pacific ocean, in the years 1829, 1830, and 1831; showing, also, the sums charged to him in the settlement of Joseph Wilson and Philo White's accounts, and the reasons for such disallowances and charges.

1. Expenses incurred in conformity with the annexed order to receive on board, and afford Andrew Armstrong, Esq., navy agent, a passage to Valparaiso and Lima, in 1829; one-third of the Guerriere's cabin having been appropriated, and subsistence furnished to that gentleman about five months, \$500.

The above item is suspended on the ground that, although ordered to receive Mr. Armstrong on board, yet the government have uniformly refused to pay for the subsistence of any of its ministers or agents, considering it the duty of the minister or agent to provide for himself.

2. Expenses incurred for medical attendance, medicines, and nursing, when confined four months by severe illness, contracted by exposure in the public service, after my late arrival on the coast, and in the United States, \$150.00.

As Commodore Thompson was on leave of absence during the time for which this allowance is claimed, it is expressly prohibited by the regulations of the Navy Department.

3. Commission 2½ per cent. for drawing and negotiating bills of exchange, amounting to \$57,116.75, on the Navy Department, between the 25th October, 1830, and 12th February, 1831, \$1,427.90.

By a letter of the Secretary of the Navy, dated 9th November, 1826, a part of the above commission is disallowed. The letter says: "No percentage or premium will hereafter be allowed to officers of any grade, making drafts upon the Department, unless they are too remote from the residence of any navy agent to procure the money." As there was no navy agent in the Pacific ocean, during the time covered by this charge, the Secretary allowed Commodore Thompson one per cent. on the above, amounting to \$571.16. This is believed to be the only case in which any commission has been allowed to a commodore for several years, and this was made because it appeared that the bills had been negotiated without expense to the government.

4. To this sum paid by Joseph Wilson, purser, to Charles Dobson, for horse, carriage hire, and other expenses incurred on a journey to the baths of Coquina, one hundred and ninety-six miles from Valparaiso, by the following officers and men of the United States frigate Guerriere: Commodore Thompson, Captain Joseph Smith, Lieutenant Joseph B. Hull, Sailingmaster William W. Hunter; seamen, William Raymond, William Muile, and John Tucker; boatswain's yeoman, Charles H. Hunt; and private, William Philips, \$1,090.06.

Certified as follows, by the fleet surgeon:

VALPARAISO, March 14, 1830.

I certify that this amount, ten hundred and ninety dollars and six cents, has been, in my opinion, necessarily expended for the above-named officers and men, on said journey, for the benefit of their health, and that the expense was incurred by my advice.

L. OSBORNE, Surgeon of the Fleet.

JOSEPH SMITH.

Approved.

CHARLES C. B. THOMPSON, Commodore, &c.

In the settlement of Purser Wilson's account, the above sum has been charged to Commodore Thompson, by order of the Secretary of the Navy; the certificate of the surgeon being deemed insufficient to justify the allowance, or any part of it, according to the existing rules of the Navy Department.

5. To this sum, paid by Joseph Wilson to Andrew Armstrong, for commission at five per cent. on \$204, the amount of passage money of Lieutenant Humphreys, and Midshipmen Holcomb and Renshaw, from Valparaiso to Callao, \$10.20.

The above was referred to the Secretary of the Navy, who directed it to be charged to Commodore Thompson, (who approved and ordered Purser Wilson to pay it to Mr. Armstrong,) on the ground that he transcended his powers in allowing commission on a bill that ought to have been paid by the purser without commission.

6. This sum, paid Commodore Thompson for cabin furniture, \$17.

In settling Purser Wilson's account, it was found that he had paid that amount more than the commodore was entitled to. It has, therefore, been charged to him.

7. This sum, paid Commodore Thompson for rations, \$54.

The preceding remark applies in this case.

8. This sum, paid by Philo White, purser and special agent, in the Pacific ocean, at sundry times in the year 1831, to F. F. Franciosi, secretary to Commodore Thompson, by order of the latter, for expenses incurred by himself and secretary, for rent of lodgings, board, and necessary attendance while on shore at Lima, for the re-establishment of his health, and for the medical services of Dr. Kidston, \$955.

The above amount has been charged to Commodore Thompson, because he has failed to produce a certificate from the surgeon of the fleet that his residence at Lima was necessary for the benefit of his health, and that the sum paid Dr. Kidston, for medical services, was for consultation, &c. (See Navy Regulations, 8th April, 1828.)

Had the surgeon's certificate been produced, the excess of his expenses over and above one-half his pay and rations, during the time he was at sick quarters, would have been allowed.

TREASURY DEPARTMENT, *Fourth Auditor's Office*, October 31, 1832.

24TH CONGRESS.]

No. 615.

[1ST SESSION.]

MEMORIAL OF THE CITY COUNCIL AND CHAMBER OF COMMERCE, OF CHARLESTON, SOUTH CAROLINA, FOR THE ESTABLISHMENT OF A NAVAL DEPOT AND NAVY YARD AT THAT PLACE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 14, 1836.

To the honorable the speaker and members of the House of Representatives in Congress assembled:

The memorial of the city council of Charleston, and the chamber of commerce of Charleston, respectfully sheweth:

That your memorialists would address your honorable body on the proposed Navy yard at Charleston. Aware of the advantages held out for the establishment of a navy yard in the harbor of Charleston, they would refer more particularly to the scientific and practical information afforded in the report of the Committee on Naval Affairs, presented to the House of Representatives on 24th June, 1834.

Your memorialists (the chamber of commerce) having some time since transmitted to Congress their memorial on this subject, accompanied with certificates from several of the merchants and mechanics of Charleston, and which memorial is now on file among the records of Congress, would, however, briefly advert to the abundance of materials in Charleston necessary for the supply and refitting of vessels; to the number of shipwrights and other mechanics resident there; to the localities of its position, between the south coast of Florida and the Capes of Virginia; to the extent of the population in Charleston, affording ample protection for such a depot; to the number of shipping arriving in this port, whence seamen may with facility be obtained for the manning of vessels; all of which circumstances, in the opinion of nautical men, render Charleston an advantageous site for a navy yard for the construction of sloop-of-war and smaller vessels of the navy.

Your memorialists pray that your honorable body would pass an act for the establishment of a navy yard in the harbor of Charleston, upon such site as may be selected by order of the President of the United States.

*And your memorialists will ever pray.

EDWARD NORTH, *Intendant*.

By the intendent:

WILLIAM ROACH, *Clerk of Council*.

DAVID ALEXANDER, *President Charleston Chamber of Commerce*.

R. HERIOT, *Secretary Chamber of Commerce*.

24TH CONGRESS.]

No. 616.

[1ST SESSION.]

ON THE AMOUNT AND CONDITION OF THE NAVAL PENSION FUND, AND THE EXPEDIENCY OF MAKING ALTERATIONS IN THE NAVAL PENSION SYSTEM AS TO THE NATURE AND EXTENT OF THE ALLOWANCES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 21, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, having had the condition of the navy pension fund under consideration, reported:

That the capital of the navy pension fund on the 1st November, 1835, was \$1,160,262.28, and that the income derived from it the last year amounted to \$66,083.36; the pensions which are charged upon the fund amount to \$54,083. So that there appears to be at present an excess of income, above expenditures, of \$12,000.36. But as nearly two-thirds of the fund consists in stock of the Bank of the United States, yielding a dividend of seven per cent., which, upon reinvestment, cannot be expected to produce more than $4\frac{1}{2}$ per cent., the income which will in future accrue will be barely sufficient to meet the payments to which it is liable.

A heavy charge has been made upon the fund within the last two years, in consequence of the act of June 30, 1834, by which the widows of all officers, seamen, and marines, who had died in the naval

service since the 1st day of January, 1824, or who may die in said service *by reason of disease contracted*, or of casualties, by drowning or otherwise, or of injuries received, while in the line of their duty, became entitled to a pension, to commence from the passage of that act. The number of widows upon the pension list, under all the other acts by which pensions have been allowed, is fifty-six; the number under the act above mentioned, is eighty; and the sum required to pay the pensions to which they are entitled, is \$20,031—a sum which is equal to two-thirds of the whole amount of widows' pensions, and to nearly two-fifths of the whole amount of navy pensions.

It will be perceived that, by the act of 1834, a pension is allowed to the widow of every person who may die in the naval service by reason of *disease contracted while in his line of duty*; a phrase than which nothing can be more vague or more liable to abuse, and which is nearly tantamount to authorizing a pension to be granted to the widow of every person who may die in the naval service. To such an extension of the pension system, the committee are decidedly opposed. They consider it incompatible with the character of our government to suffer the allowance of pensions without any reference to services performed, or perils incurred, or hardships encountered; and they also consider it to be partial, invidious, and unjust to create a distinction between those who may be called to serve their country on the water, and those whose services are equally meritorious upon the land. Long and faithful service in the army, or in any civil department of the government, gives no title to a pension; much less ought pensions to be granted when not even this claim can be adduced. It is, therefore, recommended that the benefits of the navy pension fund be limited to the officers, seamen, and marines who are disabled, and to the widows of those who have died, or who may die, of wounds received in battle, or of casualties occurring in the line of their duty. Beyond this, the extension of the pension system is considered to be impolitic and pernicious. Doubts having been entertained respecting the amount to which, under the existing laws, a pensioner might be entitled, it has been thought expedient to limit the amount which any person may be entitled to receive, as a pension, to six hundred dollars per annum.

The alterations proposed to be made in the pension system are as follows:

1. To give a pension for life, or during widowhood, to the widows of officers, seamen, and marines in the naval service, who may be killed, or who may die of wounds received in battle.
2. To prevent, in future, the allowance of pensions to the widows of those who may have died of disease.
3. To establish the maximum of pensions charged upon the navy pension fund to six hundred dollars per annum.

For the accomplishment of these objects, the committee report a bill.

24TH CONGRESS.]

No. 617.

[1ST SESSION.]

ON THE CLAIM OF A SERGEANT IN THE MARINE CORPS, PERFORMING THE DUTIES OF CLERK, FOR THE EXTRA PAY OF FIFTEEN CENTS PER DAY ALLOWED BY THE ACT OF MARCH 2, 1819.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 21, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the petition of John S. Devlin, praying that a law may be passed extending to him the benefits of the act of March 2, 1819, allowing 15 cents per diem to non-commissioned officers and soldiers while employed on fatigue duty, having had the same under consideration, reported:

That John S. Devlin is a sergeant in the marine corps, who has been detailed, since December 15, 1823, to perform the duty of clerk in the quartermaster's department of said corps. For this extra duty he was first allowed fifteen cents per day, and at subsequent periods, without any change of duties, his extra pay has been increased, so that, according to his own statement, he is now receiving an extra allowance of \$354 per annum. But instead of being satisfied with this increase of pay, he first applies to the accounting officers of the Treasury for an additional allowance of fifteen cents per diem from 15th December, 1823, to 31st March, 1835, amounting in all to \$618.75; and upon the rejection of his claim by these officers, he now petitions Congress to pass a law extending to him the benefits of an act passed March 2, 1819, by which it is provided that "whenever it shall be found expedient to employ the army at work on fortifications, in surveys, in cutting roads, and other constant labor of not less than ten days, the non-commissioned officers, musicians, and privates, so employed, shall be allowed fifteen cents and an extra gill of spirits or whiskey each per day, while so employed," and to authorize the accounting officers of the Treasury Department to pay him whatever arrearages might be found due to him under the act thus passed for his special benefit, which would give him arrearages of pay, up to the 31st day of the present month, \$673.65, besides 140 gallons, 1 quart, and 3 gills of whiskey.

The only reason offered by Sergeant Devlin for this most extraordinary request is, that the Attorney General has decided that sergeants of the army, acting as clerks and receiving extra pay as clerks, were also entitled to the extra pay provided by the act above recited. From this opinion of the Attorney General the committee are compelled to dissent: they consider it at variance with the letter and spirit of the law, and they feel no disposition to give it their sanction by extending its benefits to the petitioner. They therefore recommend the following resolution:

Resolved, That the prayer of the petition ought not to be granted.

24TH CONGRESS.]

No. 618.

[1ST SESSION.

ON THE CLAIM OF A PURSER'S CLERK OR STEWARD AT THE NAVY YARD, NEW YORK, FOR AN ADDITIONAL ALLOWANCE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 21, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the bill from the Senate, (No. 74,) for the relief of A. D. Ostrander, with his petition, &c., reported:

That no report of the Committee on Naval Affairs of the Senate (by which the said bill was presented to that body) has been made to show the reasons of the Senate in passing the bill. From the papers accompanying said bill, it appears that the petitioner was employed as purser's clerk or steward at the Navy yard, New York, and for his services prior to 30th of April, 1825, he was paid the sum of \$32.50 per month, \$390 per annum. After that period his pay was allowed at \$500 per annum, which sum he received until 30th September, 1829. The payment of this amount was then stopped by the Fourth Auditor, as the regulations of the navy allowed only \$18 per month and one ration to persons acting in this capacity, equal to \$307.25. Mr. Ostrander appears to have insisted on the salary previously paid him, and his claim was, in August, 1830, referred to the Secretary of the Navy, and the following is a copy of the reference and decision:

"Respectfully referred to the Secretary of the Navy. If the allowance claimed was ever made by the Secretary of the Navy I have been unable to find any record of the fact, and therefore cut down the allowance to that of a steward.

"In other respects Mr. Ostrander states the case fairly.

A. K."

"August 7, 1830. The decision of the Auditor is in my opinion correct; I am therefore not disposed to disturb it.

JNO. B."

Mr. Ostrander was in consequence allowed and paid, from the 30th of September, 1829, the sum of \$307.25 per annum, until 30th of April, 1831, when, after several ineffectual applications to obtain the amount formerly paid him, he relinquished his station. He now asks the difference between the sum \$500 per annum from the 30th of September, 1829, to the 30th of April, 1831 \$791 66 And the amount actually received by him under the regulation..... 483 45

Or..... \$308 21

The compensation of the officer in question is fixed by the Secretary of the Navy. If he had received more than was due according to the regulations of the Department, there was no reason that this amount should be continued after notice to the contrary. He received after 1829 the pay estimated by the Department and appropriated by Congress for the office which he held. He knew the pay he was to receive, and it would be unsafe as a precedent to allow more on the ground that the estimates were not high enough.

The committee therefore recommend that the bill be rejected.

24TH CONGRESS.]

No. 619.

[1ST SESSION.

A STATEMENT OF THE SEVERAL NAVAL HOSPITALS AND LANDS, SUMS REQUIRED TO COMPLETE THEM, AND THE SOURCE AND MANNER OF COLLECTING THE NAVAL HOSPITAL FUND.

COMMUNICATED TO THE SENATE MARCH 21, 1836.

NAVY DEPARTMENT, March 18, 1836.

SIR: In answer to the resolution of the Senate, of the 16th ultimo, I have the honor to state that the amount to the credit of the navy hospital fund, at that date on the books of the Treasury, was \$66,242.57.

As the fund is accumulated by a deduction of twenty cents a month from the pay of each person employed in the navy, and as the number of persons estimated to be employed this year is 7,189, the sum that will accrue to the fund during this year may be estimated at \$17,253.60. It will be seen, therefore, that the "annual average" sums that will thus accrue will depend upon the number of persons to be employed in the navy.

It is deemed proper to state, also, that this deduction will not be passed to the credit of the fund, on the books of this Department and of the Treasury, until the pay accounts shall have been settled in the offices of the Fourth Auditor and Second Comptroller, and, therefore, the "annual receipts for the fund" will vary according to the progress which shall be made in the settlement of such accounts.

The enclosed letter from the Board of Navy Commissioners, dated the 16th instant, will furnish the other points of information called for by the resolution.

I have the honor to be, very respectfully, your obedient, humble servant,

M. DICKERSON.

Hon. MARTIN VAN BUREN, President United States Senate.

NAVY COMMISSIONERS' OFFICE, *March 16, 1836.*

Sir: In compliance with your instructions of the 17th ultimo, the Board of Navy Commissioners have the honor to report that the *number* of naval hospital establishments is *four*, besides the Naval asylum, which is also used as an hospital for the Philadelphia station.

Of these, *one* is situated at *Chelsea*, near the Navy yard, Boston, Massachusetts. The ground belonging to it, including a considerable extent of salt marsh, but not including flats, dry at low water, measures 115 acres. The present building is 70 by 62 feet, having a basement, two principal stories, and attic rooms.

The amount necessary to complete the building and its necessary appendages, to graduate the grounds about it, to enclose a space for the convalescent and for other necessary purposes, completing the wharf for landing, and repairing house for surgeon, is established at.....	\$19,380 00
Of which there was estimated in 1836.....	10,000 00
	<hr/>
Balance which would still be required.....	\$9,380 00

If the whole sum of \$19,380 were appropriated this year, the whole of the improvements could be completed in 1837.

At *Brooklyn*, near the Navy yard, New York, an hospital building, 100 by 48 feet, has been erected, having a basement, two stories, and attics. The ground belonging to it comprises 20½ acres of upland, 1¼ acres of salt marsh, and about 12½ acres of sedge.

It is estimated that the amount necessary to complete the building, to build the necessary enclosures, to graduate the grounds, to repair a house for the residence of the surgeon, and to construct a wharf as a landing from the river, will be \$34,500, of which there was estimated for 1836 the sum of \$16,500, leaving \$18,000 still deficient. Should Congress deem it advisable to appropriate the whole sum, the works might be completed in 1837.

The Naval asylum near Philadelphia had attached to it, originally, about 25½ acres of land; this has been divided and diminished by Sutherland avenue, which has been opened on its west side, between the building and the river Schuylkill.

To complete the building, build the necessary brick walls upon the adjoining streets, to enclose it, prepare a burying ground, graduate the grounds, plant trees, make drains, and other necessary work upon the building and appendages, is estimated at.....	\$30,000 00
Of which the estimate for 1836 embraced.....	8,900 00
	<hr/>
Leaving to be provided hereafter.....	\$21,100 00

All of which might be expended in the present and next year, should Congress think proper to appropriate the whole amount.

The hospital at Norfolk is the largest which has been built, but one of the wings has not been entirely completed. The grounds belonging to it comprise about 61 acres.

To complete the building, its enclosures and dependencies, to graduate the grounds, and build a wall to protect the northwest water front from the wash of the river, it is estimated that there will be required.....	\$15,000 00
Of this sum the estimates for 1836 embraced.....	10,010 00
	<hr/>
Leaving a deficiency of.....	\$4,990 00

An appropriation for the whole amount could be advantageously expended during the present and next year.

At Pensacola an hospital has been erected, which, with a house for the surgeon, can be completed from the appropriations already made.

Representations have, however, been recently received, strongly recommending a brick enclosure and further extension of the hospital, in consequence of the liability of vessels to disease on the West India and Gulf stations, and of a small increase of force employed there.

Having reference to a probable extension of the naval establishments at Pensacola, and of the employment of our naval forces in that quarter, it may be advisable to make provision for another building, as well as for a brick enclosure for that and the one already built. The amount necessary for these purposes, and for those dependent upon them, is estimated at \$58,000, and the whole could probably be completed in 1837.

The hospital at this place is built on lands reserved for public uses, and no specific quantity has yet been set apart for the special use of the hospital.

As a recapitulation of the foregoing, it appears that the whole amount required to complete the present building is:

For the hospital near Chelsea, and its dependencies.....	\$19,380 00
For the hospital near Brooklyn.....	34,500 00
For the hospital near Philadelphia.....	30,000 00
For the hospital near Norfolk.....	15,000 00
For the hospital near Pensacola.....	58,000 00
	<hr/>
Total.....	\$156,880 00

It is recommended, however, that every appropriation be made collectively for the several hospitals and their dependencies, as such arrangement would permit any possible surplus after completing one to be applied to a deficiency at another, should any occur, and which could not be done if the appropriations were made special for each.

The present building at Chelsea forms one wing; the original plan proposes a similar building for the other wing, and to be connected, when required, by a centre building 160 feet front by 35 feet deep. The cost of these additional buildings is estimated at \$117,500, including their furniture and appendages.

The present building at New York forms the proposed centre building, to be connected with two wings, when they may be required, each to be 48 feet by 130, forming a front of 196 feet. The cost of these wings and the necessary furniture for the sick and all appendages, is estimated at \$105,000.

It may be proper to remark that the hospital buildings at Boston and New York constitute but parts of more extensive plans which were prepared, that separate parts might be erected as the wants of the service might require, and, when finally completed, combine convenience of arrangement with extensive accommodations.

I have the honor to be, very respectfully, your obedient servant,

JNO. RODGERS.

Hon. MAHLON DICKERSON, *Secretary of the Navy.*

24TH CONGRESS.]

No. 620.

[1ST SESSION.]

ON THE EXPEDIENCY OF AUTHORIZING AN EXPLORING EXPEDITION, BY VESSELS OF THE NAVY, TO THE PACIFIC OCEAN AND SOUTH SEAS.

COMMUNICATED TO THE SENATE MARCH 21, 1836.

Mr. SOUTHARD, from the Committee on Naval Affairs, to whom was referred a memorial from sundry citizens of Connecticut, interested in the whale fishery, praying that an exploring expedition be fitted out to the Pacific ocean and South seas, reported:

That the subject of this memorial, in the opinion of your committee, merits immediate attention, and the exercise of an enlightened liberality on the part of Congress. The whole of the facts and reasoning upon which this opinion is founded cannot be embraced within the ordinary limits of a report, and the committee, therefore, content themselves, in the discharge of their duty, by a reference to a few historical facts, and an allusion to some of the arguments which have satisfied their own minds that it is wise and expedient to provide, by law, for an exploring expedition to the Pacific ocean and South seas.

Such an expedition has been an object of solicitude with a large number of intelligent and enterprising citizens for many years past, and has been repeatedly urged upon the attention of Congress by petitions and memorials from those whose interests were most directly concerned—by resolutions and other expressions of opinion of legislative bodies and assemblies of citizens in several of the States—and by reports from the Navy Department and messages from the Executive of the United States.

Eight years since, this subject was examined by a committee of the House of Representatives, and specially referred to the consideration and attention of the Navy Department. That Department had looked with anxiety to our commerce in the Pacific, and required from our naval officers such reports respecting its extent and condition as might be a safe guide in discharging the obligation of the government to protect it. These reports confirmed the views which had been previously entertained, and prepared the Department to urge the measure upon the favorable consideration of Congress.

At the subsequent session renewed attention was paid to it, and a bill was proposed, but did not become a law. In consequence of its failure, two resolutions were passed by the House, declaring it expedient that one of the small public vessels be sent to the Pacific ocean and South seas, to examine the coasts, islands, harbors, shoals and reefs in those seas, and to ascertain their true situation and description; and requesting the President to send such a vessel, and afford such facilities as might be within the reach of the Navy Department, to attain the objects proposed, provided it could be done without prejudice to the general interest of the naval service, and without further appropriations during the year. Suitable attention was paid to the duty assigned by these resolutions, and what had been done communicated to Congress at the subsequent session, at which a bill passed one House of Congress to carry the object into execution, but was lost by causes which it is not now necessary to explain.

From that period until the last session, there was no important movement or action upon the subject. At that time a committee of the House, after full inquiry, made a report in favor of the expedition, which is worthy the attention of those who desire to form a well-advised opinion upon the measure proposed.*

The committee think it proper to annex to their report, as a part thereof, and for the better illustration of the subject, the several reports and other documents to which they refer.†

The duty of Congress to extend, secure and protect every portion of our commerce, has long since ceased to be matter for debate. There is but one opinion upon that point. This duty becomes more imperative, in proportion to the value of any particular portion, and the difficulties and dangers to which it is subjected.

No part of the commerce of this country is more important than that which is carried on in the Pacific ocean. It is large in amount. Not less than \$12,000,000 of capital are invested in and actively employed by one branch of the whale fishery alone; and in the whole trade there is, directly and indirectly, involved not less than fifty to seventy millions of property. In like manner, from 170,000 to 200,000 tons of our shipping, and from 9,000 to 12,000 of our seamen are employed, amounting to about one-tenth of the whole navigation of the Union. Its results are profitable. It is, to a great extent, not a mere exchange of commodities, but the creation of wealth, by labor, from the ocean. The fisheries alone produce, at this time, an annual income of from five to six millions of dollars; and it is not possible to look at Nantucket, New Bedford, New London, Sag Harbor, and a large number of other districts upon our northern coasts, without the deep conviction that it is an employment alike beneficial to the moral, political and commercial interests of our fellow-citizens.

It is a nursery for seamen for which no substitute can be found; eminently fitted to form precisely

* For this report and accompanying documents, see vol. 4 State Papers, Naval Affairs, doc. No. 578.

† For the other report and document referred to, see vol. 3 same class, doc. Nos. 363 and 387. See also doc. 370, pages 211, 212.

such men as the nation requires for times of trial and struggle. The voyages are long; every climate is encountered; every sea, calm or tempestuous, is traversed, and a discipline and subordination enforced, which create a class of men unsurpassed, if they are equaled, by any who have ever made the ocean their dwelling place. They are adventurous and persevering—hardened by toil and danger—bold, watchful and skillful. If the encouragement and protection of government should be extended to any portion of our citizens, these have claims which cannot be overlooked. It is to this view of the subject that the Committee on Naval Affairs have directed their most anxious attention.

The commerce of the Pacific may be greatly extended in all its departments. Of the rapidity of its growth there is abundant evidence in the records of the Departments of our government, and the theatre for its enlargement is most ample; but it requires aid and encouragement.

No part of our commerce is so much exposed to hazard and peril. That portion of the globe is less known; and the ocean more filled with dangers, than any other that our seamen visit. There are hundreds of islands, reefs, and shoals, unmarked upon any chart, and unknown to common navigators. Their location, situation, facilities for commerce, are yet to be explored and exhibited to the world. Many of those islands are inhabited by savages, who render access to them dangerous, and whom it is the duty of the government to conciliate. The loss of property and life in that region has been immense. The committee refer to the accompanying documents to illustrate some of the facts upon these points; and they do not hesitate to believe that an examination of them will satisfy the Senate of the policy and necessity of the measure which they propose.

But the committee have also been influenced by other considerations, connected with the duty which the government and the nation owe to its own character, and the common cause of all civilized nations—the extension of useful knowledge of the globe which we inhabit. Every other nation, which possesses either a commercial or military marine, has made contributions to this knowledge, which have benefited the rest of mankind, and given to themselves the most enviable of all kinds of national glory; and, by unanimous consent, those who are engaged in it are free from the perils of war, and receive, even from the hands of enemies, protection, countenance, support; a homage paid by Christian nations to science, knowledge, and civilization. It is, in truth, an employment of peace and humanity.

Enterprising, beyond all others, as our own citizens are, much as they have individually given to this cause, the nation and government have yet contributed nothing. The committee believe that this state of things should no longer exist, but that an effort should now be made on a scale commensurate with the value of the object; and they look to the Pacific ocean and South seas as the proper theatre for exertion. They are less known than other portions of the great deep; they are filled with more difficulties and dangers; greater and more splendid and profitable results may be anticipated there than elsewhere; and the theatre is peculiarly our own, from position and the course of human events. Christian and civilized Europe, in the spirit of discovery and enterprise, gave our continent to the world; we may repay them, in part, by a more accurate knowledge of the still unexplored regions of the southern hemisphere.

The committee recommend an expenditure which shall be entirely equal to the importance of the enterprise, and afford the best security for success, and for those practical results which shall be most honorable and useful. The expedition should be naval in its character; a portion of the means under the control of the Navy Department should be applied to it, and it should be fitted out and conducted under its auspices. The committee think it ought to consist of two vessels of about two hundred tons burden, for exploration; one, of about one hundred tons, as a tender; and a store or provision ship of competent dimensions; and these accompanied by a sloop-of-war, to afford protection, and secure peaceful and friendly relations with the inhabitants of the islands. The smaller vessels may either be purchased, or built of materials which are in our navy yards, and a large portion of the expense may be met by our naval means and facilities, without the slightest encroachment upon the interests of the service. It should be attended, also, by naval officers and citizens well qualified in the appropriate departments of science, to bring back the most accurate results of the examinations which may be made.

But the committee do not think it necessary or expedient to prescribe, in the law which may be passed, either the dimensions or the character of the vessels, or the number and qualifications of the persons who shall be employed; nor can they exhibit, by precise estimates, the exact sum which shall be expended. These are matters which must, to some extent, be left to the discretion of the Executive, who will carry the will of Congress into execution. If the amount which shall not be exceeded be fixed by the law, no possible evil can result. Every imaginable motive which can influence the preparation for, and prosecution of, the proposed enterprise, will be on the side of economy and efficiency.

The committee report a bill to authorize an expedition.

A BILL to provide for an exploring expedition.

Be it enacted, &c., That an exploring expedition to the Pacific ocean and South seas be, and the same is hereby, authorized and directed; and that the President of the United States be, and he is hereby, authorized to prepare and send out for that purpose a sloop of war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the said expedition efficient and useful.

Section 2. *And be it further enacted,* That the use of so much of the appropriations for the support of the navy, and of the means and facilities under the control of the Navy Department, as may be necessary and proper for that object, be, and the same is hereby, authorized; and, in addition thereto, the sum of \$— be, and the same is hereby, appropriated out of any money in the Treasury not otherwise appropriated.

To the Hon. the Senate and House of Representatives in Congress assembled:

The memorial of the subscribers, citizens of New London, respectfully represents:

That, at different periods, for many years past, they have continued to represent to your honorable body the nature and extent of their commercial operations in carrying on the whale fishery. They have

set forth, in earnest language, the nature of the difficulties they have encountered; that, from the unavoidable extension of their voyages in pursuit of whale into seas but little known, their business has been rendered hazardous to the property of their merchants and dangerous to the lives of their mariners.

Your memorialists refrain from going into any computation of the amount of tonnage employed in the fisheries from the United States, nor do they deem it necessary to dwell on the nature and extent of their losses consequent upon the want of a more perfect knowledge of the seas into which their shipping has extended. These matters, as well as the objects to be effected by an expedition properly fitted out, and instructed "attentively to observe and circumstantially to describe every unusual appearance, and specially to measure everything measureable," within the pathway of our mariners, have been fully and fairly set forth in the able report of your Committee on Commerce, made during the last session of the twenty-third Congress, No. 94. (See State Papers, doc. 578.)

Such an expedition as is proposed in that report is, in the opinion of your memorialists, required by the best interest of our country; for it is an illiberal and short-sighted policy that regards the whale fishery as local in its bearing. The material used and labor employed in the construction of one hundred and forty thousand tons of shipping is no inconsiderable item in the navigation of this country, commercial as it is; nor is the supply of provisions for ten thousand men, the most hardy and effective of our seamen, whether employed in the pursuit of the leviathan of the deep or in defence of their country's rights, matters unworthy the special regard and protection of government.

Your memorialists would further represent, that many of the survivors of their lost vessels are now, no doubt, dragging out a miserable existence on some of the numerous islands in the Pacific, among which their adventurous pursuits had led them, and are still within the reach of aid, provided proper means were employed to seek them, and which can only be done by an expedition especially equipped for the purpose. Indeed, the advantages of commerce to science and national glory seem now to be sealed and sanctified by the calls of humanity and imperious duty. Your memorialists, therefore, indulge the earnest hope that their prayer in behalf of their partially protected commerce, carried on as it has been with varied success from a period coeval with the existence of our government, now that our resources can so well afford it, may be answered, without further delay, in the equipment of a suitable expedition.

And your memorialists, as in duty bound, will ever pray.

FEBRUARY, 1836.

State of New Jersey:

Resolved, by the House of Assembly, That we approve of the fitting out of an expedition to the South seas, by the national government, on a voyage of discovery and survey, believing that such expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honor of our common country.

HOUSE OF ASSEMBLY, *March 2, 1836.*

I do hereby certify that the foregoing resolution was adopted by the House of Assembly of New Jersey this day.

JOS. C. POTTS, *Clerk pro tempore of the House of Assembly of New Jersey.*

MEMORIAL of the East India Marine Society of Salem, Massachusetts, praying that an expedition be fitted out by the government to make a voyage of discovery and survey to the South seas.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of the subscribers, citizens of the United States, respectfully represents:

That the vivifying influence of unshackled and unobstructed commerce is, to our highly favored nation, what the healthful pulsation of the heart is to the human frame. It not only gives life and enjoyment to the immediate vibrations, but communicates the same, by a thousand mysterious channels, to the remotest extremity of the body politic. It is the fountain from which unfailing streams of revenue, our financial reservoir, is supplied with the means of national existence. To remove every obstacle which may impede or retard the healthful operation of this vital, is evidently the interest, and consequently the duty of the supreme legislature of the country.

Under such impressions, it is with no small degree of interest your memorialists perused an honorable expression of the legislature of Rhode Island, during its recent session, of which the following is a copy:

"State of Rhode Island and Providence Plantations, in general assembly, October session, A. D. 1834.

"Resolved, That in the opinion of this general assembly, the subject of the memorial of J. N. Reynolds and others, dated November, 1834, praying that provision may be made by law for a voyage of discovery and survey to the South seas, is highly important to our shipping and commercial interests, and is hereby recommended by said assembly to the favorable consideration of the Congress of the United States."

In favor of this memorial, that an expedition be fitted out under the sanction of government, the object of which shall be to examine the numerous places of traffic already opened by the enterprise of our citizens, and to open new channels for the extension of trade, by the examination of such groups of islands, in the great North and South Pacific ocean, as are imperfectly or entirely unknown; to ascertain their true positions on the charts, examine their harbors and capacities, open friendly intercourse with the natives, which may be the means of preventing the effusion of blood; in a word, there are so many ways in which such an expedition might be useful, if well conducted, to our extended and unprotected interests in those distant seas, that a minute specification of them seems unnecessary, as they must be obvious to every enlightened mind.

On this subject, many of your memorialists speak with a practical knowledge, for among them are those who were the first to display our national colors in our commerce to the eastern world; amongst

them are those who have been engaged in trade on coasts and among islands but little known; and they have felt, in losses and in painful solicitude, the want of the protection of their government, as well to point out the position of a dangerous reef as to defend them against the natives, who had seen nothing of our power to restrain them from unlawful attacks upon their vessels or their lives; among them are those who have visited the islands in the Pacific as well as those in the east, and have seen and felt the dangers our vessels are exposed to, for the want of such protection as an expedition fitted out for the express purpose alone can give.

Your memorialists refrain from going into any computation of the immense amount of tonnage and capital engaged, from the United States, in the whale fishery, all of which is more or less interested in such an expedition. Without attempting to designate the groups or islands most important to be examined, your memorialists would simply call the attention of your honorable body to one point, which may serve as an index to the rest. The Feejee or Beetee Islands—what is known of them? They were named, but not visited by Captain Cook, and consist of sixty or more in number. Where shall we find a chart of this group, pointing out its harbors? There are none to be found, for none exist. And yet, have we no trade there? We speak not for others, but for ourselves.

From this port the following vessels have been, or now are, employed in procuring beche le mer and shells at the Feejee Islands, in exchange for which eastern cargoes are brought into our country, and thus contributing no inconsiderable amount to our national revenue:

Ship Clay, brig Quill, have returned; brig Faun, lost at the islands; ships Glide, Niagara, also lost; and barque Peru greatly damaged, and in consequence condemned at Manilla; brig Spy damaged, but repaired again; brig Charles Daggett, barque Pallas, brig Edwin, ship Eliza, ship Emerald, ship Augustus, and brig Consul.

The Charles Daggett has recently returned, in consequence of having a portion of her crew massacred by the natives. The ship Oneo, of Nantucket, was lost on one of these islands, and her officers and crew, consisting of twenty-four in number, were all massacred in like manner, except one.

Thus, it must appear to your honorable body that the losses sustained at this single point, to say nothing of the value of human life, which is above all value, would not fall far short, if any, of the amount necessary to fit out an expedition for the better examination of such points in the Pacific ocean and South seas as require the attention of government.

Wherefore your memorialists beg leave to unite their prayer with that of the State of Rhode Island, praying that provision may be made by law for a voyage of discovery and survey to the South seas; and your memorialists, as in duty bound, will ever pray.

WM. FETTYPLACE, *President of Salem East India Marine Society.*

HALL OF THE EAST INDIA MARINE SOCIETY, November 22, 1834.

Members of the East India Marine Society.

W. Story, George Nichols, Gilbert G. Newhall, Joseph Ropes, Jesse Smith, John B. Osgood, Ephraim Emmerton, Samuel Rea, Charles Treadwell, Lewis Endicott, Philip P. Pinel, Nathaniel Kinsman, Allen Putnam, James B. Briggs, Henry Prince, James D. Gillis, Richard S. Roders, C. Saunders, N. L. Rogers, James King, Thomas West, Wm. D. Waters, Wm. Ashton, Charles F. Barstow, John W. Treadwell, Francis Coffin, M. Townsend, George Cleveland, D. L. Putnam, John Fisk Allen, H. G. Bridges, Hotten S. Breed, Emory Johnson, Joseph J. Kinsman, Joseph Beadle, John Bertram, Samuel Groce, Daniel Sage, James Silver, H. Tibbet, Samuel Varno, J. W. Rogers, Jonathan P. Saunders, Henry Prince, jr., Edward Orne, John Marshall, Daniel Bray, jr., John Prince, B. W. Crowninshield.

Islands, reefs, shoals, &c., not contained in the preceding report.

[For that report, see preceding doc. No. 578, vol. 4 State Papers.]

Curry's Island, by some, 28 deg. 25 min. north latitude, 178 deg. 20 min. west longitude; by others, 28 deg. 25 min. north latitude, 178 deg. 14 min. west longitude.

Tamulanes' Island, 36 deg. 49 min. north latitude.

Washington Island, 4 deg. 33 min. north latitude, 159 deg. 45 min. west longitude; by others, 4 deg. 40 min. north latitude, 160 deg. 40 min. west longitude.

Jane's Island, 16 deg. 6 min. north latitude, 173 deg. 12 min. west longitude.

Louisa Island, 16 min. 25 deg. north latitude, 145 deg. west longitude.

Caroline Island, 17 deg. north latitude, 145 deg. 5 min. west longitude.

Charles Island, 25 deg. 15 min. north latitude, 172 deg. 34 min. west longitude.

Island, 5 deg. north latitude, 160 deg. west longitude.

Island, 46 min. north latitude, 171 deg. 57 min. west longitude.

Island, 11 min. north latitude, 171 deg. 55 min. west longitude.

Island, 28 deg. 54 min. north latitude, 177 deg. 39 min. west longitude.

A rock, 11 deg. 6 min. north latitude, 154 deg. 20 min. west longitude.

A rock, 7 deg. 51 min. north latitude, 139 deg. 50 min. west longitude.

Reef, 17 deg. 12 min. north latitude, 156 deg. 12 min. west longitude.

Pollard's reef, 24 deg. 9 min. north latitude, 168 deg. 9 min. west longitude.

Reef, 1 deg. 14 min. north latitude, 179 deg. 18 min. west longitude.

Reef, 8 deg. 6 min. north latitude, 140 deg. west longitude.

Shoal, 1 deg. 44 min. north latitude, 170 deg. 30 min. west longitude.

Shoal, 25 deg. 36 min. north latitude, 151 deg. 28 min. west longitude.

Shoal, 26 deg. 5 min. north latitude, 177 deg. 56 min. west longitude.

Island, 21 deg. 29 min. north latitude, 131 deg. 28 min. west longitude.

Island, 13 min. north latitude, 171 deg. 45 min. west longitude.

Island, 49 min. north latitude, 171 deg. 40 min. west longitude.

Reef, 10 deg. 15 min. north latitude, 133 deg. 50 min. west longitude.

Sarah Ann's Island, 16 deg. 8 min. north latitude, 143 deg. 16 min. east longitude.

Worth's Isle, 8 deg. 48 min. north latitude, 151 deg. D. east longitude.

Copper Island, 26 deg. 6 min. north latitude, 131 deg. 48 min. east longitude.

- Paul's Island, 21 deg. 9 min. north latitude, 141 deg. 39 min. east longitude.
 Bassiosas Isle, 26 deg. 6 min. north latitude, 173 deg. 27 min. east longitude.
 Tuck's Island, 1 deg. 7 min. north latitude, 150 deg. D. east longitude.
 Whittington's Island, 6 deg. 48 min. north latitude, 159 deg. 48 min. east longitude.
 Ascension Island, 6 deg. 52 min. north latitude, 153 deg. 50 min. east longitude.
 North's Island, 8 deg. 48 min. north latitude, 150 deg. to 152 deg. D. east longitude.
 Granger's Isle, 13 deg. 53 min. north latitude, 144 deg. 14 min. east longitude.
 Halison's Isle, 19 deg. 39 min. north latitude, 166 deg. 50 min. east longitude.
 Genevieve Island, 17 min. north latitude, 176 deg. 56 min. east longitude.
 Mary's Islands, 9 deg. north latitude, 150 deg. east longitude.
 Elizabeth Islands, 7 deg. north latitude, 151 deg. east longitude.
 Emily Islands, 9 deg. 48 min. north latitude, 165 deg. 12 min. east longitude.
 Joanna Island, 17 deg. 6 min. north latitude, 163 deg. 33 min. east longitude.
 Susan's Island, 27 deg. 36 min. north latitude, 143 deg. east longitude.
 Island, 30 deg. 40 min. north latitude, 155 deg. east longitude.
 Island, 30 deg. north latitude, 137 deg. east longitude.
 Island, 29 deg. 33 min. north latitude, 137 deg. east longitude.
 Island, 30 deg. north latitude, 139 deg. east longitude.
 Island, 30 deg. 59 min. north latitude, 146 deg. 57 min. east longitude.
 Island, 29 deg. north latitude, 175 deg. 45 min. east longitude.
 Island, 26 deg. 6 min. north latitude, 131 deg. 48 min. east longitude.
 Island, 23 deg. 3 min. north latitude, 162 deg. 57 min. east longitude.
 Reef, 19 deg. 16 min. north latitude, 165 deg. 43 min. east longitude.
 Reef, 16 deg. 36 min. north latitude, 169 deg. 42 min. east longitude.
 Reef, 17 deg. 30 min. north latitude, 144 deg. 45 min. east longitude.
 Whytetuche Island, 18 deg. 52 min. south latitude, 159 deg. 42 min. west longitude.
 Watuoo Island, 21 deg. 1 min. south latitude, 158 deg. 15 min. west longitude.
 Chittorra Island, 22 deg. 30 min. south latitude, 151 deg. 30 min. west longitude.
 Jarvis Island, 30 min. south latitude, 172 deg. west longitude.
 Brind's Island, 3 deg. 14 min. south latitude, 172 deg. west longitude.
 Long Island, 17 deg. 56 min. south latitude, 140 deg. 16 min. west longitude.
 Claudius Island, 18 deg. 22 min. south latitude, 115 deg. 15 min. west longitude.
 Pystoza Island, 22 deg. 23 min. south latitude, 175 deg. 41 min. west longitude.
 Sarah Island, 1 deg. 5 min. south latitude, 158 deg. 54 min. west longitude.
 Island, 19 deg. 13 min. south latitude, 139 deg. west longitude.
 Helen Islands, from 3 deg. to 3 deg. 40 min. south latitude, and from 171 deg. 50 min. to 173 deg. 10 min. west longitude.
 Theodora Island, 5 deg. 32 min. south latitude, 173 deg. 34 min. west longitude.
 Group of islands, 17 deg. south latitude, 145 deg. 12 min. west longitude.
 Fanny Island, 1 deg. south latitude, 172 deg. west longitude.
 Julia Island, 1 deg. 30 min. south latitude, 171 deg. 10 min. west longitude.
 Island, 2 deg. 20 min. south latitude, 171 deg. 15 min. west longitude.
 Harper's Island, 2 deg. 40 min. south latitude, 172 deg. 35 min. west longitude.
 Brother's Island, 2 deg. 48 min. south latitude, 171 deg. 59 min. west longitude.
 Island, 6 deg. 36 min. south latitude, 163 deg. west longitude.
 Fletcher Island, 7 deg. 4 min. south latitude, 173 deg. 12 min. west longitude.
 Island, 15 deg. 40 min. south latitude, 144 deg. 50 min. west longitude.
 Wesley Island, 15 deg. 54 min. south latitude, 141 deg. 42 min. west longitude.
 Island, 16 deg. 8 min. south latitude, 145 deg. 12 min. west longitude.
 Island, 16 deg. 9 min. south latitude, 142 deg. 12 min. west longitude.
 Island, 17 deg. 28 min. south latitude, 140 deg. 56 min. west longitude.
 Anthon's group, 17 deg. 54 min. south latitude, 142 deg. west longitude.
 Island, 19 deg. 20 min. south latitude, 179 deg. 30 min. west longitude.
 Island, 21 deg. 10 min. south latitude, 149 deg. 50 min. west longitude.
 Island, 23 deg. 20 min. south latitude, 104 deg. 50 min. west longitude.
 Island, 10 deg. south latitude, 152 deg. 32 min. west longitude.
 Island, 16 deg. south latitude, 148 deg. 56 min. west longitude.
 Rock, 26 deg. 24 min. south latitude, 170 deg. 54 min. west longitude.
 Rock, 25 deg. 30 min. south latitude, 174 deg. 3 min. west longitude.
 Rock, (near Tapocalma, fifty miles south of Valparaiso; several vessels have been lost on it,) 33 deg. 51 min. south latitude, 71 deg. 28 min. west longitude.
 Reef, (dangerous,) 5 deg. 38 min. south latitude, 173 deg. 33 min. west longitude.
 Reef, 3 deg. 38 min. south latitude, 157 deg. 59 min. west longitude.
 Reef, 10 deg. 48 min. south latitude, 166 deg. 6 min. west longitude.
 New Bladone, 13 deg. 11 min. south latitude, 113 deg. 40 min. west longitude.
 Tencher's Isle, 1 deg. 33 min. south latitude, 150 deg. 40 min. east longitude.
 Roturia Isle, 12 deg. 29 min. south latitude, 177 deg. 10 min. east longitude.
 Island, 1 deg. south latitude, 171 deg. 10 min. east longitude.
 Rambler's reef, 22 deg. south latitude, 174 deg. 39 min. east longitude.
 Reef, 31 deg. 30 min. south latitude, 154 deg. east longitude.
 Island, 23 deg. 40 min. south latitude, 160 deg. 14 min. east longitude.
 Island, 11 deg. 29 min. south latitude, 165 deg. 25 min. west longitude.
 Island, 2 deg. 45 min. south latitude, 172 deg. 30 min. west longitude.
 Farmer's Island, 3 deg. south latitude, 170 deg. 45 min. west longitude.
 Arthur's Island, 3 deg. 40 min. south latitude, 176 deg. 15 min. west longitude.
 Solitary Island, 10 deg. 39 min. south latitude, 177 deg. west longitude.
 Savage Island, 19 deg. 5 min. south latitude, 169 deg. 50 min. west longitude.
 A rock, between Falkland Islands and the continent—about two hundred miles west of the former.
 Off shore whaling ground, from 103 deg. to 115 deg., in latitude from 3 deg. to 5 deg., 7 deg. south, and sometimes on the line, Captain Mitchell discovered a low island, well covered with timber. It was

not seen until the vessel was near, and had it been night, the chances are that the vessel would have been lost. There were no other islands in sight, and this one not on any chart. The island should bear the name of its discoverer, Mitchell.

Navigator's Islands. These islands are said to be eight in number, were discovered by Bougainville, and examined by Perouse in 1787, and may be said to extend from 14 deg. 9 min. to 18 deg. 57 min. south. The number of inhabitants is probably from forty to fifty thousand.

Captain Worth, of the Howard, informs us that, having visited most of the islands in the South Pacific, he considers the Island of Ottewhy as presenting advantages and facilities to whalers, superior to those of any other island in that ocean. It affords fruit, yams, poultry, swine, &c., in the greatest abundance, plenty of wood and excellent water. For a musket, the natives give thirteen hogs, or eight hundred to a thousand yams; and great quantities of fowls, cocoa nuts, bananas, &c., may be purchased for a few pipes, flints, and blue glass beads. The fruit is generally obtained at the northwest part of the island; but hogs, wood and water are procured from the north side. Sufficient supplies may be taken on board in the short space of four days; and no danger need be apprehended from the natives, provided the precaution be taken to keep the head chief on board as a hostage, day and night—a requisition very willingly complied with, when two or three of the natives and an interpreter are also allowed to remain. By pursuing this course in both his visits to this place, Captain Worth passed and repassed unarmed in his boats with perfect safety, and found the natives extremely civil, never attempting to steal from the boats on shore, nor while on board his ship. He thinks, however, without this precaution, they would not hesitate to seize a boat and crew, merely for the sake of two or three muskets, which article they seemed very anxious to obtain, though they never inquired for shot or ball. The white residents, (of which there are only two, who are chiefly engaged in agriculture,) informed Captain Worth that they made no other use of the muskets than to discharge them at their great feasts, considering those the best which made the loudest reports.

The chains of islands in Oceanica and the Pacific extend, in general, from southeast to northwest, and the groups often terminate with a large island, as Otaheite and Owyhee. This fact may facilitate discovery, and a knowledge of it add to the security of navigation, by avoiding the immense reefs which extend, no doubt, at a great distance from the point where the islands terminate.

Solomon Islands, seen by Byron in 1765, and supposed by him to be the Islands of Quiros, in the 17th century. They are exceedingly dangerous. Lie in 10 deg. 15 min. south, 169 deg. 28 min. west.

Admiralty Islands lie to the northwest of New Ireland; are numerous, extending from 1 deg. 28 min. south, to 5 deg. 20 min. south, and from 148 deg. 20 min. east, to 162 deg. 16 min. east. This group embraces the whole extent of New Britain.

New Guinea, that great link by which the Molucca Islands are connected on the one hand with New Holland, and with the Polynesian archipelago on the other. Of this extensive chain we know nothing except the line of coast, and, unfortunately, even of that but little. The length of this country cannot be much short of 1,200 miles, and from 15 to 360 in width. This country is called Papua, or the country of the Papoos, a name by which the inhabitants are known among the Malays. It is from these islands that birds of paradise are procured, of which there are known to be not less than twelve species.

St. David and Freewill Islands form the most natural transition from New Guinea to Polynesia, or Eastern Oceanica; and what is strange, these islands are inhabited by a race entirely different from the Papua, being of a copper color, and in language resembling the Sandwich Islands.

Leaving the Molucca sea, next come the Pelew Islands, called by the early navigators Palaos. The inhabitants are naturally an amiable, gay, and innocent people, of middling size, and by no means bad looking. They lie between 133 deg. and 136 deg. east, and from 6 deg. to 8 deg. north.

To the north of the Pelew Islands are those called Matetotes, Martyrs, Sagoadiah, &c.

The groups of St. Andrew, Pedeo, Warwick, &c., stretch off to the south, and are but imperfectly known.

Turning to the northeast from the Pelew Islands, we find the Marian group, consisting of near twenty in number. These islands are of ancient discovery, by Magellan, in 1621, and called by him Ladrones, but were, afterward, under Philip IV, changed to the present name in honor of Mary Ann, of Austria. They extend from 13 deg. to 22 deg. north, and from 145 deg. 35 min. to 148 deg. east.

To the north of Marian Islands are different groups, of which nothing is known except that they are volcanic.

What is known, even at this late day, of the Caroline Islands? Nothing, except that this archipelago lies between the Pescadores on the east, the Marian Islands on the north, and the Pelew Islands on the west. The group does not contain less than two hundred islands. The soil is fertile, but the country is subject to hurricanes.

Of the Mulgrave Islands, (from 0 deg. to 8 deg. south, and 171 deg. to 175 deg. east,) we know their name and position. This chain is connected with the Caroline group by the Pescadores; and probably with the other archipelagos of Polynesia by chains still unknown.

All the seas west from Navigator's Islands to Solomon's group are speckled with detached islands; some of them remarkably fertile and productive.

Feejee Islands, or archipelago, from 16 deg. 30 min. to 19 deg. 48 min. north, and from 175 deg. 5 min. to 179 deg. and 19 min. west.

Sailing eastward, we fall in with the hills and plains of the Friendly Islands. Allowing this cluster to extend as far as the Feejees in the west, the Cocoa and Traitor's Islands in the north, to Savage Island in the east, and to Pytstaert in the south, it will include more than one hundred islands.

The Society Islands have been the theme of more writing than some kingdoms of Europe. Who that has read and not admired the charms of Queen Oberia, and viewed in imagination the festivals of Potomare? The Otaheitans are better known to us than the inhabitants of Sardinia or of Corsica. Otaheite is indeed entitled to the appellation of Queen of the Pacific.

To the southwest and southeast of the Society Islands, a long chain of widely-separated islands extends, beginning with Palmerston, and ending with Easter Islands. To the northeast and east are Gloucester, St. Paul's, Conversion, Michall, and many others but little known.

In passing from Easter Island to the Marquesas, the whole ocean is sprinkled with small islands, low, sandy, and encircled with coral reefs; and here the navigation is exceedingly dangerous. At the north of these low islands we find the lofty Marquesas. These islands were discovered by Mandana, and lie from 7 deg. to 10 deg. south, and from 138 deg. 48 min. to 165 deg. 9 min. west. In sailing east from the Marquesas, no doubt important discoveries are to be made; perhaps Roggerwyer's would be redis-

covered; for these, bearing the name of their discoverer in 1722, must lie between the 9th and 12th parallels of south latitude. No complete account of Roggerwyer's voyage was ever published.

J. N. R.

WASHINGTON CITY, *March*, 1836.

24TH CONGRESS.]

No. 621.

[1ST SESSION.

STATEMENTS OF THE PAY OF THE OFFICERS OF THE MARINE CORPS, AS COMPARED WITH THAT OF THE OFFICERS OF THE ARMY AND OF THE NAVY.

COMMUNICATED TO THE SENATE MARCH 24, 1836.

No. 1.

Table showing the pay and rations received at present by the officers of the United States marine corps.

Grades.	Pay per annum.	For rations per annum.	Total for pay and rations.
Colonel commandant.....	\$900 00	\$438 00	\$1,338 00
Lieutenant colonel.....	720 00	365 00	1,085 00
Major.....	600 00	292 00	892 00
Captain.....	480 00	292 00	772 00
First lieutenant.....	360 00	292 00	652 00
Second lieutenant.....	300 00	292 00	592 00
Adjutant and inspector.....	600 00	292 00	892 00
Quartermaster.....	720 00	292 00	1,012 00
Paymaster.....	600 00	292 00	892 00
Assistant quartermaster.....	720 00	292 00	1,012 00

No. 2.

Table showing the pay and emoluments received by the officers of the United States marine corps under the law before the act of organization, June 30, 1834.

Grades.	Pay.	Subsistence.	Servants.	Forage.	Fuel.	Extra compensation for responsibility of clothing.	Extra as commissary of subsistence.	Extra for superintending armory.	Total.
Lieutenant colonel commandant	\$900	\$438	\$348	\$384	\$182 50	.....	.....	.....	\$2,252 50
Captains.....	480	292	174	.....	105 00	.....	.....	.....	1,051 00
First lieutenants.....	360	292	174	.....	52 50	.....	.....	.....	878 50
Second lieutenants.....	300	292	174	.....	52 50	.....	.....	.....	818 50
Adjutant and inspector.....	720	584	348	192	105 00	.....	.....	.....	1,949 00
Quartermaster.....	720	292	348	384	168 00	.....	\$860	\$150	2,422 00
Paymaster.....	600	292	348	288	168 00	.....	.....	.....	1,696 00
Acting assistant quartermaster.	600	292	174	.....	168 00	.....	.....	.....	1,234 00
Lieutenant colonel commandant commanding.....	900	876	348	384	182 50	.....	.....	.....	2,690 50
Captains commanding.....	480	584	174	.....	105 00	.....	.....	.....	1,343 00
Captains commanding at sea...	480	730	.....	.....	.....	\$180	.....	.....	1,390 00
First lieutenants commanding at sea.....	360	730	.....	.....	.....	180	.....	.....	1,270 00
Second lieutenants commanding at sea.....	300	730	.....	.....	.....	180	.....	.....	1,210 00
Captains at sea not commanding	480	365	.....	.....	.....	.....	.....	.....	845 00
First lieutenants at sea not commanding.....	360	365	.....	.....	.....	.....	.....	.....	725 00
Second lieutenants at sea not commanding.....	300	365	.....	.....	.....	.....	.....	.....	665 00

No. 3.

Table showing the pay and emoluments received by the officers of the United States marine corps, serving on land and at sea, under the directions of the Department on the late law.

Grades.	Pay.	Subsistence.	Servants.	Forage.	Fuel.	Extra compensation for responsibility of clothing.	Total at sea.	Total on shore.
Colonel commandant.....	\$900 00	\$438 00	\$348 00	\$384 00	\$182.50	.....	.....	\$2,252 50
Lieutenant colonel.....	720 00	365 00	348 00	288 00	130 00	.....	.....	1,851 00
Major.....	600 00	292 00	348 00	288 00	130 00	.....	.....	1,658 00
Captain.....	480 00	292 00	174 00	.....	111 25	.....	.....	1,057 25
First lieutenant.....	360 00	292 00	174 00	.....	87 50	.....	.....	918 50
Second lieutenant.....	300 00	292 00	174 00	.....	87 50	.....	.....	853 50
Adjutant and inspector.....	600 00	292 00	348 00	288 00	130 00	.....	.....	1,658 00
Quartermaster.....	720 00	292 00	396 00	384 00	130 00	.....	.....	1,922 00
Paymaster.....	600 00	292 00	348 00	288 00	130 00	.....	.....	1,658 00
Assistant quartermaster.....	720 00	292 00	174 00	192 00	111 25	.....	.....	1,489 25
Captains at sea.....	480 00	292 00	.....	.....	.....	.....	\$772 00	.....
First lieutenants at sea.....	360 00	292 00	.....	.....	.....	.....	652 00	.....
Second lieutenants at sea.....	300 00	292 00	.....	.....	.....	.....	592 00	.....

Nos. 4 and 5.

Tables showing the pay and allowances received at present by the officers of a regiment of infantry when on duty. (Artillery the same.)

Grades.	Pay.	Subsistence.	Servants	Forage.	Fuel.	Total.
Colonel.....	\$900 00	\$438 00	\$350 00	\$388 00	\$195 00	\$2,267 00
Lieutenant colonel.....	720 00	365 00	350 00	288 00	145 00	1,868 00
Major.....	600 00	292 00	350 00	288 00	145 00	1,675 00
Captains.....	480 00	292 00	175 00	.....	110 00	1,057 00
First lieutenants.....	360 00	292 00	175 00	.....	90 00	917 00
Second lieutenants.....	300 00	292 00	175 00	.....	90 00	857 00
Quartermaster.....	720 00	584 00	398 00	384 00	145 00	2,231 00
Colonel commanding.....	900 00	876 00	350 00	384 00	195 00	2,705 00
Lieutenant colonel commanding..	720 00	730 00	350 00	288 00	145 00	2,233 00
Major commanding.....	600 00	584 00	350 00	288 00	145 00	1,967 00
Captain commanding.....	600 00	584 00	175 00	.....	110 00	1,469 00
First lieutenants commanding.....	480 00	584 00	175 00	.....	90 00	1,329 00
Second lieutenants commanding..	420 00	584 00	175 00	.....	90 00	1,269 00

NOTE.—When off duty, all officers lose their allowance for "fuel."

No. 6.

Table showing the pay and allowances of the officers of a regiment of cavalry when on duty and when off duty.

Grades.	Pay.	Subsistence.	Servants.	Forage.	Fuel.	Total.
Colonel	\$1,080 00	\$438 00	\$398 00	\$480 00	\$195 00	\$2,591 00
Lieutenant colonel.....	900 00	365 00	398 00	384 00	145 00	2,192 00
Major.....	720 00	292 00	398 00	384 00	145 00	1,939 00
Captain	600 00	292 00	199 00	288 00	110 00	1,489 00
Lieutenant	400 00	292 00	199 00	192 00	90 00	1,173 00
Colonel commanding.....	1,080 00	876 00	398 00	480 00	195 00	3,029 00
Lieutenant colonel commanding	900 00	730 00	398 00	384 00	145 00	2,557 00
Major commanding	720 00	584 00	398 00	384 00	145 00	2,231 00
Captain commanding	720 00	584 00	199 00	288 00	110 00	1,901 00
First lieutenant commanding..	520 00	584 00	199 00	192 00	90 00	1,585 00
Second lieutenant commanding.						

NOTE.—When off duty, officers lose their allowance for "fuel."

No. 7.

Comparison of the pay of the marine officers with the pay of the officers of the navy when on duty and when off duty.

Grades.	In the marine corps.		In the navy.	
	Total pay on duty.	Total pay off duty.	Total pay on duty.	Total pay off duty.
Colonel commandant.....	\$2,252 50	\$2,070 00	.....	.....
Lieutenant colonel.....	1,851 00	1,721 00	.....	.....
Major	1,658 00	1,528 00	.....	.....
Captain	1,057 25	946 00	.....	.....
First lieutenant	913 50	826 00	.....	.....
Second lieutenant.....	853 50	766 00	.....	.....
Staff the same, being always on duty.				
IN THE NAVY.				
Captains commanding a squadron.....			\$4,000 00	
Captains commanding a yard.....			3,500 00	
Masters commandant when commanding afloat.....			2,500 00	
Masters commandant when on other duty			2,100 00	
Lieutenants commanding			1,800 00	
Lieutenants when on other duty			1,500 00	

No. 8.

Table comparing the pay of the officers of the navy with the pay of marine officers at present, and with their pay as proposed.

Grades.	Marine corps pay at present.	Marine corps pay as proposed.	Navy pay of officers.
Colonel commandant	\$2,252 50	\$3,500 00	
Lieutenant colonel	1,851 00	3,000 00	
Majors	1,658 00	2,500 00	
Captain	1,057 25	2,000 00	
First lieutenant	913 50	1,500 00	
Second lieutenant	853 50	1,000 00	
Adjutant and inspector	1,658 00	2,500 00	
Quartermaster	1,922 00	2,500 00	
Paymaster	1,658 00	2,500 00	
Assistant quartermaster	1,489 25	2,200 00	
IN THE NAVY.			
Captain, ranking with a colonel, when commanding a squadron			\$4,000 00
Captain, ranking with a colonel, when in command of a yard			3,500 00
Masters commandant, ranking with majors, when command'g afloat			2,500 00
Masters commandant, ranking with majors, when on other duty			2,100 00
Lieutenants commanding			1,800 00
Lieutenants when on other duty			1,500 00

No. 10.

Table showing the pay and emoluments of the clerks of the commandant and staff of the United States marine corps before the act of organization, which remains unchanged.

Clerks.	Lineal pay per annum.	Rations per annum.	Clothing per annum.	Fuel per annum.	Extra pay per annum.	Quarters.	Total.
First clerk to quartermaster	\$201 60	\$73 00	\$30 00	\$6 00	\$354 00	.....	\$664 60
Second clerk to quartermaster	189 60	73 00	30 00	6 00	354 00	.....	652 60
Clerk to colonel commandant	189 60	73 00	30 00	6 00	240 00	.....	538 60
Clerk to adjutant and inspector	189 60	73 00	30 00	6 00	240 00	.....	538 60
Clerk to paymaster	105 60	73 00	30 00	14 00	240 00	\$104 00	566 60

24TH CONGRESS.]

No. 622.

[1ST SESSION.]

ON THE EXPEDIENCY OF AUTHORIZING EXPERIMENTS, TO TEST THE EFFICACY OF URIAH BROWN'S SYSTEM OF DEFENCE FOR BAYS AND HARBORS, BY MEANS OF "IMPREGNABLE AND IRRESISTIBLE FIRE SHIPS."

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 24, 1836.

Mr. JARVIS, from the Committee on Naval Affairs; to whom was referred the memorial of Uriah Brown, relative to "a system of defence for the bays and harbors of the United States, by means of impregnable and irresistible fire ships, reported:

That they have examined carefully, and with much interest, the subject referred to their consideration. It appears that, during the late war with Great Britain, the inventive powers of Mr. Brown were directed to the construction of a steam vessel, which should be proof against cannon shot, and from which, by means of an ejecting apparatus of great power, there should be thrown upon the ships of the enemy a liquid fire, possessing the property of being nourished instead of being extinguished by the application of water. Several satisfactory experiments of the efficacy of the fire were made in the presence of a vast concourse of the citizens of Baltimore, and a model of the boat was examined by a number of eminent citizens, by officers of the army and navy, naval architects and civil engineers, by whom the project was recommended to the patronage of the citizens of Baltimore, as "presenting in all probability the means of insuring to their waters an absolute exemption from the hostile visits of the enemy's ships." A subscription was accordingly opened for the purpose of procuring the necessary

funds for the construction of one of these machines; a sum nearly sufficient was subscribed in Baltimore, and one would have been built if the return of peace had not, in the opinion of many of the subscribers, rendered the expenditure unnecessary.

The merits of this invention have heretofore occupied the attention of the House of Representatives and of this committee. On the 6th of December, 1814, the memorial of Uriah Brown was, by an order of the House of Representatives, referred to the Secretary of the Navy, who made a favorable report on the 23d of the same month.* On the 23d February, 1827, the Secretary of War transmitted to the House a report from the chief engineer, and another from General Bernard, both of which are favorable to the invention. On the 28th of March, 1828, the Committee on Naval Affairs having examined the system, recommended that experiments should be made to test its practical utility for harbor and coast defence, and reported a bill which did not receive the final action of the House. The same committee had the subject again under consideration during the last session of Congress, and were only prevented from making a favorable report by the advanced stage of the session.

The committee concur with their predecessors, and with the Engineer and Navy Departments, in the favorable opinions they have expressed with regard to this invention, and they earnestly recommend that the necessary experiments should be made for testing its practical utility. If the result should be successful, an economical and invaluable element in our system of coast defence would be acquired, which, though it would not supersede the necessity of ships and fortifications, would unite with them, rendering us perfectly secure from any hostile attack upon our shores. The sum required for the experiment, according to a detailed estimate, furnished by Mr. Brown, would be eight thousand dollars, of which rather more than six thousand dollars would be necessary for testing the security of the vessel against cannon shot, and the balance for testing the efficacy of the liquid fire; a sum utterly insignificant, when we consider the great national benefits which may be derived from its expenditure.

Your committee therefore report a bill, authorizing the President of the United States to cause experiments to be made, which shall test the practicability and utility of the fire ship, invented by Uriah Brown.

WASHINGTON, February 7, 1829.

SIR: In answer to your inquiries I would observe that I have carefully and minutely examined the model of a fire ship invented by Uriah Brown, Esq., for the purpose of sea-coast and harbor defence, and am perfectly satisfied of the following facts, viz:

1. That, in consequence of the inclination of the several planes composing this vessel, every shot striking upon any part of it, whether fired from a ship of the line or smaller vessel, will be reflected off without producing any injury.

2. That the vessel can be propelled by the power of steam with a velocity equal to that of our swiftest steamboats, and with as much certainty, her power consisting of two engines of one hundred horse power each.

3. That the inflammable liquid can be projected to a sufficient distance to ensure the destruction of any vessel attacked, without hazard to the fire ship or her crew; there is no doubt it can be projected at least three hundred feet, and most probably more than five hundred feet.

4. This vessel cannot be taken by the boats of an enemy's squadron, because the crew, the machinery, and the means of steering her are all below deck, and therefore getting possession of the deck does not give possession of the vessel. All these who would attempt to board her would either be destroyed by liquid fire, hot water from the boiler, or become prisoners themselves, instead of becoming masters of the vessel, at the option of the commander of the fire ship.

5. It is better calculated than our best steamboats to live in a rough sea, being two hundred feet in length, seventy-five feet in breadth, and of great strength, the sides being two feet thick, of solid oak timber, fastened by strong iron bolts.

6. It cannot be set on fire, as it is proposed to cover every part exposed with thick sheet iron.

7. Simple and efficient means are devised for ventilating it, and also for discovering the direction of, and measuring the distance from, the object to be attacked; while the observer himself is below deck and entirely safe from the enemy's fire.

8. That the inflammable liquid will instantly set on fire any combustible substance on which it strikes, is proved by repeated experiments made in Baltimore in 1814, in presence of the city authorities and thousands of the citizens.

9. The machinery, as well as the crew, are in my opinion better protected from the fire of an enemy in this vessel than in the steam vessel built in New York during the war, and which has met the decided approbation of the government. I have examined the model in company with a large number of gentlemen well qualified to judge, and I do not recollect one who, after such examination, did not express himself satisfied that it would answer every purpose proposed by the projector. With so much probability, then, in its favor, I would ask whether Congress would not be fully warranted in appropriating the small sum of eight thousand dollars, which is all the projector asks, to make such experiments as will remove all doubts on the subject? for should the opinions which have been formed of it be confirmed by such experiments, I presume there is no one who will deny that it would be the cheapest and most efficient means of harbor and sea-coast defence that has ever been devised in any age of the world. A single vessel, stationed in any one of our bays or harbors, would keep it entirely clear of an enemy's ships, or would raise a blockade should that be attempted.

I am, very respectfully, sir, your obedient servant,

A. PARTRIDGE.

Hon. JOHN C. WEEMS, *House of Representatives.*

* See American State Papers, Naval Affairs, vol. 3, No. 367.

WASHINGTON, *January 12, 1835.*

SIR: The House of Representatives having, by a resolution of the 2d instant, "instructed the Committee on Naval Affairs to inquire into the expediency of reporting a bill authorizing the President of the United States to cause such experiments to be made, by a board of engineers, to be by him selected, as shall test the practical utility of a fire ship, invented by Uriah Brown, for harbor and coast defence, and making the necessary appropriation for that purpose," I do myself the honor to lay before the committee sundry official reports and documents, in support of the invention, accompanied by a specification, drawings, and estimates of the cost of building, and the annual expense of maintaining in actual service, in time of war, a vessel upon the plan proposed. I have the honor, also, to submit to the committee a brief history of the invention, and the motives which have induced me, once more, to solicit the attention of my government to this interesting subject.

During the late war with Great Britain, apprehending serious consequences might result to us from the formidable maritime strength of the enemy, my attention was early directed to the subject of devising some new mode of warfare, by which I hoped that greater equality might be produced in the hostile power of belligerent nations, and the strong deprived of the means of longer committing wanton aggressions upon the legitimate rights of the feeble.

I had often indulged the belief that the long-lost secret of preparing the celebrated *Greek fire* might again be recovered; and that by its adaptation to a steam vessel, so constructed as to be invulnerable to cannon shot, an engine of war might be produced, possessing irresistible powers of annoyance, and defying any known means of assault.

Actuated by this conviction, and an anxious desire to benefit my native country, I immediately commenced a series of expensive and highly interesting experiments, having for their end the attainment of this important object.

In the course of these investigations, I had the satisfaction to meet with a success equaling my most sanguine expectations. The plan of a vessel was produced, in acknowledged accordance with the principles of nautical and military science, and admitted by all to be capable of resisting any attack from an enemy's squadron.

To test the efficient properties of the fire, experiments were made by me, upon an extensive scale, in the presence of thousands of the citizens of Baltimore, and such was the acknowledged conviction produced upon their minds, by the astonishing effects of this terrible agent of destruction, that all doubts of the complete practical success of the project were instantly dispelled—a large sum unhesitatingly subscribed to build the proposed vessel, and nothing but the near prospect of peace arrested the progress of the enterprise.

This proposed system of defence has undergone the most scrutinizing investigation, and its practicability and utility sustained by several enlightened theorists and practical engineers. It has, on former occasions, been the subject of the deliberate consideration of the Secretary of the Navy, the Secretary of War, and of the Committee on Naval Affairs of the House of Representatives, by each of whom it has been viewed as of national importance, and supported by their approving reports, as will be seen by a reference to the accompanying documents.

I cannot refrain from expressing to your honorable committee, that twenty years' mature reflection upon the subject has only tended to establish my conviction as to the following facts:

That, with such a gigantic arm of power, we could, at a comparatively trifling expense, effectually defend our extensive water frontier against the combined navies of Europe.

That it would afford the sure means of keeping our bays and harbors constantly open to the free egress and ingress of our commerce, and thereby furnish our navy a better opportunity of protecting our trade and defending our national honor on the high seas.

Finally, that it would be found the cheapest and most formidable means of sea-coast and harbor defence that has ever been devised in any age of the world; and that its moral influence upon our foreign relations could not fail in causing the most powerful nations to desire our friendship—the most unprincipled to respect our rights.

With such evidences of its utility and importance in our national defence, I respectfully solicit of your honorable committee, (not for my present benefit,) to turn your attention to this interesting subject, and take the measures necessary to bring my discovery to the test.

With the aid of eight thousand dollars—in the disbursement of which I desire no agency—I shall be able to test, by actual experiment, all the principles involved in the invention, and prove, by a public exhibition in the face of Congress and the country, the efficiency of my rediscovered *Greek fire* as an agent of destruction. I therefore respectfully solicit that a bill may be reported, appropriating eight thousand dollars, to be expended under the direction of such authority as you may be pleased to designate, in making the experiments as contemplated in the resolution. And I further solicit that the Secretary of the Navy be directed, in said act, in case the board of engineers, constituted for the purpose of superintending these experiments, shall be satisfied of the practicability of the plan, to cause a vessel to be built upon the principles suggested—proof against cannon shot—for the purpose of conveying this destructive fluid, and throwing it upon an approaching enemy. And, so confident am I of the practicability of my plan, that I am prepared to hazard my life in a vessel built according to my direction, in destroying, by fire, any combustible floating object, though protected by *any* force or number of guns.

Having given the highest evidence of my own confidence, which it is in the power of man to give, I fondly hope that the pittance necessary to put so important a matter to the test will at length be granted from an overflowing treasury, confident, as I am, that it will be the means of saving to our country millions of property and thousands of lives.

With sentiments of the highest consideration,

I have the honor to be, sir, your obedient servant,

URIAH BROWN.

Hon. C. P. WHITE, *Chairman of the Committee on Naval Affairs, H. R.*

P. S.—I shall be happy to be indulged with an opportunity of appearing before your committee, for the purpose of illustrating more fully the principles of my invention, whenever it may best suit their convenience, and of which they may be pleased to notify me. I will also furnish them a model of the vessel, should that be desired.

U. B.

Estimate of the expense of making such experiments, under a board of engineers, to be selected by the President of the United States, as shall test the correctness of the principles involved in a fire ship, invented by Uriah Brown, for harbor and coast defence.

1. For testing the security of the vessel against the effects of cannon shot:	
1,200 cubic feet best white oak timber, to construct a plane for a course of experiments in firing, at 25 cents.....	\$300 00
2,800 lbs. iron bolt, for securing the timbers of the above plane, at 5 cents.....	140 00
4,000 lbs. quarter inch rolled iron, for covering the above plane, at 12½ cents....	500 00
200 lbs. spikes, for the above plane.....	20 00
One cross-barred grating, for the above plane, weight 3,445 lbs., at 12½ cents..	443 12
1,650 lbs. powder, (150 rounds of cartridges,) at 25 cents.....	412 50
4,800 lbs. 32-pound balls, at 5 cents.....	240 00
Cost of labor, &c., in constructing the above plane, say.....	45 00
	\$2,100 62
Total cost of this part of the experiment.....	
2. For ascertaining the speed with which a vessel of the plan proposed can be propelled by steam, including the cost or charter of a vessel suitable for the purpose, condensing pumps, propelling wheel, and other necessary apparatus, with fuel, &c.	
	4,175 00
3. For the purpose of testing the efficiency of the rediscovered <i>Greek fire</i> :	
Cost of ejecting-engine, pipes, stop-cocks, &c., say.....	\$750 00
Ingredients for 1,000 gallons inflammable liquid, at 75 cents.....	750 00
	1,500 00
Total cost for this part of the experiment.....	1,500 00
For all other incidental and contingent expenses.....	224 38
	\$8,000 00
Total.....	
Respectfully submitted.	

URIAH BROWN.

24TH CONGRESS.]

No. 623.

[1ST SESSION.

ON THE EXPEDIENCY OF ESTABLISHING A NAVY YARD AT BALTIMORE, MARYLAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 25, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the resolution of the mayor and city council of Baltimore, in favor of the establishment of a navy yard at that city, with instructions to inquire into the expediency of making such an establishment, reported:

That there are already two navy yards established within the Capes of the Chesapeake, viz: those of Washington and Norfolk, which are abundantly sufficient for all the purposes of the navy in this quarter, and the following resolution is therefore submitted.

Resolved, That it is inexpedient to establish a navy yard at Baltimore.

24TH CONGRESS.]

No. 624.

[1ST SESSION.

ON THE EXPEDIENCY OF INCREASING THE PAY OF THE WARRANT OFFICERS OF THE NAVY ON SHORE DUTY AT NAVY YARDS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 26, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the petition of the boatswains, gunners, carpenters, and sailmakers in the navy, asking for an increase of pay, reported:

That prior to the passage of the act of 3d March, 1835, the emoluments of these warrant officers, when on sea service, exclusive of one ration, were three hundred and thirty-one dollars and twenty-five cents; when attached to navy yards, where there are quarters provided, their compensation amounted to six hundred and fifty-one dollars and seventy-five cents; and in the yards where there were no quarters, to seven hundred and forty-one dollars and seventy-five cents. The whole number of these officers, according to the Navy Register, is eighty, of whom only eighteen received the highest amount of compensation.

By the act of March 3, 1835, the compensation of this class of officers was regulated as follows: at sea, in ships of the line, seven hundred and fifty dollars; in frigates, six hundred dollars; in sloops and small vessels, five hundred dollars; and on shore duty, five hundred dollars. The increase of the compensation, for sea service, was therefore from fifty-one to one hundred and twenty-six per cent., and the decrease, when attached to navy yards, was from twenty-three to thirty-three per cent. nearly.

The increase of the pay afloat is considered to have been liberal and sufficient, and there is no disposition on the part of the committee to recommend any farther augmentation of it; but in their opinion the pay of these officers, when attached to navy yards, is inadequate, and they cannot persuade themselves that it was the intention of the framers of the bill, which was passed at the last session, to make so large a reduction. Presuming that it must have been done through inadvertence, and believing that it would be difficult to procure officers competent to discharge the duties required at the yards for the present pay, they recommend that it should be increased from five hundred dollars to six hundred and fifty dollars, and for this purpose a bill is reported.

24TH CONGRESS.]

No. 625.

[1ST SESSION.]

ON THE CLAIM OF MICHAEL HOGAN, FOR COMMISSIONS ON DISBURSEMENTS AND NEGOTIATED BILLS, CLERK HIRE, OFFICE RENT, AND DAMAGES ON PROTESTED BILLS, WHILST ACTING AS AGENT FOR THE NAVY DEPARTMENT AT VALPARAISO, CHILI.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 29, 1836.

Mr. PARKER, from the Committee on Naval Affairs, to whom was referred the bill from the Senate (No. 31) entitled "An act for the relief of William Hogan, administrator of Michael Hogan, deceased," with the accompanying documents and report of the Committee on Naval Affairs, of the Senate, in support of said bill, reported:

That on the 11th November, 1820, Michael Hogan was "appointed, by the President of the United States, as their agent for commerce and seamen at Valparaiso, and all the ports on the coast of Chili in South America," and, being about to depart for that station, the Secretary of the Navy addressed to him the following letter, viz:

"NAVY DEPARTMENT, *November 24, 1820.*

"SIR: In the event of the United States ships-of-war visiting the ports of Chili, you are hereby authorized to act in behalf of this Department as agent for furnishing such supplies as the service may require; and for which your drafts upon this Department, in reimbursement, will be duly honored on presentation.

"I am, very respectfully, sir, your most obedient servant,

"SMITH THOMPSON.

"To MICHAEL HOGAN, Esq., *Agent of the United States at Valparaiso.*"

Under the authority of this letter, Mr. Hogan furnished supplies to the ships-of-war of the United States in the ports of Chili, and distributed, also, provisions and stores of various kinds forwarded to him from the United States for the use of vessels of the United States on that station, until the year 1830, when his further agency was terminated by the government.

No agreement, as to the remuneration to be allowed for his services, appears to have been made between the Navy Department and Mr. Hogan at the time the agency was created by the Secretary's letter of November 24, 1820. The first communication that appears to have passed between the parties on this subject is a letter to Mr. Hogan from the Secretary of the Navy, (C,) dated 16th November, 1822, in which, referring to the authority in the letter of the 24th November, 1820, he says: "as nothing was said in that letter in relation to the commission by which you were to be compensated for your trouble in negotiating bills and making disbursements, it is deemed proper now to inform you that upon all disbursements you will be allowed a commission of two and a half per centum."

The above letter was received by Mr. Hogan on the 24th April, 1823, and his reply, dated the 30th of that month, (D,) is a remonstrance against the rate of compensation mentioned in the Secretary's letter. Mr. Hogan says: "If my services were to be remunerated in the ratio that merchants acting for others here are, the compensation would be great; their charges for doing ill, what I conscientiously believe I do well, equal ten per cent.; and when you take into consideration, which I trust you will be pleased to do, the altered state of this country, from being cheap to being the dearest and most disagreeable, you will, I hope, be convinced that five per cent. is not too much; there never was one more faithfully earned." He adds, afterwards, "the accounts, which have been made up to the close of last quarter, are charged with five per cent. I hope, on reconsideration, you will be pleased to allow that charge to continue; my services here more than merit it, if they merit anything;" &c.

The account current of Mr. Hogan, above referred to, commencing in 1821, and dated 31st March, 1823, is the first account rendered by him after his arrival at Valparaiso, and in that account he charges five per cent. on the amount of his disbursements, and, also, "office hire," from 21st July, 1821, at \$600 per annum. The reimbursement of this account was made by bills drawn on this government by Mr. Hogan in part, and part by bills on St. Jago, Chili, handed over by Captain Stewart for collecting, on which one per cent is charged, and from the whole amount of credit, Mr. Hogan deducts two and a half per cent. as a commission for "drawing and negotiating bills."

The accounts of Mr. Hogan appear to have been rendered from time to time, afterwards making the same deduction of two and a half per cent. for the amount of bills drawn and negotiated, while on the part of the government the charge has been uniformly disallowed and rejected. The charge of "office hire" has also been continued and allowed up to 1827, to an amount, in the whole, of \$3,425, after which date it was not allowed. In subsequent accounts, a charge of "clerk hire," at \$1,000 per annum, was made by Mr. Hogan, which was also disallowed and rejected, and has been abandoned by him.

It is contended that, by the letter of authority of 24th November, 1820, Mr. Hogan was "constituted the mercantile agent and factor of the government, and, as such, was entitled to such percentage of commissions for services rendered as are established by the commercial usages of the place where they were rendered."

The committee do not consider Mr. Hogan as a regular navy agent under the authority of the act of the 3d March, 1809, but they do consider him as an agent of the Navy Department, for the purposes mentioned in the letter, under the authority of which he acted; and that his compensation was prescribed by the subsequent letter of November 16, 1822, and certainly limited by the amount of commission asked for by him in his answer of 30th April, 1823. The Secretary of the Navy tells him that "for his trouble in negotiating bills and making disbursements," he will be allowed a commission of two and a half per cent. "on all disbursements." Mr. Hogan, in answer, does not claim that he is acting as a mere merchant, and entitled to commission according to usage, but objects to the amount as insufficient, and claims an allowance of five per cent. This has been allowed to him, and an additional charge, for "office hire," during the greater part of his agency. It appears then, to the committee, that the two letters last referred to (the allowance of five per cent. having been accorded) constitute an agreement between the government and Mr. Hogan, fixing his compensation for his "trouble in negotiating bills and making disbursements," under the authority conferred upon him by the Navy Department, at a "commission of five per cent. upon all disbursements."

But the committee think it their duty further to remark, that they find, in the papers accompanying this claim, reasons to believe that Mr. Hogan could not have considered himself as acting in the capacity of a mere mercantile agent and factor. In his account, rendered the 31st of December, 1823, Mr. Hogan styles himself "navy agent." He charges "office hire" and "clerk hire;" items which never yet entered into the account of a commission merchant against his employer. These charges made by the agent, (himself a merchant,) in the early part of his agency, and continued for several years, seem to put a negative upon the idea that he considered himself as a mercantile agent, and not a special agent, and cannot be supposed to have been made under "misapprehension of the facts as to the origin and true character of his appointment."

The services required of Mr. Hogan appear to have been honestly and faithfully performed; and if the allowances made by the government were insufficient and inadequate to their value, a fair compensation ought to be made. The committee, upon an examination of this subject, find the amount received by Mr. Hogan, for commissions on disbursements made by him, on the invoice prices of all articles sent to him for distribution, on the sale of articles belonging to the United States, and on articles sold to pursers in the navy, and for other allowances, according to a statement made by the Fourth Auditor, in March, 1831, was..... \$48,123 82
To which may be added the allowance of "office hire"..... 3,425 00

\$51,548 82

If this amount were insufficient, there might be added an allowance made by a committee of the House of Representatives, and paid to Mr. Hogan, under the general appropriation bill of 2d March, 1833, as a salary for diplomatic services in Chili, from 18th September, 1821, to 26th March, 1824, and from 29th October, 1829, to 2d May, 1831, four years nine days, at \$4,500 per annum..... \$18,122 50

Forming an aggregate to the same individual of..... \$69,671 32
During a period of a little more than nine years.

Under all these circumstances, the committee are of opinion that the allowance of \$16,348.02, as a commission of 2½ per cent. for "drawing and negotiating bills," provided by the bill from the Senate, subject to a deduction of \$3,425, allowed by the Department for "office rent," ought not to be made.

The second allowance claimed by the petitioner is for interest on moneys advanced for the supplies to the Constellation and other vessels, in 1821, for five months, during which time he paid interest on part of the amount, and refrained from drawing bills in reimbursement, with a view to raise the rate of exchange, in which he states that he succeeded. This charge does not appear to have been made by Mr. Hogan at the time, but, from considerations stated in the report of the Committee on Naval Affairs of the Senate, its justice is not questioned. On the third item of claim, viz: the damages, interest, and charges of protest on certain bills drawn by the agent, Mr. Hogan, on the Navy Department, and dishonored and protested, the committee do not hesitate to express the opinion that, as to all such bills as the Department have paid subsequent to the protest thereof, (thereby acknowledging the right of the agent to draw,) the damages, interest, and other charges paid by Mr. Hogan ought to be allowed him. The precise amount to which he may be entitled on this head being unknown, the committee leave its adjustment to the Department, upon proper proofs to be adduced, and they report the bill from the Senate, with amendments corresponding with the views contained in this report.

C.

Navy Department, November 16, 1822.

Sir: By a letter from this Department, bearing date the 24th November, 1820, you were authorized, in the event of any of the United States ships-of-war visiting the ports of Chili, to act on behalf of this Department, as agent, for furnishing such supplies as the service might require.

As nothing was said in that letter in relation to the commission by which you were to be compensated for your trouble in negotiating bills and making disbursements, it is deemed proper now to inform you that, upon all disbursements, you will be allowed a commission of two and one-half per centum.

You will, therefore, charge the same in your accounts, commencing from your first transaction for account of this Department.

I am, respectfully, &c.,

SMITH THOMPSON.

MICHAEL HOGAN, Esq., Valparaiso, S. A.

D.

VALPARAISO, April 30, 1823.

Sir: On the 24th instant I was honored with your letter of the 16th November last, brought from Lima, and perceive, with regret, that you are pleased to order I must only charge $2\frac{1}{2}$ per cent. on disbursements, for my remuneration for my services to the Navy Department; this is the more painful, because the distance is so great there is no mode of convincing you of the difficulty and vexation I have had to encounter with this government, on account of the duties I have had to perform for the Department, until Commodore Stewart returns home, who might explain what little he knows of it. My whole time has really and truly been chiefly occupied for its benefit; and although the deplorable times that have passed have increased the expenses, easily accounted for by misfortunes: first, scarcity, approaching to famine; next, by the misrule of a people ignorant of their own interest, in the mal-administration of a government, so venal as to produce a revolution that overturned it; thirdly, the act of God, in an earthquake, that destroyed property for every one that had any, and produced scarcity and distress, raised prices of the articles of life, that will not readily lower.

Although we have suffered, in common with the squadrons of other nations, and private individuals, our loss has, in proportion, been less than any other, in consequence of the exertions made to prevent it. Nothing was, or ever will be, left undone by me to save and serve the Department, which has benefited, I hope, largely by the economy used in the care of its concerns here.

If my services were to be remunerated in the ratio that merchants acting for others here are, the compensation would be great; their charges for doing ill, what I conscientiously believe I do well, equal ten per cent.; and when you take into consideration, which I trust you will be pleased to do, the altered state of this country, from being cheap, to being the dearest and most disagreeable, you will, I hope, be convinced that five per cent. is not too much; there never was one more faithfully earned.

In fact, my dependence is upon it; the office of consul has only produced me, by fees, in nearly two years, nine hundred dollars; to expect commission from merchants is useless—the consul that will do his duty never will have any. I do mine fearlessly, even if I starve in consequence; it is rather an expense, than an advantage; much is expected from me in that capacity, particularly in this country, where there is no other housekeeping representative of any other nation; even this government expect that a good salary is attached to it.

I hope our own government will do something to regenerate that sinking but useful office, otherwise it must be abolished.

The accounts, which have been made up to the close of the last quarter, are charged with five per cent. I hope, on reconsideration, you will be pleased to allow that charge to continue; my services here more than merit it, if they merit anything; even my enemies, for some I have made by a just discharge of my duties, will allow that I deserve what I get. The impediments, from the numerous petty officers through which all business must pass, are so great, that the trouble is five times greater than in any other part of the globe. While two and a half per cent. may be applicable at Gibraltar, where reason rules, and where it is easier to do the business of a large squadron than of a frigate on this coast, five per cent. is but a moderate remuneration for one who will do his duty justly. Every article purchased must, that instant, be paid for; the people of the country know no other mode, therefore money must be ready if one means to preserve the honor of his government or his own credit; I have done both, and never suffered the smallest slight from the inferior officers of the government, too ready to impose, without resenting it at once.

The merchants are eternally bribing those fellows who are the most unfaithful to their government; I cannot expend public money in that way; if I could, I am principled against it, and would not do it for any one.

With perfect respect, I have the honor to be, sir, your very faithful and obedient servant,

MICHAEL HOGAN.

To the Hon. SMITH THOMPSON, *Secretary of the Navy.*

G.

A statement showing the allowances made by the United States to Michael Hogan, late navy agent at Valparaiso, from the 20th of September, 1821, the date of the first bill paid by him, to the 26th day of November, 1830, the day his agency terminated.

Five per centum commission on all disbursements made by him for the United States, viz:

From 20th September, 1821, to 31st March, 1823, inclusive.....	\$5,121 53
From 1st April to 30th November, 1823, inclusive	4,922 99
From 1st to 31st December, 1823, inclusive	297 07
From 1st January to 31st December, 1824, inclusive	5,681 04
From 1st January to 31st December, 1825, inclusive.....	3,217 70
From 1st January to 31st December, 1826, inclusive.....	1,608 63
From 1st January to 31st March, 1827, inclusive.....	515 40
From 1st April, 1827, to 30th June, 1828, inclusive	1,957 68
From 1st July, 1828, to 31st December, 1829, inclusive.....	4,214 31
From 1st January to 31st March, 1830, inclusive.....	1,350 12
From 1st April to 30th September, 1830, inclusive	249 10
	\$29,135 57

Five per centum commissions on the invoice prices of all articles sent to him for distribution, viz:

On all shipments to him prior to 1st April, 1827	\$4,759 25
On slops left at Valparaiso by Jos. Watson, purser.....	30 40
On slops sent on shore at Valparaiso, by the United States ship Franklin, "to be returned to her when wanted;" had not room in the Franklin for them..	418 50

On invoice of the Brazilian.....	\$1,418 40	
On invoice of the Mandarin.....	733 40	
On invoice of the Herald.....	1,816 98	
On invoice of the Rasselas.....	1,247 78	
On invoice of the London.....	1,872 62	
On rope landed from the Vincennes.....	169 17	
On rope landed from brig Adeline.....	190 52	
On 22 inch cable received by the Herald for the Guerriere; (left in store at Valparaiso—not taken by the Guerriere).....	75 62	
On slop clothing landed from the Vincennes and Brandywine.....	197 62	
On invoice of brig Charles.....	353 25	
		\$13,233 51
One per centum commission "on bills drawn (on United States Navy Department) in favor of persons residing at Santiago, on which the expenses in collecting and bringing it to this town (Valparaiso) are chargeable".....		652 87
Five per centum commission on articles sold, belonging to the United States, viz:		
On flour sold at auction.....	\$41 95	
On slop clothing sold at auction.....	143 70	
On damaged flour sold at auction.....	1 70	
On beef and pork sold at auction.....	10 20	
On twenty barrels pork sold.....	18 00	
On beef sold to whale ship Lima.....	9 60	
On beef furnished Portia.....	14 00	
		244 15
For premium on hard dollars furnished for the use of the United States navy, viz:		
Five per centum premium on \$11,000 furnished the United States ship Franklin, "as explained in my letter to the Secretary of the Navy".....	\$550 00	
Nine per centum premium on 4,000 Spanish dollars furnished to W. M. Sands, purser, (Purser Cox and others certify that they were worth nine per cent.).....	360 00	
Seven and a half per cent. on 4,000 Spanish dollars furnished to W. M. Sands, purser.....	300 00	
Seven and a half per cent. on 300 hard dollars furnished to J. Edelin.....	22 50	
		1,232 50
For notarial fees while discharging the ships Potosi and Armina, and the brig Orion; 19 days, at \$3 per day.....		57 00
For protesting bill drawn by R. Gardner on E. Young, for \$8,000.....	\$30 00	
For protesting bill drawn by R. Gardner on R. J. Cleveland, for \$20,000.....	11 00	
		41 00
For collecting at Lima, Gardiner's, and Hall & Moreen's bills, amounting to \$28,795, at 2½ per cent.....		717 95
For changing gold ounces for making payments, from 1st October, 1821, to this day (31st March, 1826,) 5½ years—300 ounces, at 25 cents each.....		75 00
Five per cent commission on articles sold to the following persons, viz:		
To E. N. Cox, purser of the Brandywine.....	\$579 86	
To McKean Buchanan, purser of the Vincennes.....	78 42	
To E. Fitzgerald, purser of the Franklin.....	1,412 71	
To B. F. Bourne, purser of the Constellation.....	423 62	
To Jos. Wilson, purser of the Guerriere.....	189 66	
		2,684 27
Total.....		\$48,123 82

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 2, 1831.*

24TH CONGRESS.]

No. 626.

[1st Session.]

ON THE MEANS AND MEASURES NECESSARY FOR THE MILITARY AND NAVAL DEFENCES OF THE COUNTRY.

COMMUNICATED TO THE SENATE APRIL 8, 1836.

WASHINGTON, *April 8, 1836.**To the Senate:*

I transmit herewith reports from the Secretaries of the War and Navy Departments, to whom were referred the resolutions adopted by the Senate on the 18th of February last, requesting information of the probable amount of appropriations that would be necessary to place the land and naval defences of the country upon a proper footing of strength and respectability.

In respect to that branch of the subject which falls more particularly under the notice of the Secretary of War, and in the consideration of which he has arrived at conclusions differing from those contained in the report from the Engineer Bureau, I think it proper to add my concurrence in the views expressed by the Secretary.

ANDREW JACKSON.

NOTE.—For the documents from the Navy Department, communicated with this message, see American State Papers on Military Affairs, vol. 6, No. 671.

24TH CONGRESS.]

No. 627.

[1ST SESSION.]

ON THE CLAIM OF LOAMMI BALDWIN, AS ENGINEER AND SUPERINTENDENT OF CONSTRUCTION OF DRY DOCKS FOR THE NAVY.

COMMUNICATED TO THE SENATE APRIL 13, 1836.

Mr. SOUTHARD made the following report:

The Committee on Naval Affairs, to whom was referred the memorial of Loammi Baldwin, take leave to refer the Senate to the memorial, and the papers which accompany it,* for a brief and accurate statement of the facts and evidence in support of the claim, which justify the opinion that the claim is just; and report a bill for the relief of the petitioner.

24TH CONGRESS.]

No. 628.

[1ST SESSION.]

PROCEEDINGS OF CERTAIN OFFICERS OF THE NAVY AND MARINE CORPS, RECOMMENDING THE ESTABLISHMENT OF A NAVAL ACADEMY.

COMMUNICATED TO THE SENATE APRIL 23, 1836.

At a meeting of the commissioned and warrant officers of the United States ship Constitution, held on board, for the purpose of concerting measures to effect the establishment of a Naval academy, the following preamble and resolutions were unanimously agreed to:

Whereas, having ever felt the most ardent desire to prosecute successfully the profession to which we are devoted, to advance the interests of the navy, and to perpetuate the commercial prosperity of our common country, consigned in part to our safe keeping; and taught, by the experience of the past, that neither industry nor talent can spare the advantages offered by early education, earnestly desirous of the means of securing it, and deploring the inadequacy of the existing system to accomplish either the object of the government, or to meet our heartfelt wishes for professional instruction; and believing, as we do, that a respectful representation of the anxious hopes which the entire navy have ventured to indulge for so many years, and to the consummation of which they look with the deepest interest, will receive the consideration to which so excellent an object is entitled, and find, from liberal authorities, that indulgence which is ever acceded to generous aspiration and laudable exertions; we have therefore

1. *Resolved*, That we deem education to be of peculiar importance to the sea officer; and that, amid the progressive improvements in the arts and sciences, which distinguish the present age, the military marine would be most conspicuous, if guided in its advance by the lights of education.

2. *Resolved*, That we look to the establishment of a naval school as the only means of imparting to the officers of the navy that elementary instruction and scientific knowledge which, at the present day, has become almost indispensable to the military seaman.

3. *Resolved*, That, from circumstances arising in part from professional causes, the ship's schoolmasters can rarely, if ever, impart such elementary or scientific knowledge, or advance the education of the navy officer; and that were the office absolutely abolished, (of so little utility is it,) that no evil would arise therefrom.

4. *Resolved*, That, believing the expense incurred by government in providing ships' schoolmasters and professors of mathematics, for the benefit of the junior officers of the navy, (and from which little or no advantage is derived,) would liberally sustain a scientific institution, we should see, with pleasure, said funds directed to the establishment and support of a naval school.

5. *Resolved*, That copies of these proceedings be furnished to the Secretary of the Navy, with a request that he will lend his countenance and support to our undertaking.

6. *Resolved*, That we will, severally and collectively, use our most strenuous exertions to effect an object so dear to us, and which promises to confer so much dignity upon the navy, so much honor on our beloved country.

7. *Resolved*, That a committee of ten be appointed to take charge of the subject, and conduct it to its final disposition.

8. *Resolved*, That the Secretary of the Navy be requested to lay a copy of the foregoing resolutions before the President of the United States; and that a copy of them be sent to the chairman of the Committee on Naval Affairs in the Senate and in the House of Representatives.

J. B. MONTGOMERY, *Lieutenant*.

F. Ellery, Lieutenant; Isaac Brinckerhoff, Assistant Surgeon; Edward C. Rutledge, Lieutenant; G. F. Pearson, Lieutenant; James Ferguson, Master; Thomas Theo. Sloan, Lieutenant Marines; Levin Mynn Powell, Lieutenant; Thomas I. Boyd, Surgeon; James Everett, Chaplain; Henry Etting, Purser; Jos. L. C. Hardy, Lieutenant United States Marine Corps; Montgomery Lewis, Passed Midshipman; J. W. Revere, Passed Midshipman; Charles Crillon Barton, Passed Midshipman; James B. Lewis, Midshipman; R. Lloyd Tilghman, Midshipman; Jno. N. Maffit, Midshipman; Geo. T. Sinclair, Midshipman; Geo. W. Randolph, Midshipman; John F. Mercer, Passed Midshipman; Francis S. Haggerty, Midshipman; B. F. Shattuck, Midshipman; E. E. Rogers, Midshipman; Stephen D. Trenchard, Midshipman; A. Hubley Jenkins, Midshipman; W. T. Muse, Passed Mid-

* For the papers referred to, see American State Papers, Naval Affairs, No. 571

shipman; James F. Duncan, Passed Midshipman; Frederick Oakes, jr., Passed Midshipman; W. C. Nicholson, Lieutenant; F. A. Neville, Lieutenant; John M. Berrien, Passed Midshipman; Charles Steedman, Passed Midshipman; Jas. L. Henderson, Passed Midshipman; Francis P. Hoban, Midshipman; James W. Cooke, Passed Midshipman; William Radford, Passed Midshipman; Wm. Ronckendorff, Midshipman; Robert Woodworth, Assistant Surgeon.

The undersigned officers of the United States ship *Vandalia* concur entirely in the above preamble and resolutions.

Thomas T. Webb, Master Commandant; E. T. Doughty, Lieutenant; Isaac N. Brown, Midshipman; Thomas W. Cumming, Midshipman; Edwin A. Drake, Midshipman; William Plumstead, Surgeon; R. N. Stembel, Midshipman; E. Musson, Midshipman; Fayette Meynard, Midshipman; Francis Alexander, Midshipman; S. C. Rowan, Acting Master; M. C. Watkins, Midshipman; William M. Walker, Passed Midshipman; William Smith, Lieutenant; C. A. Hassler, Assistant Surgeon; James Brooks, Purser.

24TH CONGRESS.]

No. 629.

[1st Session.]

STATEMENT OF THE NAMES, THE PAY, AND ALL EMOLUMENTS AND ALLOWANCES PAID; THE ITEMS OF ALL ALLOWANCES; AND THE STATIONS AND SERVICES OF ALL THE OFFICERS OF THE NAVY IN 1833 AND 1834.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES APRIL 23, 1836.

NAVY DEPARTMENT, *April 22, 1836.*

SIR: I have the honor, in compliance with the resolution of the House of Representatives, of the 17th of January, 1835, to send herewith the abstracts and statements therein required, as to the compensation, allowances of all kinds, and the stations, grades, and places and distances traveled to and from, by the officers of the navy enumerated.

After the passage of the act increasing the pay of officers of the navy, it was presumed the information would not be required, (as, from its various character, and the greater number of accounts, records, and returns to be carefully examined, it could not be prepared before the 3d of March, 1835, when that act was passed) and the examination, &c., was then discontinued; otherwise it would have been earlier furnished. Having, since the present session commenced, received a communication from the mover of the resolution, that the information was still desired, the report has been prepared with as much expedition as the necessary current duties of the Department would permit.

I have the honor to be, very respectfully, your obedient servant,

M. DICKERSON.

Hon. JAMES K. POLK, *Speaker of the House of Representatives, United States.*

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 28, 1836.*

SIR: I have the honor to transmit herewith a report, prepared in conformity with the resolution of the House of Representatives, of the 17th of January, 1835, upon the motion of the Hon. Mr. Mann, of New York; and it may be proper to state why it has been so long delayed. It was commenced soon after the resolution was communicated to this office, but after making some progress it was discovered that it could not be prepared before the end of the session, and was suspended for that reason; and after the passage of the act of the 3d of March last, regulating the pay of the navy, it was supposed to be no longer necessary, and was therefore abandoned.

I was not myself aware of the existence of the resolution, until Mr. Mann inquired for the report early in the present session, and stated that he wished it to be prepared. This has been done; and as much labor and research have been requisite, it could not have been finished in less time, without neglecting the current business of this office further than a due regard to the public interests would warrant.

Upon an inspection of the report, it will be perceived that there are some very striking inequalities in the pay of officers of the same rank. This will be explained by a reference to the nature of the service performed by them and the law regulating their pay.

I have the honor to be, very respectfully, your obedient servant,

J. C. PICKETT.

Hon. MAHLON DICKERSON, *Secretary of the Navy.*

General statement, showing the aggregate pay and emoluments, including all stated and special allowances actually paid and allowed to each commissioned officer, by name, of the navy of the United States, for the fiscal years ending September 30, 1833 and 1834.

Names.	Pay and rations for 1833.	Allowances of all kinds for 1833.	Aggregate for 1833.	Pay and rations for 1834.	Allowances of all kinds for 1834.	Aggregate for 1834.
CAPTAINS.						
John Rodgers.....	\$3,500 00	\$893 80	\$4,393 80	\$3,500 00	\$378 30	\$3,878 30
Charles Morris.....	3,500 00	950 30	4,450 00	3,500 00	482 10	3,982 10
Charles Stewart.....	2,986 90	.....	2,986 90	1,927 60	.....	1,927 60
James Barron.....	2,637 60	1,436 75	4,094 35	2,657 60	1,406 75	4,064 35
William Bainbridge.....	2,012 02	535 89	2,547 91	Died 27th July, 1833.	.....	.....
Isaac Hull.....	2,657 60	1,408 25	4,065 85	2,657 60	950 75	3,608 35
Isaac Chauncey.....	2,992 79	783 52	3,776 31	3,500 00	377 40	3,877 40
Jacob Jones.....	2,657 60	1,208 75	3,866 35	2,657 60	1,226 75	3,884 35
Lewis Warrington.....	2,657 60	764 75	3,422 35	2,657 60	959 75	3,617 35
William M. Crane.....	2,640 60	879 70	3,520 30	2,657 60	850 25	3,507 85
James Biddle.....	1,927 60	350 00	2,277 60	1,927 60	.....	1,927 60
Charles G. Ridgely.....	2,134 60	673 93	2,808 53	2,647 60	1,019 05	3,676 65
D. T. Patterson.....	2,657 60	360 00	3,017 60	2,657 60	1,360 00	3,017 60
M. T. Woolsey.....	2,657 60	264 00	2,921 60	2,591 60	298 00	2,889 60
John O. Creighton.....	1,927 60	.....	1,927 60	1,927 60	.....	1,927 60
John Downes.....	2,657 60	360 00	3,017 60	2,428 60	737 25	3,165 85
John D. Henley.....	2,641 60	433 10	3,074 60	2,657 60	415 40	3,073 00
J. D. Elliott.....	2,414 60	913 85	3,328 45	2,657 60	889 25	3,546 85
Stephen Cassin.....	1,927 60	.....	1,927 60	1,927 60	166 40	2,094 00
James Renshaw.....	1,927 60	193 33	2,120 93	1,993 60	115 15	2,108 75
A. S. Wadsworth.....	1,927 60	546 61	2,474 21	2,597 60	331 00	2,928 60
George C. Read.....	1,927 60	240 00	2,167 60	1,927 60	240 00	2,167 60
Henry E. Ballard.....	1,927 60	445 92	2,373 52	1,927 60	262 00	2,189 60
David Deacon.....	1,927 60	.....	1,927 60	1,927 60	.....	1,927 60
Samuel Woodhouse.....	1,927 60	.....	1,927 60	1,927 60	.....	1,927 60
J. J. Nicholson.....	1,927 60	.....	1,927 60	1,927 60	49 71	1,977 31
W. Chauncey.....	1,927 60	.....	1,927 60	2,035 60	334 37	2,369 97
E. P. Kennedy.....	1,927 60	.....	1,927 60	1,927 60	156 85	2,084 45
A. J. Dallas.....	2,657 60	776 75	3,434 35	2,549 60	826 17	3,375 77
J. B. Nicholson.....	1,927 60	240 00	2,167 60	1,927 60	240 00	2,167 60
B. V. Hoffman.....	1,927 60	.....	1,927 60	1,927 60	.....	1,927 60
Jesse Wilkinson.....	1,927 60	.....	1,927 60	1,927 60	.....	1,927 60
T. Ap C. Jones.....	1,927 60	625 13	2,552 73	1,927 60	.....	1,927 60
William C. Bolton.....	1,927 60	.....	1,927 60	1,927 60	125 70	2,053 30
W. B. Shubrick.....	1,927 60	.....	1,927 60	1,927 60	174 00	2,101 60
A. Claxton.....	1,927 60	12 40	1,940 00	1,927 60	.....	1,927 60
C. W. Morgan.....	1,927 60	.....	1,927 60	1,927 60	.....	1,927 60
L. Kearney.....	1,504 80	.....	1,504 80	1,927 60	.....	1,927 60
MASTERS COMMANDANT.						
George Budd.....	1,173 85	257 00	1,430 85	1,173 85	.....	1,173 85
Lawrence Kearney, from Oct. 1, to Dec. 19, 1832.....	257 47	221 50	478 97	.....	.....	.....
Foxhall A. Parker.....	1,173 85	.....	1,173 85	1,173 85	721 06	1,894 91
Edward R. McCall.....	1,173 85	.....	1,173 85	1,173 85	.....	1,173 85
Daniel Turner.....	1,173 85	487 50	1,661 35	1,173 85	.....	1,173 85
David Connor.....	1,173 85	248 03	1,421 88	1,173 85	.....	1,173 85
John Gallagher.....	1,173 85	334 74	1,508 59	1,173 85	382 33	1,556 18
Thomas H. Stevens.....	1,173 85	1,195 05	2,268 90	1,173 85	889 50	2,063 35
William M. Hunter.....	1,173 85	654 57	1,828 42	1,173 85	894 50	2,008 35
John D. Sloat.....	1,173 85	647 64	1,821 49	1,173 85	894 50	2,008 35
M. C. Perry.....	1,173 85	668 13	1,841 98	1,173 85	894 50	2,008 35
Charles W. Skinner.....	1,173 85	278 48	1,452 33	1,173 85	232 50	1,406 35
John T. Newton.....	1,173 85	244 99	1,418 84	1,173 85	834 50	2,008 35
Joseph Smith.....	1,173 85	859 05	2,032 90	1,173 85	589 50	1,763 35
Lawrence Rousseau.....	1,173 85	514 50	1,688 35	1,173 85	452 64	1,626 40
George W. Storer.....	1,173 85	552 25	1,726 10	1,173 85	849 50	2,023 35
Beverly Kennon.....	1,173 85	.....	1,173 85	1,173 85	.....	1,173 85
E. R. Shubrick.....	1,173 85	.....	1,173 85	1,173 85	.....	1,173 85
F. H. Gregory.....	1,173 85	514 00	1,687 85	1,173 85	65 00	1,238 85
John H. Clack.....	1,173 85	479 41	1,653 26	1,173 85	784 50	1,958 35
P. F. Voorhees.....	1,173 85	180 00	1,353 85	1,173 85	70 00	1,243 85
Benjamin Cooper.....	1,173 85	489 83	1,663 68	1,173 85	19 00	1,192 85
William L. Gordon, to May 25, 1834.....	1,173 85	575 25	1,749 10	764 68	524 52	1,289 20
David Geisinger.....	1,173 85	1,723 25	2,897 10	1,173 85	582 25	1,756 10
Silas Duncan, to September 14, 1834.....	1,173 85	.....	1,173 85	1,121 86	.....	1,121 86
R. F. Stockton, furlough.....	360 00	.....	360 00	360 00	.....	360 00
Isaac McKeever.....	1,173 85	642 00	1,815 85	1,173 85	640 85	1,814 70
John P. Zantinger.....	1,173 85	135 00	1,308 85	1,173 85	180 00	1,353 85
William D. Salter.....	1,173 85	.....	1,173 85	1,173 85	180 00	1,353 85

General statement, &c.—Continued.

Names.	Pay and rations for 1833.	Allowances of all kinds for 1833.	Aggregate for 1833.	Pay and rations for 1834.	Allowances of all kinds for 1834.	Aggregate for 1834.
C. S. McCauley.....	\$1,173 85	\$343 56	\$1,517 41	\$1,173 85	\$149 20	\$1,323 05
John H. Bell, from Oct. 1, 1832, to Aug. 14, 1833 ..	1,025 50	.....	1,025 50	.....	.....	.....
Thomas M. Newell	1,173 85	793 65	1,967 50	1,173 85	165 50	1,339 35
E. A. F. Valette	1,173 85	720 89	1,894 74	1,173 85	180 00	1,353 85
William A. Spencer	1,173 85	.....	1,173 85	1,173 85	117 00	1,290 85
Thomas T. Webb.....	1,173 85	.....	1,173 85	1,173 85	272 60	1,446 45
John Percival.....	1,173 85	.....	1,173 85	1,173 85	49 35	1,223 20
John H. Aulick.....	1,173 85	770 75	1,944 60	1,173 85	460 42	1,634 27
William V. Taylor.....	1,173 85	90 00	1,263 85	1,173 85	34 50	1,208 35
Mervine P. Mix.....	1,173 85	.....	1,173 85	1,173 85	105 00	1,278 85
Bladen Dulaney.....	1,173 85	.....	1,173 85	1,173 85	.....	1,173 85
S. H. Stringham.....	1,173 85	.....	1,173 85	1,173 85	.....	1,173 85
Isaac Mayo, from Dec. 20, 1832, to Sept. 30, 1834 ..	918 37	.....	918 37	1,173 85	.....	1,173 85
W. K. Latimer, from Mar. 2, 1833, to Sept. 30, 1834.	684 85	.....	684 85	1,173 85	94 87	1,268 72
Wm. Mervine, from June 12, to Sept. 30, 1834 .....	.....	.....	.....	355 52	.....	355 52
LIEUTENANTS.						
James Armstrong.....	962 60	.....	962 60	1,036 98	53 33	1,090 32
Joel Abbot.....	962 60	.....	962 60	962 60	.....	962 60
Wm. M. Armstrong.....	962 60	286 50	1,259 10	962 60	.....	962 60
Henry A. Adams.....	962 60	166 00	1,118 60	962 60	49 70	1,012 30
George Adams.....	962 60	.....	962 60	962 60	.....	962 60
Henry J. Auchmuty.....	962 60	150 00	1,012 60	962 60	.....	962 60
Charles M. Armstrong.....	962 60	.....	962 60	962 60	33 64	996 24
G. C. Ashton.....	962 60	.....	962 60	962 60	.....	962 60
Edward B. Babbett.....	962 60	230 67	1,193 27	962 60	393 50	1,356 10
Samuel L. Breese.....	962 60	547 25	1,509 85	962 60	527 25	1,489 85
Charles Boardman.....	962 60	.....	962 60	962 60	.....	962 60
William J. Belt.....	962 60	.....	962 60	962 60	297 00	1,259 60
William Boerum.....	1,138 60	100 00	1,238 60	962 60	.....	962 60
Charles H. Bell.....	962 60	25 28	987 88	962 60	.....	962 60
Abm. Bigelow.....	962 60	.....	962 60	962 60	.....	962 60
Edmund Byrne.....	962 60	.....	962 60	962 60	24 96	987 56
John Bubier.....	962 60	.....	962 60	962 60	.....	962 60
A. J. D. Browne, alias A. J. Dallas.....	962 60	11 76	974 36	962 60	.....	962 60
Franklin Buchanan.....	962 60	25 52	988 12	962 60	.....	962 60
Henry Bruce.....	962 60	53 48	1,016 08	962 60	18 16	980 76
George S. Blake.....	962 60	147 07	1,083 51	962 60	33 52	996 12
Samuel Barron.....	962 60	.....	962 60	962 60	.....	962 60
Timothy G. Benham.....	962 60	.....	962 60	962 60	.....	962 60
Oscar Bullus.....	962 60	8 00	970 60	962 60	151 12	1,113 72
Theodore Bailey, jr.....	962 60	.....	962 60	962 60	.....	962 60
Edward B. Boutwell.....	962 60	.....	962 60	962 60	.....	962 60
John E. Bispham.....	713 94	.....	962 60	575 60	.....	575 60
Ed. O. Blanchard.....	962 60	.....	962 60	962 60	.....	962 60
John L. Ball.....	962 60	.....	962 60	962 60	.....	962 60
Henry H. Bell.....	962 60	176 00	1,138 60	962 60	718 00	1,680 60
Junius J. Boyle.....	962 60	21 32	983 92	962 60	.....	962 60
Robert L. Browning.....	962 60	33 64	996 24	962 60	.....	962 60
Owen Burns.....	647 60	.....	647 60	709 93	.....	709 93
C. F. Crowley.....	962 60	.....	962 60	962 60	.....	962 60
S. Champlin.....	962 60	.....	962 60	962 60	.....	962 60
Thomas Crabb.....	962 60	295 34	1,257 94	962 60	.....	962 60
Joseph Cross.....	962 60	.....	962 60	962 60	.....	962 60
T. A. Conover.....	297 60	.....	297 60	297 60	.....	297 60
A. S. Campbell.....	962 60	.....	962 60	962 60	.....	962 60
J. A. Cooke.....	962 60	73 12	1,035 72	340 82	134 83	475 65
H. H. Coeke.....	962 60	.....	962 60	962 60	56 76	1,019 36
J. B. Cooper.....	962 60	.....	962 60	962 60	73 99	1,036 59
E. W. Carpenter.....	962 60	94 66	1,057 26	962 60	72 50	1,035 10
I. S. Channey.....	962 60	.....	962 60	962 60	.....	962 60
R. B. Cunningham.....	962 60	.....	962 60	962 60	.....	962 60
Joseph Cutts, jr.....	962 60	.....	962 60	962 60	.....	962 60
J. Crowninshield.....	962 60	.....	962 60	962 60	.....	962 60
W. H. Campbell.....	962 60	.....	962 60	962 60	.....	962 60
E. J. Calhoun.....	297 60	.....	297 60	37 10	.....	37 10
J. R. Coxe, jr.....	637 74	.....	637 74	.....	.....	.....
J. A. Carr.....	669 93	18 84	688 77	962 60	.....	962 60
S. B. Coeke.....	962 60	.....	962 60	962 60	.....	962 60
John Cassin.....	962 60	.....	962 60	962 60	40 80	1,003 40
John Calhoun.....	962 60	.....	962 60	962 60	67 60	1,030 20
C. W. Channey.....	962 60	250 00	1,212 60	962 60	33 64	996 24

General statement, &c.—Continued.

Names.	Pay and rations for 1833.	Allowances of all kinds for 1833.	Aggregate for 1833.	Pay and rations for 1834.	Allowances of all kinds for 1834.	Aggregate for 1834.
T. T. Craven	\$962 60		\$962 60	\$962 60		\$962 60
Jerome Callan	962 60		962 60	718 54		718 54
S. W. Downing	1,173 85	\$120 00	1,293 85	1,085 60	\$70 00	1,155 60
J. M. Dale	962 60		962 60	962 60		962 60
Thomas A. Dornin	962 60		962 60	1,063 35	73 20	1,136 55
Samuel F. Dupont	962 60		962 60	962 60		962 60
A. E. Downes	962 60	51 96	1,014 56	962 60		962 60
Fitz Allen Deas	962 60	25 52	988 12	962 60		962 60
N. W. Duke	962 60		962 60	962 60		962 60
Charles H. Davis	962 60		962 60	962 60		962 60
John Evans	1,053 26	51 66	1,104 92	962 60		962 60
Frank Ellery	962 60	424 50	1,387 10	962 60	114 50	1,077 10
Frederick Engle	962 60		962 60	962 60		962 60
Hy. Engle, jr.	962 60		962 60	962 60	18 16	980 76
F. B. Ellison	962 60		962 60	962 60	20 40	983 00
W. A. C. Farragut	962 60		962 60	962 60		962 60
A. Fitzhugh	1,068 35	78 48	1,146 83	1,173 85	120 00	1,293 85
F. Forrest	962 60	477 25	1,439 85	962 60	477 25	1,439 85
T. W. Freelon	962 60		962 60	962 60		962 60
D. G. Farragut	962 60		962 60	1,045 35	47 00	1,092 35
A. H. Foot	962 60		962 60	962 60		962 60
E. Farrand	1,022 60	34 00	1,056 60	962 60		962 60
John Gwinn	962 60		962 60	962 60		962 60
C. Gaunt	1,173 85	120 00	1,293 85	1,068 10	60 00	1,128 10
J. H. Graham	962 60		962 60	962 60		962 60
J. Goodrum	962 60		962 60	962 60		962 60
T. R. Gerry	873 82		873 82			
W. H. Gardner	962 60	447 00	1,409 60	962 60	67 36	1,029 96
J. Glynn	962 60		962 60	962 60		962 60
T. R. Gedney	962 60	97 27	1,059 87	962 60		962 60
L. M. Goldsborough	962 60	351 50	1,314 10	962 60		962 60
J. T. Gerry	962 60		962 60	962 60	15 68	979 28
W. M. Glendy	962 60		962 60	962 60		962 60
W. Green	962 60		962 60	962 60		962 60
A. G. Gordon	962 60		962 60	962 60	305 46	1,358 06
J. Graham	962 60	17 36	979 96	962 60		962 60
Henry Henry	962 60		962 60	962 60		962 60
Joseph B. Hull	962 60	327 25	1,289 85	962 60	16 80	979 40
William S. Harris	962 60		962 60	962 60		962 60
H. H. Hobbs	962 60		962 60	962 60	9 96	972 56
George N. Hollins	962 60		962 60	962 60		962 60
William L. Hudson	962 60		962 60	962 60		962 60
W. L. Howard	962 60	120 00	1,082 60	962 60	24 24	986 84
Sterne Humphreys	806 80	24 88	831 68	297 60		297 60
A. A. Harwood	962 60		962 60	773 60		773 60
James T. Homans	432 76	59 28	492 04	962 60		962 60
W. W. Hunter	962 60		962 60	962 60	44 00	1,006 60
Henry Hoff	962 60		962 60	962 60		962 60
W. E. Huntt	962 60		962 60	447 92	29 12	477 04
N. M. Howison	962 60		962 60	962 60		962 60
G. M. Hooe				723 86		723 86
H. M. Houston				260-02		260 02
C. G. Hunter				260 02		260 02
William Jameson	962 60		962 60	962 60	13 43	976 03
William Inman	962 60		962 60	962 60	26 00	988 60
Joseph R. Jarvis	962 60	68 86	1,031 46	962 60	342 25	1,304 85
Edward S. Johnson	962 60		962 60	962 60	13 52	976 12
D. N. Ingraham	297 60		962 60	297 60		297 60
Richard A. Jones	962 60	460 80	1,423 40	962 60	87 32	1,049 92
Z. F. Johnston	962 60	19 16	981 76	962 60		962 60
Robert W. Jones	962 60		962 60	962 60	18 16	980 76
Charles H. Jackson	962 60	41 32	1,003 92	962 60		962 60
Jonathan Ingersoll	962 60		962 60	962 60		962 60
George Izard	571 24	Resigned	571 24			
Stephen Johnston	962 60		962 60	962 60		962 60
John T. Jenkins	739 42	18 88	758 30	962 60		962 60
Harry Ingersoll				468 50	34 08	502 58
John Kelly	962 60	24 88	987 48	962 60		962 60
James D. Knight	962 60	73 34	1,036 04	962 60	35 12	997 72
William H. Kennon	962 60		962 60	962 60		962 60
W. K. Latimer*	401 99					

* Master commandant, March 3, 1833.

General statement, &c.—Continued.

Names.	Pay and rations for 1833.	Allowances of all kinds for 1833.	Aggregate for 1833.	Pay and rations for 1834.	Allowances of all kinds for 1834.	Aggregate for 1834.
U. P. Levy.....	\$962 60		\$962 60	\$962 60		\$962 60
John Collins Long.....	1,173 85	\$120 00	1,293 85	982 68	\$46 33	1,029 01
Samuel W. Lecompte.....	962 60	28 64	991 24	962 60		962 60
Charles Lowndes.....	962 60	20 40	983 00	962 60	24 08	986 68
Thomas J. Leib.....	962 60		962 60	962 60	35 80	998 40
Arthur Lewis.....	962 60	14 40	977 00	962 60		962 60
John H. Little.....	962 60		962 60	962 60		962 60
William F. Lynch.....	962 60		962 60	962 60	50 00	1,484 60
Sidney S. Lee.....	962 60	18 80	981 40	962 60		962 60
Samuel Lockwood.....	962 60		962 60	962 60		962 60
James L. Lardner.....	962 60	25 52	988 12	962 60		962 60
N. C. Lawrence.....	962 60		962 60	962 60	33 64	996 24
William B. Lyne.....	962 60	112 80	1,085 40	962 60		962 60
Isaac Mayo.....	211 14					
William Mervine.....	1,136 00	99 00	1,235 60	669 62		669 62
William E. McKenney.....	962 60		962 60	962 60		962 60
James M. McIntosh.....	1,133 68	97 33	1,231 01	962 60	307 25	1,269 85
William J. McCluney.....	1,173 85	120 00	1,293 85	1,035 60	59 16	1,094 76
John B. Montgomery.....	962 60	62 30	1,024 90	962 60	89 21	1,051 81
Joseph Moorehead.....	962 60		962 60	962 60		962 60
Joseph Myers.....	962 60		962 60	962 60		962 60
William H. McKean.....	962 60		962 60	962 60		962 60
Samuel Mercer.....	962 60	33 33	995 93	962 60		962 60
John Marston, jr.....	962 60	50 00	1,012 60	962 60	8 56	971 16
Joseph Mattison.....	962 60		962 60	962 60	36 04	998 64
George A. Magruder.....	962 60	15 52	978 12	962 60		962 60
Thomas J. Manning.....	962 60		962 60	962 60	37 76	962 60
John Marshall.....	962 60		962 60	962 60		962 60
H. W. Morris.....	962 60	34 08	996 68	962 60		962 60
John H. Marshall.....	962 60		962 60	962 60		962 60
Richard H. Morris.....	245 04	29 68	274 72	962 60		962 60
John W. Mooers.....	962 60		962 60	962 60		962 60
R. H. McMullin.....	315 88		315 88			
John Manning.....	962 60		962 60	962 60		962 60
Murray Mason.....	962 60		962 60	962 60		962 60
Charles H. McBlair.....	962 60		962 60	962 60		962 60
Samuel E. Munn.....				723 86		723 86
William McBlair.....				723 86	95 96	819 82
J. S. Missroon.....				72 86		72 86
A. H. Marbury.....				263 33		263 33
William C. Nicholson.....	962 60	315 30	1,277 90	962 60	70 96	1,033 56
William D. Newman.....	962 60		962 60	962 60		962 60
John S. Nicholas.....	962 60	16 76	979 36	962 60	547 68	1,510 28
Joseph M. Nicholson.....	494 10		494 10	Dead.		
Lloyd B. Newell.....	962 60		962 60	962 60		962 60
F. A. Noville.....	962 60		962 60	962 60	34 08	996 68
William H. Noland.....				723 86	21 72	745 58
James Noble.....				723 86	87 80	811 66
James P. Oellers.....	962 60		962 60	962 60		962 60
Henry W. Ogden.....	962 60	411 00	1,373 60	962 60	54 64	1,017 24
William S. Ogden.....	962 60		962 60	962 60		962 60
Thomas Paine.....	1,010 93	65 56	1,076 49	1,173 85	120 00	1,293 85
Benjamin Page, jr.....	962 60	107 67	1,083 69	962 60		962 60
Hiram Paulding.....	980 10	403 64	1,083 74	1,173 85	120 00	1,293 85
William Pottenger.....	335 50		335 50	Dead.		
Hugh N. Page.....	962 60		962 60	962 60		962 60
Charles T. Platt.....	962 60		962 60	962 60		962 60
G. J. Pendergrast.....	962 60		962 60	962 60		962 60
John S. Paine.....	962 60		962 60	962 60	13 20	975 80
John E. Prentiss.....	962 60		962 60	962 60		962 60
Thomas Pettigru.....	962 60		962 60	962 60		962 60
R. S. Pinkney.....	962 60		962 60	962 60		962 60
A. B. Pinkham.....	962 60		962 60	962 60		962 60
George T. Pearson.....	962 60	4 44	967 04	962 60		962 60
John Pope.....	962 60		962 60	962 60		962 60
Levin M. Powell.....	962 60	73 68	1,036 28	962 60		962 60
Elisha Peck.....	962 60		962 60	962 60		962 60
William Pearson.....	962 60	6 56	969 16	962 60	5 64	968 20
William P. Piercy.....	962 60	159 84	1,122 44	962 60	320 74	1,283 34
R. R. Pinkham.....	962 60		962 60	962 60		962 60
Henry Pinkney.....	962 60		962 60	962 60	55 16	1,017 76

General statement, &c.—Continued.

Names.	Pay and rations for 1833.	Allowances of all kinds for 1833.	Aggregate for 1833.	Pay and rations for 1834.	Allowances of all kinds for 1834.	Aggregate for 1834.
H. Y. Purviance	\$962 60		\$962 60	\$962 60	\$34 92	\$997 52
L. Pennington	962 60	\$80 16	1,042 76	962 60		962 60
Amasa Paine	962 60	77 32	1,039 92	962 60	20 52	983 12
William D. Porter				723 86		723 86
Richard L. Page				496 10	19 44	515 54
William Ramsay	765 67	68 00	833 67	1,173 85	120 00	1,293 85
Beverly B. Randolph	531 44		531 44			
Ebenezer Ridgeway	962 60		962 60	962 60		962 60
E. C. Rutledge	922 26		922 26	297 60		297 60
V. M. Randolph	962 60	37 20	999 80	297 60		297 60
John Rudd	962 60		962 60	962 60		962 60
Robert Ritchie	962 60		962 60	962 60	8 12	970 72
John M. Rinker	641 00		641 00	Dead.		
C. Ringgold	962 60	69 52	1,032 12	962 60	40 80	1,003 40
H. H. Rhodes	962 60		962 60	962 60		962 60
Edmund M. Russell	962 60		962 60	962 60		962 60
Robert G. Robb	962 60		962 60	962 60		962 60
James H. Rowan				723 86		723 86
John G. Rodgers	962 60	20 40	983 00	348 80	15 48	364 28
Joseph Smoot	1,086 10	183 12	1,269 22	1,062 02	56 67	1,118 69
Lewis E. Simonds	962 60		962 60	962 60	6 00	968 60
H. B. Sawyer	962 60	349 50	1,312 10	962 60		962 60
C. K. Stribling	1,062 60	578 92	1 641 52	962 60	17 36	979 96
Joshua R. Sands	962 60		962 60	962 60		962 60
W. F. Shields	1,160 43	112 33	1,272 76	1,053 27	51 67	1,104 94
John L. Saunders	962 60		962 60	962 60		962 60
John M. Sullivan	380 72		380 72			
Irvine Shubrick	962 60		962 60	962 60		962 60
John H. Smith	297 60		297 60	743 76		743 76
D. R. Stewart	962 60		962 60	962 60		962 60
Alexander Shidell	962 60		962 60	962 60		962 60
William Seton	962 60	33 64	996 24	734 50		734 50
T. O. Selfridge	962 60	51 80	1,014 40	962 60		962 60
A. G. Slaughter	962 60		962 60	962 60		962 60
J. S. Sterrett	962 60	20 40	983 00	662 60	40 80	1,003 40
T. D. Shaw	962 60	45 12	1,007 72	962 60		962 60
Joseph Stallings	962 60		962 60	962 60		962 60
S. W. Stockton	962 60		962 60	962 60		962 60
Grey Skipwith	962 60		962 60	962 60		962 60
Jonathan W. Swift	962 60		962 60	962 60	33 56	996 16
P. A. Stockten	297 60		297 60	110 78		110 78
William Smith	962 60		962 60	962 60		962 60
A. R. Strong	962 60	66 96	1,029 56	962 60		962 60
Ab. S. Ten Eick	962 60		962 60	962 60		962 60
William Taylor	1,002 52	216 32	1,218 84	1,070 93	61 33	1,132 26
Josiah Tattall	1,001 35	22 00	1,023 35	962 60		962 60
R. D. Thorburn	962 60	19 14	981 74	962 60		962 60
Charles C. Turner	962 60	24 40	987 00	962 60		962 60
Edward G. Tilton	962 60	20 32	982 92	962 60		962 60
John W. Turk	962 60		962 60	962 60		1,032 56
Peter Turner	358 43	18 16	980 76	962 60	69 76	980 76
H. K. Thatcher	761 77	23 16	784 93	962 60	18 16	787 47
Benjamin J. Totten	660 10		660 10	787 47		962 60
George P. Upshur	962 60		962 60	962 60		1,262 44
Ralph Voorhees	962 60		962 60	1,153 77	108 67	962 60
Frederick Varnum	962 60	56 14	1,018 74	962 60		980 76
G. J. Van Brunt	962 60	7 20	969 80	962 60	18 16	962 60
Edward M. Vail	962 60		962 60	962 60		16 67
P. C. Valdes	297 60		297 60	16 67		962 60
Thomas W. Wyman	962 60	263 52	1,226 12	962 60		1,014 36
John White	962 60	100 00	1,062 60	962 60	51 76	962 60
J. D. Williamson	962 60		962 60	962 60		962 60
Chas. L. Williamson	962 60		962 60	962 60		962 60
James Williams	962 60		962 60	962 60	52 16	1,014 76
Stephen B. Wilson	962 60		962 60	962 60		962 60
William C. Wetmore	962 60		962 60	962 60	92 64	1,055 24
Wm. S. Walker	962 60		962 60	962 60	16 00	978 60
James P. Wilson	962 60	165 90	1,128 50	962 60		962 60
Charles Wilkes, jr.	962 60	1,087 68	2,050 28	962 60	1,271 93	2,234 53
Wm. G. Woolsey	962 60	33 64	996 24	962 60		962 60
John W. West	962 60	25 52	988 12	962 60		962 60

General statement, &c.—Continued.

Names.	Pay and rations for 1833.	Allowances of all kinds for 1833.	Aggregate for 1833.	Pay and rations for 1834.	Allowances of all kinds for 1834.	Aggregate for 1834.
Wm. C. Whittle	\$962 60	.....	\$962 60	\$962 60	\$17 20	\$979 80
James H. Ward	962 60	.....	962 60	962 60	.....	962 60
Hampton Westcott	962 60	.....	962 60	962 60	.....	962 60
James M. Watson	962 60	\$64 08	1,026 68	962 60	58 00	1,020 60
G. G. Williamson .....	.....	.....	.....	489 33	.....	489 33
John J. Young	962 60	480 00	1,442 60	962 60	480 00	1,442 60
SURGEONS.						
Wm. P. C. Barton	1,202 60	547 25	1,749 85	1,202 60	527 25	1,729 85
Thomas Harris	1,202 60	353 15	1,555 75	1,202 60	.....	1,202 60
William Turk	2,319 94	.....	2,319 94	2,417 60	.....	2,417 60
Hyde Ray	1,104 93	497 25	1,602 18	1,202 60	455 92	1,658 52
Gerard Dayers	1,104 93	.....	1,104 93	1,202 60	57 00	1,259 60
John A. Kearney	2,090 27	89 48	2,179 75	2,401 27	.....	2,401 27
Bailey Washington	1,435 60	.....	1,435 60	1,202 60	254 50	1,457 10
William Swift	1,082 60	389 49	1,472 09	1,137 93	587 25	1,725 18
T. B. Salter	1,082 60	192 73	1,275 30	1,082 60	.....	1,082 60
Peter Christie	2,297 60	.....	2,297 60	1,202 27	103 90	1,306 17
Samuel Jackson	2,297 60	.....	2,297 60	1,914 93	91 00	2,005 93
Andrew B. Cooke	1,591 60	33 52	1,625 12	2,297 60	.....	2,297 60
Leonard Osborne	1,082 60	621 08	1,703 68	1,082 60	595 88	1,677 68
Stephen Rapalje	951 60	33 64	984 24	1,282 60	.....	1,282 60
James M. Green	848 10	.....	848 10	904 85	24 56	929 41
John R. Chandler	780 10	406 87	1,186 97	904 85	101 34	1,006 19
B. R. Tinslar	780 10	441 00	1,221 10	1,003 85	75 82	1,079 67
William Plumstead	780 10	18 94	799 04	904 85	342 25	1,247 10
George W. Codwise	826 43	33 64	860 07	1,282 60	.....	1,282 60
G. R. B. Horner	1,082 60	.....	1,082 60	898 27	8 86	907 13
W. S. W. Ruschenberger	1,082 60	.....	1,082 60	889 93	.....	889 93
William Johnson	780 10	.....	780 10	780 10	10 36	790 46
Samuel Moseley	1,029 60	.....	1,029 60	1,082 60	.....	1,082 60
Robert J. Dodd	1,082 60	.....	1,082 60	661 10	.....	961 10
William F. Patton	948 77	31 04	979 81	1,682 60	.....	1,682 60
S. B. Malone	297 60	.....	297 60	162 02	.....	162 02
L. Hurman	753 90	.....	753 90	.....	.....	.....
Jonathan Cowdery	1,205 00	477 25	1,682 25	1,205 00	121 51	1,326 51
Thomas Williamson	1,085 00	477 25	1,562 25	1,085 00	477 25	1,562 25
George S. Sproston	1,085 00	602 65	1,687 65	1,085 00	162 11	1,147 11
Benajah Ticknor	1,236 25	.....	1,236 25	1,249 08	152 07	1,401 15
Mordecai Morgan	1,236 25	.....	.....	.....	.....	.....
Thomas J. Boyd	931 35	292 25	1,223 60	965 10	247 75	1,213 85
James Cornick	931 35	230 76	1,162 11	931 35	401 17	1,332 52
Charles Chase	933 66	178 45	1,112 11	940 14	181 12	1,029 26
D. S. Edwards	933 75	.....	933 75	540 25	.....	940 25
J. Halse	931 35	413 55	1,344 90	931 35	507 25	1,438 60
J. S. Wiley	988 27	480 98	1,469 25	1,114 92	.....	1,114 92
George Terrill	933 75	.....	933 75	966 25	.....	966 25
John Haslett	931 35	97 91	1,029 26	931 35	587 25	1,518 60
Waters Smith	896 74	.....	896 74	935 50	517 92	1,453 42
Benjamin F. Bache	874 92	312 25	1,187 17	935 75	312 25	1,246 00
A. A. Adee	1,208 83	.....	1,208 83	1,164 25	.....	1,164 25
Thomas Dillard	900 11	262 71	1,162 89	928 75	10 14	938 89
ASSISTANT SURGEONS.						
W. A. W. Spotswood	590 00	.....	590 00	592 50	320 16	912 66
Mifflin Coulter	793 42	.....	793 42	665 99	12 12	678 11
George W. Palmer	691 35	389 61	1,080 96	691 35	392 65	1,084 00
William Whelan	540 10	215 56	755 66	638 10	533 49	1,171 59
William Milnor	434 34	.....	434 34	dead.	.....	.....
Samuel Barrington	540 10	.....	540 10	638 52	126 66	765 18
Thomas L. Smith	540 10	266 95	807 05	638 93	544 69	1,183 62
A. E. Kennedy	472 33	.....	472 33	Dead.	.....	.....
Lewis B. Hunter	540 10	.....	540 10	637 68	73 36	711 04
H. N. Glentworth	664 43	125 00	789 43	636 85	43 84	680 69
George Blacknall	782 60	.....	782 60	744 35	124 10	868 45
William M. Wood	739 27	.....	739 27	542 50	.....	542 50
George B. McKnight	588 27	21 99	610 26	751 77	.....	751 77
Jones W. Plummer	594 60	140 96	735 56	540 10	173 57	713 67
John Vaughan Smith	708 66	.....	708 76	708 76	.....	708 76
Isaac Brinkeroff	762 60	.....	762 60	540 10	.....	540 10
Daniel Egbert	540 10	186 44	726 54	540 10	.....	540 10
Solomon Sharp	540 10	340 60	880 70	540 10	440 25	980 35
John F. Brooke	693 75	.....	693 75	693 75	452 20	1,146 04

General statement, &c.—Continued.

Names.	Pay and rations for 1833.	Allowances of all kinds for 1833.	Aggregate for 1833.	Pay and rations for 1834.	Allowances of all kinds for 1834.	Aggregate for 1834.
H. S. Coulter.....	\$693 75	\$86 40	\$780 15	\$693 75		\$693 75
S. W. Ruff.....	645 67	46 65	692 32	720 26	\$25 52	745 78
Frederick Wessels.....	542 50	134 36	676 86	628 33	237 39	866 22
Richard K. H. Sims.....	412 50	175 64	588 14	Died July 4, 1833.		
John C. Spencer.....	584 00	65 52	649 52	814 83		814 83
William G. Micks.....	653 50	45 35	698 85	30 75		30 75
John B. Elliott.....	653 33	36 90	672 23	785 00	50 56	835 56
Amos G. Gambrell.....	642 50	458 60	1,001 10	678 00	16 76	694 76
George Clymer.....	770 67		770 67	602 00		602 00
Euclid Borland.....	574 17	8 12	582 29	682 00		682 00
Henry Dewitt Pawling.....	664 00		664 00	729 00		729 00
Jonathan M. Foltz.....	662 50		662 50	703 00	43 20	746 20
Hugh Morson.....	646 33		646 33	771 99	43 64	815 63
Wm. L. Van Horn.....	661 50		661 50	689 33	29 36	718 69
John C. Mercer.....	541 50		541 50	697 33		697 33
Samuel C. Lawrason.....	541 50		541 50	697 33		697 33
William J. Powell.....	542 50		542 50	659 00	18 88	677 88
Edward Gilchrist.....	541 00		541 00	684 99		684 99
John A. Lockwood.....	546 50		546 50	621 17	21 08	642 25
Daniel C. McLeod.....	542 00		542 00	708 83		708 83
Lewis W. Minor.....	542 50	\$77 04	619 64	679 83		679 83
Robert M. Baltzer.....	542 50		542 50	718 33		718 33
Lewis Wolfley.....	542 00	64 64	606 64	622 17		622 17
J. F. Sickles.....	319 50		319 50	541 50		541 50
Napoleon C. Barrabina.....	318 50	25 52	344 02	602 50		602 50
M. G. Delaney.....	318 50	17 04	335 54	540 00		540 50
Henry S. Reynolds.....	338 50	8 12	346 69	542 50		542 50
Wm. F. McClennahan.....	318 50		318 50	602 50		602 50
E. H. Freeland.....	558 87	212 50	771 17	785 00		785 00
Richard Kennon.....	693 75		693 75	81 25	Resigned Nov. 12, 1833.	81 25
PURSERS.						
Clement S. Hunt.....	660 10		660 10	660 10	233 75	893 85
Samuel Hambleton.....	660 10		660 10	660 10		660 10
Francis A. Thornton.....	660 10	100 00	760 10	660 10		660 10
James M. Halsey.....	660 10	509 25	1,169 35	660 10	509 25	1,169 35
Edward Fitzgerald.....	660 10		660 10	660 10		660 10
William S. Rodgers.....	539 10	256 25	795 35	660 10	524 49	1,184 59
Samuel P. Todd.....	660 10		660 10	660 10		660 10
George Beale.....	660 10		660 10	660 10		660 10
James H. Clark.....	660 10		660 10	660 10		660 10
Joseph Wilson.....	660 10	488 25	1,148 35	660 10	488 25	1,148 35
William Sinclair.....	660 10		660 10	660 10		660 10
John N. Todd.....	660 10		660 10	660 10		660 10
Timothy Winn.....	660 10	458 25	1,118 35	660 10	461 25	1,121 35
Joseph H. Terry.....	660 10	1,220 19	1,880 29	660 10	194 41	854 51
Thomas Breese.....	660 10	491 25	1,151 35	660 10	279 32	939 42
John De Bree.....	660 10		660 10	660 10		660 10
Charles O. Handy.....	660 10		660 10	660 10		660 10
Silas Butler.....	660 10		660 10	660 10		660 10
Edward N. Cox.....	660 10	262 12	922 22	660 10		660 10
John N. Hambleton.....	660 10		660 10	660 10		660 10
William McMurtrie.....	660 10		660 10	660 10		660 10
Garret R. Barry.....	660 10	128 28	788 38	660 10	221 28	881 38
D. McF. Thornton.....	660 10		660 10	660 10		660 10
Josiah Colston.....	660 10		660 10	660 10		660 10
Dudley Walker.....	660 10		660 10	660 10		660 10
McKean Buchanan.....	660 10		660 10	660 10	199 91	860 01
Henry Etting.....	660 10	26 28	686 38	660 10	311 21	971 31
James Brooks.....	660 10	449 25	1,109 35	660 10	449 25	1,109 35
Grenville C. Cooper.....	660 10		660 10	660 10	39 48	699 58
Francis B. Stockton.....	660 10		660 10	660 10		660 10
Francis G. McCauley.....	660 10		660 10	660 10		660 10
William A. Slocum.....	660 10		660 10	660 10		660 10
Nathaniel Wilson.....	660 10		660 10	660 10		660 10
Philo White.....	660 10	3,092 74	3,752 84	660 10	764 50	1,424 60
Benjamin J. Cahoon.....	660 10		660 10	660 10	47 88	707 98
Sterret Ramsay.....	660 10		660 10	660 10		660 10
Edward T. Dunn.....	660 10		660 10	660 10		660 10
John A. Bates.....	660 10	51 91	712 06	660 10		660 10
Andrew J. Watson.....	660 10		660 10	660 10		660 10
Peyton A. Southall.....	660 10		660 10	660 10		660 10

General statement, &c.—Continued.

Names.	Pay and rations for 1833.	Allowances of all kinds for 1833.	Aggregate for 1833.	Pay and rations for 1834.	Allowances of all kinds for 1834.	Aggregate for 1834.
John S. Punch.....	\$660 10	.....	\$660 10	\$500 18	\$18 88	\$509 06
A. McD. Jackson.....	660 10	.....	660 10	660 10	.....	660 10
William P. Zantzinger.....	660 10	.....	660 10	113 76	.....	113 76
CHAPLAINS.						
John D. Fenner.....	375 46	\$259 13	634 59	Resigned.	.....	.....
James Everett.....	660 10	110 51	771 61	660 10	454 00	1,114 10
Addison Scarle.....	634 44	325 04	959 48	237 60	65 96	303 56
John W. Grier.....	660 10	.....	660 10	660 10	.....	660 10
Hervy H. Hayes.....	362 68	142 66	505 34	Resigned.	.....	.....
Charles S. Stewart.....	660 10	.....	660 10	660 10	.....	660 10
William Ryland.....	660 10	413 50	1,073 60	660 10	415 75	1,075 85
Timothy J. Harrison.....	660 10	406 75	1,066 85	660 10	406 75	1,066 85
Walter Colton.....	660 10	.....	660 10	660 10	.....	660 10
George Jones.....	660 10	.....	660 10	660 10	.....	660 10
Thomas R. Lambert.....	.....	.....	.....	474 10	25 64	499 74
NAVY AGENTS.						
James K. Paulding.....	2,000 00	2,400 00	4,400 00	2,000 00	2,400 00	4,400 00
George Harrison.....	688 17	800 00	1,488 17	To the 31st Mar. 1833.	.....	.....
Isaac Philips.....	820 09	778 51	1,598 60	To the 30th Sept. 1833.	.....	.....
Nash Legrand.....	2,000 00	2,400 00	4,400 00	2,000 00	2,400 00	4,400 00
John P. Henry.....	7 39	250 00	257 39	16 58	250 00	266 58
Daniel D. Brodhead.....	2,000 00	1,600 00	3,600 00	2,000 00	1,600 00	3,600 00
John Laighton.....	1,523 04	500 00	2,023 04	1,373 88	500 00	1,873 88
John T. Robertson.....	78 79	500 00	578 79	60 89	500 00	560 89
Elias Kane.....	1,911 87	1,900 00	3,811 87	1,998 43	1,900 00	3,898 43
Byrd C. Willis.....	1,079 39	1,031 25	2,110 64	1,478 76	1,375 00	2,853 76
Henry Toland.....	1,120 62	800 00	1,920 62	1,755 30	1,600 00	3,355 30
John Thomas.....	.....	.....	.....	598 25	603 75	1,202 00

Abstract showing the items of all the accounts and claims for compensation and allowances of the captains, masters commandant, lieutenants, pursers, chaplains, and navy agents of the navy of the United States, for the fiscal years ending the 30th September, 1833 and 1834; showing, also, the places from and to which, and the computed distance between such places, and the amount for which transportation or travel has been allowed and paid to each officer of the navy.

John Rodgers, Commissioner.

Traveling expenses to Baltimore and back to Washington, in 1833, seventy-six miles by land, at 15 cents.....	\$11 40
From Washington to Baltimore, thence to Norfolk, and back to Washington.....	45 30
Sixteen days' detention at Norfolk, at \$3 per day.....	48 00
From Washington to Portsmouth, N. H., whole distance 491 miles:	
By land 189, at 15 cents.....	\$28 35
By water 302, at 10 cents.....	30 20
Same back to Washington.....	58 55
Eleven days' detention at different yards.....	33 00
Two hundred and thirteen days' attendance revising naval code, at \$3 per day.....	639 00
	<u>\$893 80</u>

From 1st October, 1833, to 30th September, 1834:

One hundred and six days' attendance as a member for revising the naval code, at \$3 per day.....	\$318 00
Traveling expenses from Washington to Baltimore, thirty-eight miles, land.....	5 70
From Baltimore to Norfolk, 179 miles, water.....	17 90
From Norfolk to Washington, 217 miles, water.....	21 70
Five days' detention at Norfolk.....	15 00
	<u>\$378 30</u>

Charles Morris, Commissioner.

From 1st October, 1832, to 30th September, 1833:

Services as president of the court of inquiry, from 5th December, 1832, to 19th January, 1833, twenty-seven days, at \$3 per day.....	\$81 00
Traveling expenses from Washington to Sackett's Harbor, 549 miles:	
By land 256 miles, at 15 cents.....	\$38 40
By water 293, at 10 cents.....	29 30
	<u>67 70</u>

Back to Washington	\$67 70
Two days' detention, at \$3	6 00
From Washington to Baltimore and back, 76 miles, at 15 cents	11 40
From Washington to Norfolk and back, 434 miles, at 10 cents	43 40
Seven days' detention at Norfolk, at \$3	21 00
From Washington to Portsmouth, N. H., 491 miles:	
By land 189 miles, at 15 cents	\$28 35
By water 302 miles, at 10 cents	30 20
	<hr/>
	58 55
Back to Washington	58 55
Eleven days' detention at different yards, at \$3	33 00
One hundred and ninety-four days, revising naval code, at \$3	582 00
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	\$950 30

For year 1834:

Eighty-six days' attendance, revising naval code, at \$3	\$258 00
Traveling expenses from Washington to Norfolk and back, via Baltimore, 434 miles:	
By land 76 miles, at 15 cents	\$11 40
By water 358 miles, at 10 cents	35 80
	<hr/>
	47 20
Five days' detention at Norfolk, at \$3	15 00
From Washington to Portsmouth, N. H., 491 miles:	
By land 183 miles, at 15 cents	\$27 45
By water 309 miles, at 10 cents	30 90
	<hr/>
	58 45
Back to Washington	58 45
Fifteen days' detention at different yards, at \$3	45 00
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	\$482 10

Isaac Chauncey, commander of Navy yard, New York, and Commissioner.

At New York from 1st October, 1832, to 19th June, 1833:

For candles, at \$65 per annum	\$46 75
For wood, at \$8½ per cord	183 46
For three servants, at \$8 each	207 21
For three rations	196 00
Traveling expenses from Washington to Portsmouth, N. H., 189 miles by land, at 15 cents, 302 miles by water, at 10 cents	58 55
Traveling expenses back to Washington	58 55
Eleven days' detention, at \$3	33 00
	<hr/>
	\$783 52

Isaac Chauncey, as Commissioner, for 1834.

Sixty-nine days, revising naval code, at \$3	\$207 00
Traveling expenses from Washington to Portsmouth, New Hampshire, and back to Washington, on a visit to several navy yards:	
364 miles, by land, at 15 cents	\$54 60
618 miles, by water, at 10 cents	61 80
	<hr/>
	116 40
Eighteen days' detention at yards, at \$3	54 00
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	\$377 40

Isaac Hull, commandant Navy yard, Washington.

House provided for him in the navy yard. Allowances from 1st October, 1832, to 30th September, 1833:	
Thirty cords of wood, at \$4.25 per cord	\$127 50
Candles	65 00
Three servants, at \$8 per month each	288 00
Three servants' rations, at 25 cents	273 75
Per diem for revising naval code, rules and regulation, from 6th November, 1832, to 11th June, 1833, 218 days, at \$3 per day	654 00
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	\$1,408 25

From 1st October, 1833, to 30th September, 1834:

Candles	\$65 00
Thirty cords of wood, at \$4.50 per cord	135 00
Servants' wages	288 00
Servants' rations	273 75
Sixty-three days, revising naval code, at \$3	189 00
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	\$950 75

James Barron, commandant Navy yard, Philadelphia.

House rent, from 1st October, 1832, to 30th September, 1834.....	\$600 00
Candles, same time.....	65 00
Thirty cords of wood, at \$7.....	210 00
Three servants, each \$8 per month.....	238 00
Three servants, at one ration per day, at 25 cents.....	273 75
House rent, from 1st October, 1833, to 30th September, 1834.....	600 00
Candles.....	65 00
Thirty cords of wood, at \$6 per cord.....	180 00
Three servants, \$8 per month each.....	238 00
Three servants, one ration per day, at 25 cents.....	273 75
	<u>\$1,406 75</u>

William Bainbridge, commandant Navy yard, Boston.

House provided in the yard. Allowances from 1st October, 1832, to 30th April, 1833, seven months:	
Candles, at \$65 per annum.....	\$37 92
Wood, for same time, 17½ cords, at \$9.77 per cord.....	170 97
Three servants, seven months, at \$8 per month each.....	168 00
Three servants' rations, at 25 cents per day.....	159 00
	<u>\$535 89</u>

Jacob Jones, commandant Baltimore station.

House rent, from 1st October, 1832, to 30th September, 1833.....	\$300 00
Candles.....	65 00
Firewood, thirty cords, at \$6 per cord.....	180 00
Three servants, at \$8 per month each.....	238 00
Three servants' rations, at 25 cents per day for each.....	273 75
Thirty-six days' allowance as president of board of examiners of midshipmen, held at Baltimore, at \$3 per day.....	102 00
	<u>\$1,208 75</u>
The same allowances as above for the year ending 30th September, 1834.....	\$1,106 75
Forty days' allowance as president as above, \$3 per day.....	120 00
	<u>\$1,226 75</u>

Lewis Warrington, commandant Navy yard, Norfolk.

From 1st October, 1832, to 30th September, 1833. House for time in the yard:	
Candles.....	\$65 00
Thirty cords of wood, at \$3.50.....	105 00
Three servants, at \$8 per month each.....	238 00
Three rations per day for same, at 25 cents each.....	273 75
Eleven days as president of court-martial, at \$3.....	33 00
	<u>\$764 75</u>
From 1st October, 1833, to 30th September, 1834:	
Candles, firewood, &c., as above.....	\$731 75
Seventy-six days as president of court-martial, at \$3.....	123 00
	<u>\$959 75</u>

William M. Crane, commandant Navy yard, Portsmouth, N. H.

From 9th October, 1832, to 30th September, 1833:	
House provided in the yard.	
Candles.....	\$63 94
Firewood, thirty cords, at \$6.75.....	198 56
Three servants, at \$8 per month each.....	232 39
Three servants' rations, at 25 cents.....	263 31
Traveling expenses from Norfolk, Va., to Portsmouth, N. H., whole distance 647 miles:	
By land, 144 miles, at 15 cents.....	\$21 40
By water, 503 miles, at 10 cents.....	50 30
	<u>71 70</u>
	<u>\$879 70</u>

From 1st October, 1833, to 30th September, 1834:

Candles	\$65 00
Firewood, thirty cords, at \$6.75	202 50
Three servants, at \$8 each	288 00
Three servants' rations	273 75
Traveling expenses from Portsmouth to Boston and back, whole distance 120 miles:	
By land, at 15 cents	18 00
One day's detention in Boston.....	3 00
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	\$850 25
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James Biddle.

Returning home from commanding the squadron in the Mediterranean:

Traveling expenses from Marseilles to Havre in the fall of 1832.....	\$140 00
Passage from Havre to New York	210 00
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	\$350 00
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Charles G. Ridgley, commandant, New York.

From 30th June, 1833, to 30th September, 1833:

House provided in the navy yard.	
Candles	\$18 25
Firewood, thirty cords per annum, at \$8.50	75 29
Three servants, at \$8 each.....	80 79
Three servants' rations, at 25 cents	77 25
Traveling expenses from Baltimore to Washington	5 70
One hundred and thirty days' attendance at Washington, as a member of the board for revising rules of navy, at \$3	390 00
Traveling expenses from Washington to New York:	
By land, eighty-three miles, at 15 cents.....	\$12 45
By water, 142 miles, at 10 cents.....	14 20
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	26 25
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	\$673 93
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From 1st October, 1833, to 30th September, 1834:

Candles	\$65 00
Thirty cords wood, at \$9.....	270 00
Three servants	288 00
Three servants' rations	273 75
Twenty-three days as member as above.....	69 00
Traveling expenses from New York to Washington and back, 450 miles:	
By land, 166 miles, at 15 cents	\$24 90
By water, 284 miles, at 10 cents.....	28 40
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	53 30
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	\$1,019 05
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Daniel T. Patterson, commanding Mediterranean squadron.

Cabin furniture, from 1st October, 1832, to 30th September, 1833, twelve months, at \$30 ..	\$360 00
Same, for 1834	360 00
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	\$720 00
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M. T. Woolsey, commanding Brazil squadron.

Cabin furniture, from 7th January to 30th September, 1833, eight months twenty-four days, at \$30	\$264 00
Same, from 1st October, 1833, to 28th July, 1834, nine months eight days, at \$30	298 00
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	\$562 00
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John Downes, commanding squadron in the Pacific.

Cabin furniture from 1st October, 1832, to 30th September, 1833, at \$30.....	\$360 00
Cabin furniture to 7th June, 1834, eight months and seven days, at \$30.....	247 60
Commission of one per centum on amount of bills drawn on Secretary of the Navy, while in command of the squadron in the Pacific.....	490 25
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	\$737 25
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John D. Henley, commanding West India squadron.

Traveling expenses in 1822, from Portsmouth, N. H., to Washington, whole distance 704 miles:	
By water, 490 miles, at 10 cents.....	\$49 00
By land, 214 miles, at 15 cents.....	32 10
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	\$81 10
Cabin furniture from 9th October, 1832, to 30th September, 1833, eleven months and twenty-two days, at \$30.....	352 00
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	\$433 10
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Cabin furniture for 1834.....	\$360 00
Traveling expenses from Norfolk to Washington and back, 434 miles, by water, at 10 cents	43 40
Four days' attendance as witness, \$3.....	12 00
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	\$415 40
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Jesse D. Elliot, Charleston.

At Charleston, from 24th October, 1832, to 30th April, 1833:	
House rent, at \$300 per annum.....	\$156 57
Firewood, twelve and a half cords, at \$6.....	75 00
Candles, at \$65 per annum.....	33 92
Three servants, at \$8 per month each.....	149 60
Three servants' rations.....	141 75
At Boston, from 12th May to 30th September, 1833:	
House provided in the Navy yard.....	
Candles, at \$65 per annum.....	25 00
Thirty cords wood, per annum, at \$9.77.....	114 30
Three servants, at \$8 per month.....	111 21
Three servants' rations.....	106 50
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	\$913 85
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From 1st October, 1833, to 30th September, 1834:	
Candles.....	\$65 00
Thirty cords wood, at \$8.75.....	262 50
Three servants, at \$8 per month each.....	288 00
Three servants' rations.....	273 75
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	\$889 25
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Stephen Cassin, on leave.

Forty-one days' service, as member of a court-martial on board the Java, at Norfolk, in 1834, at \$3.....	
	\$123 00
Traveling expenses from Washington to Norfolk, and back, by water.....	43 40
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	\$166 40
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James Renshaw, commanding frigate Brandywine.

Cabin furniture from 1st October, 1832, to 20th July, 1833, nine months and twenty days, at \$20 per month.....	
	\$193 33
Cabin furniture from 29th July to 30th September, 1834, two months and three days.....	63 00
Traveling expenses from Middletown, Conn., to Norfolk, Va.:	
By water, 445 miles, at 10 cents.....	\$44 50
By land, fifty-one miles, at 15 cents.....	7 65
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	52 15
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	\$308 48
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A. S. Wadsworth, surveying Narraganset Bay.

Traveling expenses from Washington to Newport, R. I., and back, in 1832, 806 miles:	
By land, 166 miles, at 15 cents; by water, 640 miles, at 10 cents.....	\$88 90
For allowance of double rations, from 4th June to 1st December, 1832, 1,448 rations, at 25 cents.....	362 00
For allowance of double rations, in December, 1832, to 7th June, 1833, 186 rations, at 25 cents.....	44 00
Chamber money from 4th June to 1st December, 1832, at \$2 per week.....	51 71
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	\$546 61
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Commanding Pacific squadron:	
Cabin furniture from 30th October, 1832, to 30th September, 1834, eleven months and one day, at \$30.....	\$331 00
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E. P. Kennedy, waiting orders.

Forty-four days' attendance as member of court-martial, in 1833 and 1834, at \$3.....	\$132 00	
Traveling expenses from Fairfax Court House to Norfolk, 238 miles:		
By water, 217 miles, at 10 cents.....	\$21 70	
By land, twenty-one miles, at 15 cents.....	3 15	
		24 85
		<u>\$156 85</u>

George C. Read, commanding frigate Constellation.

Cabin furniture to 30th September, 1833, twelve months, at \$20.....	\$240 00	
Cabin furniture to 30th September, 1834, twelve months at, \$20.....	240 00	
		<u>\$480 00</u>

Henry E. Ballard, commanding U. S. ship Delaware.

Traveling expenses from Baltimore to New York:		
By water, 142 miles, at 10 cents.....	\$14 20	
By land, forty-five miles, at 15 cents.....	6 75	
		\$20 95
Forty-seven days' attendance as member of board of examiners and of court-martial, at \$3 per day.....		141 00
Eighteen days' per diem for superintending rendezvous.....		54 00
Cabin furniture from 21st February to 30th September, 1833, at \$25.....		183 33
Traveling expenses from New York to Norfolk and thence to Baltimore:		
By water, 614 miles, at 10 cents.....	\$61 40	
By land, forty-one miles, at 15 cents.....	6 15	
		67 59
		<u>\$445 92</u>
Cabin furniture from 1st October, 1833, to 12th February, 1834, at \$25.....	\$110 00	
Cabin furniture from 13th February to 30th September, 1834.....	152 00	
		<u>\$262 00</u>

J. J. Nicholson.

Traveling expenses from Baltimore to Boston, in 1834, whole distance 394 miles:		
By land, eighty-one miles, at 15 cents.....	\$12 55	
By water, 313 miles, at 12 cents.....	37 56	
		\$49 71

A. J. Dallas, commanding Navy yard, Pensacola, to 30th September, 1833.

House in navy yard.		
Candles.....		\$65 00
Firewood, thirty cords, at \$5.....		150 00
Three servants, at \$8 per month each.....		288 00
Three servants' rations.....		273 75
		<u>\$776 75</u>

To 7th July, 1834:

Candles, at \$65 per annum.....		50 01
Firewood, 30 cords per annum, at \$5.....		115 40
Three servants, at \$8 per month each.....		221 61
Three servants' rations.....		210 00
Four days' attendance as witness at court-martial.....		12 00
Traveling expenses from Norfolk to Washington, 217 miles, by water.....		21 70
From Pensacola to Washington, fifty-six miles, by water, at 10 cents.....	\$5 60	
Same, 994 miles, by land, at 15 cents.....	149 10	
		154 70
From Perth Amboy to Norfolk, forty-one miles by land, at 15 cents.....	\$6 15	
346 by water, at 10 cents.....	34 60	
		40 75
		<u>\$826 17</u>

J. B. Nicholson, commanding frigate United States.

Cabin furniture for 1833.....	\$240 00	
Cabin furniture for 1834.....	240 00	
		<u>\$480 00</u>

Thomas Ap C. Jones, inspector of ordnance.

Eighteen days' services inspecting ordnance, from 15th November to 3d December, 1833, at \$3.....	\$54 00	
Traveling expenses from New York to Washington, 225 miles:		
By land, 247 miles, at 15 cents.....	\$22 05	
By water, seventy-eight miles, at 10 cents.....	7 80	
		29 85

From Philadelphia to Washington, 138 miles:		
By land, fifty-eight miles, at 15 cents.....	\$8 70	
By water seventy-eight miles, at 10 cents.....	7 80	
		\$16 50
Inspecting ordnance from 1st to 9th October, 1833, eight days, at \$3		24 00
Inspecting ordnance from 8th to 14th November, 1833, seven days, at \$3.....		21 00
Transportation to and from arsenals.....		21 32
Traveling expenses from Washington to Norfolk, by water, 217 miles, at 10 cents.....		21 70
476 miles by water, at 10 cents, on inspection duty.....	\$47 60	
414 miles by water, at 15 cents, on inspection duty.....	62 10	
		109 70
One hundred and nine days preparing instruments and inspecting ordnance at Portsmouth, &c., at \$3.....		327 00
		<u>\$625 13</u>

William C. Bolton, waiting orders.

For 1834, forty days' attendance to examine midshipmen, at \$3	\$120 00
Traveling expenses from Washington to Baltimore, 38 miles, at 15 cents.....	5 70
	<u>\$125 70</u>

Wm. B. Shubrick.

Traveling expenses from Baltimore to Norfolk and back to Baltimore, in 1834, 510 miles by water, at 10 cents.....	\$51 00
Forty-one days' attendance at Norfolk on court-martial, at \$3.....	123 00
	<u>\$174 00</u>

Alexander Claxton, on leave of absence.

Traveling expenses in 1833 from Stafford to New York and back, 124 miles, at 10 cents....	\$12 40
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George Budd, master commandant.

For cabin furniture while commanding Vandalia, from 12th September, 1832, to 9th Octo- ber, 1833, at \$15 per month.....	\$194 00
Services as president of court-martial twenty-one days, at \$3.....	63 00
	<u>\$257 00</u>

Lawrence Kearney, master commandant.

For attending rendezvous at New York from 1st October to 31st December, 1832:	
House rent, \$300 per annum	\$75 00
Candles, at \$40 per annum	10 00
Five cords of wood, at \$8.50.....	42 50
Two servants, at \$8 per month each.....	48 00
Rations for two servants.....	46 00
	<u>\$221 50</u>

Foxhall A. Parker, master commandant.

Traveling expenses from Snickersville, Va., to Norfolk, Va., whole distance 266 miles:	
By land 87, at 15 cents.....	\$13 05
By water 179, at 10 cents.....	17 90
	\$30 95
House rent from 15th November, 1833, to 30th September, 1834, at \$300 per annum	264 19
Candles, at \$40 per annum, \$35.22; twenty cords of wood per annum, at \$3.50, \$61.63....	96 85
Two servants, at \$8 per month, \$169.07; rations for same, \$160.....	329 07
	<u>\$721 06</u>

Edward R. McCall, master commandant.

On leave of absence—no allowances.

Daniel Turner, master commandant.

Attached to Navy yard at Portsmouth, N. H., from 1st October, 1832, to 8th January, 1833:	
House rent at 300 per annum.....	\$81 66
Candles, \$40 per annum, \$10.89; twenty cords wood per annum, at \$6.75, \$36.75.....	47 64
Two servants, at \$28 per month, \$52.26; rations for same, \$50	102 26
Commanding recruiting rendezvous at Portsmouth, N. H., from 25th February to 12th June, 1833:	
House rent, at \$300 per annum	90 83
Candles, at \$40 per annum, \$12.11; wood, twenty cords per annum, at \$6.75, \$40.87.....	52 98
Two servants, at \$8 per month, \$58.13; rations for same, \$54.....	112 13
	<u>\$487 50</u>

David Connor, master commandant.

Attached to Navy yard at Philadelphia, from 1st October, 1832, to 25th December, 1832:	
House rent at \$300 per annum.....	\$70 38
Candles, at \$40 per annum, \$9.74; wood, twenty cords per annum, at \$7, \$32.67.....	42 41
Two servants, at \$8 per month, \$45.34; rations for same, \$43.....	88 34
Traveling expenses from Philadelphia to Norfolk, Virginia, 311 miles:	
By land sixteen miles, at 15 cents.....	\$2 40
By water 295 miles, at 10 cents.....	29 50
	<u>31 90</u>
Five days' attendance as president of court-martial, at \$3.....	15 00
	<u>\$248 03</u>

John Gallagher, master commandant.

Attached to Navy yard at New York, from 1st October, 1832, to 15th January, 1833:	
House rent, at \$300 per annum.....	\$87 50
Candles, at \$40 per annum, \$11.66; wood, twenty cords per annum, at \$8.50, \$49.58.....	61 24
Two servants, at \$8 per month each, \$56; rations for same time, \$53.60.....	109 50
Traveling expenses three times between Norfolk to Baltimore, whole distance 765 miles, at 10 cents, by water.....	76 50
	<u>\$334 74</u>

Attached to Navy yard, Washington, from 24th April to 30th September, 1834:	
Additional pay, \$15 per month.....	\$78 50
Additional rations, at 25 cents per day.....	40 00
Candles, at \$40 per annum, \$17.42; wood, twenty cords per annum, at \$4.50, \$39.28.....	56 70
Two servants, at \$8 per month, \$33.73; rations for same, \$30.....	163 73
Traveling expenses:	
From Washington to Norfolk and back, 434 miles by water, at 10 cents.....	43 40
	<u>\$382 33</u>

T. H. Stevens, master commandant.

Commanding rendezvous at Boston, from 1st October, 1832, to 30th September, 1833:	
House rent, at \$300 per annum.....	\$300 00
Candles, at \$40 per annum, \$40; wood, twenty cords, at \$9.77, \$195.40.....	235 40
Two servants, at \$8 per month, \$192; rations for same, \$182.50.....	374 50
Traveling expenses, from Boston to Washington, in December, 1832, 432 miles:	
By land 123 miles, at 15 cents, \$18.45; by water 309 miles, at 10 cents, \$30.90.....	49 35
Forty-eight days' attendance as member of court-martial, in Washington, at \$3 per day....	144 00
Twelve days' attendance as member of court-martial on board the Columbus, at \$3.....	36 00
Traveling expenses, from Washington to Boston:	
By water 180 miles, at 10 cents.....	\$18 00
By land 252 miles, at 15 cents.....	37 80
	<u>55 80</u>
	<u>\$1,195 05</u>

For the year ending 30th September, 1834:

House rent, candles, servants' hire and rations, same as above.....	\$714 50
Twenty cords of wood, at \$8.75.....	175 00
	<u>\$889 50</u>

Wm. M. Hunter, master commandant.

Attached to Navy yard at Philadelphia, from 26th December, 1832, to 30th September, 1833:	
House rent, at \$300 per annum, \$230; candles, at \$40 per annum, \$30.66.....	\$260 66
Wood, twenty cords per annum, at \$7.....	107 21
Two servants, at \$8 per month, \$147.20; rations for same, \$139.50.....	286 70
	<u>\$654 57</u>

For 1834:

House rent, at \$300; candles, at \$40; two servants, at \$8 per month, \$192; their rations, \$182.50; wood, twenty cords, at \$6 per cord, \$120.....	\$334 50
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John D. Sloat, master commandant.

Commanding rendezvous at New York, from 8th January to 30th September, 1833:	
House rent, at \$300 per annum.....	\$220 00
Candles, at \$40 per annum.....	29 30
Wood, twenty cords per annum, at \$860.....	124 54
Two servants, at \$8 per month, \$140.80; rations for same, \$133.....	273 80
	<u>\$647 64</u>

Allowances for 1834, at same rate, viz:
 For house rent, at \$300; candles, at \$40; servants, \$8 per month, \$192; their rations, \$182.50; and 20 cords of wood, at \$9, \$180..... \$894 50

Matthew C. Perry, master commandant.

Commanding sloop Concord from 1st October to 21st December, 1832:
 Cabin furniture, at \$15 per month..... \$40 50
 Attached to Navy yard, at New York, from 16th January to 30th September, 1833:
 House rent, at \$300 per annum..... 213 33
 Candles, at \$40 per annum, \$28.34; wood, 20 cords per annum, at \$8.50..... 148 76
 Two servants, at \$8 per month, \$136.54; rations for same, \$129..... 265 54

\$668 13

From 1st October, 1833, to 30th September, 1834:
 House rent, at \$300; candles, \$40; servants' hire, \$8 per month, \$192; rations, \$182.50 ... \$714 50
 Twenty cords of wood, at \$9 per cord 180 00

\$894 50

Charles W. Skinner, master commandant.

Commanding rendezvous at Norfolk, from 1st October, 1832, to 8th February, 1833:
 House rent, at \$300 per annum, \$106.67; candles, at \$40 per annum, \$14.22 \$120 89
 Two servants, at \$8 per month each, \$68.26; their rations, \$65.50..... 133 76
 Twenty cords of wood per annum, at \$3.50 23 83

\$278 48

Traveling expenses, from Meadows, Va., to Norfolk, in 1834:
 By land, 10 miles, at 15 cents \$1 50
 By land, 10 miles back, at 15 cents 1 50
 By land, from Meadows to Norfolk, 10 miles, at 15 cents 1 50

\$4 50

228 00

\$232 50

John T. Newton, master commandant.

Commanding sloop St. Louis, from 1st October, 1832, to 31st August, 1833:
 Cabin furniture, at \$15 per month..... \$165 00
 Commanding rendezvous at Philadelphia, from 1st to 30th September, 1833:
 House rent, at \$300 per annum, \$25; candles, at \$40 per annum, \$1.67..... 26 67
 Two servants, at \$8 per month each, \$16; their rations, \$15..... 31 00
 Twenty cords of wood per annum, at \$7 11 67
 Traveling expenses from New York to Philadelphia, 89 miles:
 By water, 54 miles, at 10 cents \$5 40
 By land, 35 miles, at 15 cents 5 25

10 65

\$244 99

Commanding rendezvous at Philadelphia, from 1st October, 1833, to 30th September, 1834:
 House rent, \$300; candles, \$40 \$340 00
 Two servants, at \$8 per month each, \$192; their rations, \$182.50 374 50
 Twenty cords of wood, at \$6 per cord..... 120 00

\$834 50

Joseph Smith, master commandant.

Attached to Navy yard, at Boston, from 1st October, 1832, to 30th September, 1833:
 Candles, \$40; 20 cords of wood, at \$9.77 per cord, \$195.40..... \$235 40
 Two servants, at \$8 per month, \$192; their rations, \$182.50..... 374 50
 Traveling expenses from Boston to Washington, 432 miles:
 By water, 309 miles, at 10 cents \$30 90
 By land, 123 miles, at 15 cents 18 45

49 35

55 80

144 00

\$859 05

From 1st October, 1833, to 30th September, 1834:
 Candles \$40; wood, twenty cords, at \$8.75, \$175..... \$215 00
 Two servants, at \$8 per month each, \$192; their rations, \$182.50..... 374 50

\$589 50

Lawrence Rousseau, master commandant.

Attached to Navy yard at Pensacola, from 1st October, 1832, to 30th September, 1833: Candles \$40; twenty cords of wood, at \$5, \$100; servants, \$192; rations for same \$182.50..	\$514 50
From 1st October, 1833, to 24th July, 1834: Candles at \$40, \$32.67; wood, twenty cords per annum, at \$5, \$81.67.....	\$114 34
Two servants, at \$8 per month, \$156.80; their rations, \$148.50.....	305 30
Commanding sloop Falmouth, from 25th July, to 30th September, 1834: Cabin furniture, at \$15 per month.....	33 00
	\$452 64

George W. Storer, master commandant.

Commanding sloop Boston, from 1st October, 1832, to 13th December, 1832: Cabin furniture, at \$15 per month.....	\$36 50
Attached to Navy yard at Portsmouth, N. H., from 23d February, to 30th Sept., 1833: House rent, at \$300 per annum.....	182 50
Candles, at \$40 per annum, \$24.33; wood, twenty cords per annum, at \$6.75, \$82.12.....	106 45
Two servants, at \$ per month, \$116.80; their rations, \$110.....	226 80
	\$552 25
For 1834: House rent \$300; candles \$40.....	\$340 00
Twenty cords of wood, at \$6.75 per cord.....	135 00
Two servants, at \$8 per month, \$192; their rations, \$182.50.....	374 50
	\$849 50

Francis H. Gregory, master commandant.

Commanding sloop Falmouth, from 1st October, 1832, to 30th September, 1833: Cabin furniture, at \$15 per month.....	\$180 00
Commander of squadron in the Pacific, from 1st October to 15th December, 1832: Forty dollars per month, additional pay, \$100; additional rations, eleven per day, \$209....	309 00
Additional cabin furniture, at \$10 per month.....	25 00
	\$514 00
Commanding sloop Falmouth, from 1st October, 1833, to 10th February, 1834: Cabin furniture, at \$15 per month.....	\$65 00

John H. Clack, master commandant.

Commanding rendezvous at Norfolk, from 21st February to 30th September, 1833: House rent, at \$300 per annum, \$184.17; candles, at \$40 per annum, \$24.55.....	\$208 72
Wood, twenty cords per annum, at \$3.50, \$41.83; servants, \$8 per month, \$117.86.....	159 69
Servants' rations.....	111 00
	\$479 41
Commanding rendezvous at Norfolk, from 1st October, 1833, to 30th September, 1834: House rent \$300; candles \$40.....	\$340 00
Wood, twenty cords, at \$3.50 per cord.....	70 00
Two servants, at \$8 per month, \$192; their rations, \$182.50.....	374 50
	\$784 50

Philip F. Voorhees, master commandant.

Commanding sloop John Adams, from 1st October, 1832, to 30th September, 1833: For cabin furniture, at \$15 per month.....	\$180 00
Commanding John Adams, from 1st October, 1833, to 20th February, 1834: Cabin furniture, at \$15 per month.....	\$70 00

Benjamin Cooper, master commandant.

Commanding sloop Warren, from 1st October, 1832, to 30th September, 1833: Cabin furniture, at \$15 per month.....	\$180 00
Additional pay as commander of the Brazilian squadron, from 1st October to 7th December, 1832, at \$40 per month.....	89 33
Additional rations same time, eleven per day.....	187 00
Additional cabin furniture, at \$15 per month.....	33 70
	\$489 83
Commanding sloop Warren, from 1st October to 8th November, 1833: Cabin furniture, at \$15 per month.....	\$19 00

William L. Gordon, master commandant.

Commanding rendezvous at Baltimore, from 5th March, to 30th September, 1833:	
House rent, at \$300 per annum	\$172 50
Candles, at \$40 per annum, \$23; wood, 20 cords per annum, at \$4.50 per cord, \$51.75.....	74 75
Two servants, at \$8 per month each, \$110.40; their rations, \$104	214 40
Traveling expenses from Washington to Portsmouth, N. H., 489 miles:	
By water, 215 miles, at 10 cents.....	\$21 50
By land, 274 miles, at 15 cents	41 10
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	62 60
Traveling expenses from Norfolk to Baltimore:	
By water, 255 miles, at 12 cents per mile	\$25 50
Back by water, 255 miles, at 12 cents per mile	25 50
	<hr/>
	51 00
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	\$575 25

Commanding rendezvous at Baltimore from 1st October, 1833, to 25th May, 1834:	
House rent, at \$300 per annum, \$195.83; candles, at \$40 per annum, \$26.11.....	\$221 94
Twenty cords wood per annum, at \$4.50 per cord	58 75
Two servants, at \$8 per month each.....	125 33
Rations for servants	118 50
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	\$524 52

David Geisinger, master commandant.

Commanding sloop Peacock, from 1st October, 1832, to 30th September, 1833:	
Cabin furniture, at \$15 per month.....	\$180 00
Additional pay from 1st October, 1832, to 30th September, 1833, while commanding the Peacock and Boxer, at \$40 per month	480 00
Additional rations for same time, at eleven per day.....	1,003 75
Additional cabin furniture, at \$5 per month	60 00
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	\$1,723 75
As acting purser of the Peacock, from 1st March, 1832, to 31st May, 1833, and received 2½ per centum on amount of his disbursements, (\$42,117)	1,052 92
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	\$2,776 67

Commanding sloop Peacock, from 1st October, 1833, to 4th June, 1834:	
Cabin furniture, at \$15 per month.....	\$122 00
Additional pay from 1st October, 1833, to 17th January, 1834, while commanding the Peacock and Boxer, at \$40 per month.....	142 67
Eleven additional rations per day, for same time	299 75
Additional cabin furniture, at \$5 per month	17 83
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	\$582 25

Isaac McKeever, master commandant.

Commanding sloop Lexington, from 1st October, 1832, to 30th September, 1833:	
Cabin furniture, at \$15 per month.....	\$180 00
Additional pay as flag captain, from 7th March to 30th September, 1833, at \$40 per month, \$272; additional rations same time, \$3 per day, \$156	428 00
Additional cabin furniture, at \$5 per month	34 00
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	\$642 00

Commanding sloop Lexington, from 1st October, 1833, to 8th May, 1834:	
Cabin furniture, at \$15 per month, \$109; additional pay, at \$40 per month, \$170.67	\$279 67
Additional rations, \$3 per day, \$98.25; additional cabin furniture, at \$5 per month, \$21.33.	119 58
Commanding rendezvous at Baltimore, from 13th June to 30th September, 1834:	
House rent, at \$300 per annum	90 00
Candles, at \$40 per annum, \$12; wood, 20 cords per annum, at \$4.50 per cord, \$27	39 00
Two servants, at \$8 per month each, \$57.60; their rations, \$55	112 60
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	\$640 85

John P. Zantzinger, master commandant.

Commanding sloop Natchez, from 1st January to 30th September, 1833:	
Cabin furniture, at \$15 per month.....	\$135 00
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Commanding sloop Natchez, from 1st October, 1833, to 30th September, 1834:	
Cabin furniture, at \$15 per month.....	\$180 00

Wm. D. Salter, master commandant.

Commanding sloop Ontario, from 1st October, 1833, to 30th September, 1834:	
Cabin furniture, at \$15 per month.....	\$180 00

Charles S. McCauley, master commandant.

Commanding rendezvous at Baltimore, from 1st October, 1832, to 4th March, 1833:	
House rent, at \$300 per annum.....	\$128 33
Candles, \$40 per annum, \$17.10; twenty cords wood per annum, at \$4.50, \$38.50.....	55 60
Two servants, at \$8 per month, \$82.13; their rations, \$77.50.....	159 63
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	\$343 56
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Traveling expenses from Washington to Norfolk, via Baltimore, in 1834, 217 miles:	
By water, 179 miles, at 10 cents.....	\$17 90
By land, thirty-eight miles, at 15 cents.....	5 70
Traveling expenses from Norfolk to Washington, by water.....	23 60
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	\$47 20
Thirty-four days' detention, at \$3.....	102 00
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	\$149 20
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Thomas M. Newell, master commandant.

Commanding rendezvous at Philadelphia, from 1st October, 1832, to 31st August, 1833:	
House rent, at \$300 per annum.....	\$275 00
Candles, at \$40 per annum, \$36.67; wood, twenty cords per annum, at \$7 per cord, \$128.33	165 00
Two servants, at \$8 per month, \$176; their rations, \$167.50.....	343 50
Traveling expenses from Philadelphia to New York, 89 miles:	
By water, sixty-four miles, at 10 cents.....	\$6 40
By land, twenty-five miles, at 15 cents.....	3 75
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	10 15
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	\$793 65
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Commanding sloop St. Louis, from 1st September, 1833, to 31st July, 1834:	
Cabin furniture, at \$15 per month.....	\$165 50

E. A. F. Valette, master commandant.

Attached to Navy yard at Norfolk, from 1st October, 1832, to 8th May, 1833.	
House rent, at \$300 per annum.....	\$181 67
Candles, at \$40 per annum, \$24.20; wood, twenty cords per annum, at \$3.50, \$44.50.....	68 70
Two servants, at \$8 per month, \$116.27; their rations, \$110.....	226 27
Commanding sloop Fairfield, from 9th May, 1833, to 30th September, 1833:	
Cabin furniture, at \$15 per month.....	71 00
Traveling expenses from Norfolk to Washington, via Baltimore, 213 miles:	
By water, 179 miles, at 10 cents.....	\$17 90
By land, thirty-eight miles, at 15 cents.....	5 70
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	23 60
Traveling expenses from Washington to Norfolk.....	23 60
Twenty-eight days' attending court of inquiry, Washington, at \$3.....	84 00
Traveling expenses from Norfolk to New York, 400 miles:	
By water, 359 miles, at 10 cents.....	\$35 90
By land, forty-one miles, at 15 cents.....	6 15
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	42 05
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	\$720 89
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Commanding sloop Fairfield, from 1st October, 1833, to 30th September, 1834:	
Cabin furniture, at \$15 per month.....	\$180 00

Wm. A. Spencer, master commandant.

Commanding the Falmouth, from 1st February, to 20th July, 1834; and the Vandalia, from 21st July, to 30th September, 1834:	
Cabin furniture, at \$15 per month.....	\$117 00

Thomas T. Webb, master commandant.

Commanding sloop Vandalia, from 15th October, 1833, to 20th July, 1834:	
Cabin furniture, at \$15 per month.....	\$138 00
Traveling expenses from Pensacola to Norfolk, in 1834:	
By water, 328 miles, at 10 cents.....	\$32 80
By land, 612 miles, at 15 cents.....	91 80
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	124 60
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	\$262 60
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John Percival, master commandant.

Traveling expenses from Washington to Boston, in 1834, 332 miles:	
By water, 309 miles, at 10 cents.....	\$30 90
By land, 123 miles, at 15 cents.....	18 45
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	\$49 35
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John H. Aulick, master commandant.

Attached to Navy yard at Washington, from 1st October, 1832, to 30th September, 1833:	
Additional pay at \$15 per month	\$180 00
Additional rations at 25 cents per day.....	91 25
Candles, \$40; twenty cords wood at \$4.25, \$85.....	125 00
Two servants at \$8 per month, \$192; their rations, \$182.50	374 50
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	\$770 75

* Attached to Navy yard at Washington, from 1st October, 1833, to 23d April, 1834:	
Additional pay, at \$15 per month	\$101 50
Additional rations at 25 cents per day.....	51 25
Candles, \$40 per annum, \$22.55; wood, twenty cords per annum, at \$4.50, \$50.75.....	73 30
Two servants at \$8 per month, \$108.27; their rations, \$102.50.....	210 77
Traveling expenses from Washington to Norfolk, in 1834, via Baltimore, 217 miles:	
By water, 179 miles, at 10 cents.....	\$17 90
By land, 38 miles, at 15 cents	5 70
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	23 60
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	\$460 42

William A. Taylor, master commandant.

Commanding receiving ship at Boston, from 1st April to 30th September, 1833:	
Cabin furniture at \$15 per month	\$90 00
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Commanding receiving ship at Boston, from 1st October to 9th December, 1833.....	\$34 50
Traveling expenses from Newport, R. I., to Charlestown, Mass., 69 miles, at 15 cents.....	10 35
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	\$44 85

Mervin P. Mix, master commandant.

Commanding receiving ship at New York, from 1st March to 30th September, 1834:	
Cabin furniture at \$15 per month	\$105 00

William K. Latimer, master commandant.

Attached to Navy yard at Pensacola, from 25th July to 30th September, 1834:	
Candles at \$40 per annum	\$7 33
Wood, twenty cords per annum, at \$5.....	18 34
Two servants at \$8 per month each	35 20
Their rations.....	34 00
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	\$94 87

James Armstrong, lieutenant.

Commanding receiving ship at Boston, from 21st April to 30th September, 1834:	
Additional pay at \$10 per month, and one ration per day at 25 cents.....	\$94 08
Cabin furniture at \$10 per month.....	53 33
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	\$147 41

William M. Armstrong, lieutenant.

Extra allowance attending rendezvous at Norfolk, Va., from 1st to 10th October, 1832, and from 17th December, 1832, to 15th June, 1833, 191 days, at \$1.50 per day.....	
	\$286 50

Henry A. Adams, lieutenant.

Allowance attending rendezvous at Philadelphia, from 1st June to 12th September, 1833, 104 days, at \$1.50	
	\$156 00
Allowance chamber money from 3d February to 26th May, and from 16th June to 13th August, 1834.....	
	\$49 70

Henry J. Auchmuty, lieutenant.

Passage from Havre to the United States in 1833.....	\$150 00
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Charles M. Armstrong, lieutenant.

Traveling expenses from New York to Norfolk in 1834:	
By land, forty-one miles, at 12 cents	\$4 92
By water, 359 miles, at 8 cents.....	28 72
	<hr/>
	33 64

Edward B. Babbett, lieutenant.

At Navy yard, Boston:

Servant, from 9th March to 30th September, 1833, at \$8 per month.....	\$54 13
Servant's rations, \$51.50; candles, at \$20 per annum, \$11.26	62 76
Twenty cords wood per annum, \$9.77 per cord	110 30
Traveling expenses from Gloucester to Charlestown, twenty-nine miles, at 12 cents	3 48
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	\$230 67

At Navy yard, Boston, from 1st October, 1833, to 30th September, 1834:

Servant, at \$8 per month, \$96; rations for same, \$91.25; candles, \$20	\$207 25
Wood, fifteen cords, at \$9.50, and five cords at \$8.75.....	186 25
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	\$393 50

Samuel L. Breese, lieutenant.

At Navy yard, Philadelphia:

Servant's hire from 1st October, 1832, to 30th September, 1833, at \$8 per month	\$96 00
Servant's rations, \$91.25; house rent, \$200; candles, \$20	311 25
Twenty cords of wood, at \$7 per cord.....	140 00
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	\$547 25

At Navy yard, Philadelphia, for year ending 30th September, 1834:

Servant's hire and rations as above, \$187.25; house rent and candles, \$220.....	\$407 25
Twenty cords of wood, at \$6 per cord	120 00
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	\$527 25

William J. Belt, lieutenant.

At Navy yard, Washington:

Servant's hire from 2d October, 1833, to 30th September, 1834, at \$8 per month.....	\$96 00
Three hundred and sixty-four rations for same, at 25 cents, \$91; candles, \$20.....	111 00
Wood, twenty cords, at \$4.50 per cord.....	90 00
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	\$297 00

William Boerum, lieutenant.

Cabin furniture, at \$10 per month, ten months, commanding "Shark".....	\$100 00
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Charles H. Bell, lieutenant.

Traveling expenses in 1833, from New York to Portsmouth, N. H., 266 miles:

By land, 100 miles, at 12 cents	\$12 00
By water, 166 miles, at 8 cents	13 28
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	\$25 28

Edward Byrne, lieutenant.

Traveling expenses from Norfolk, via Baltimore, to Washington, in 1834, 293 miles:

By water, 255 miles, at 8 cents per mile	\$20 40
By land, thirty-eight miles, at 12 cents per mile.....	4 56
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	\$24 96

A. J. D. Browne, (alias A. J. Dallas,) lieutenant.

Traveling expenses from Norwich to New York, in 1833, 137 miles:

By water, 117 miles, at 8 cents per mile.....	\$9 36
By land, twenty miles, at 12 cents per mile	2 40
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	\$11 76

Franklin Buchanan, lieutenant.

Traveling expenses, in 1833, from Philadelphia to Norfolk, 311 miles:

By water, 295 miles, at 8 cents	\$23 60
By land, sixteen miles, at 12 cents	1 93
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	\$25 52

Henry Bruce, lieutenant.

Traveling expenses in 1833, from Norfolk, Va., to Boston, Mass., 607 miles:

By water, 484 miles, at 8 cents	\$38 72
By land, 123 miles, at 12 cents	14 76
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	\$53 48

Traveling expenses in 1834, from Boston to New York, 207 miles:

By water, 167 miles, at 8 cents	\$13 36
By land, 40 miles, at 12 cents	4 80
	<hr/>
	\$18 16

Oscar Bullus, lieutenant.

Traveling expenses in 1833, from Middletown to New York, by water, 100 miles, at 8 cents per mile.....	\$8 00
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Traveling expenses in 1834, from Boston to Norfolk, 607 miles, by water, at 8 cents		\$18 56
Thirteen days' attendance court-martial, on board the "Java," in August, 1834, at \$2 per day		26 00
Traveling expenses from Norfolk to Boston, 607 miles:		
By water, 526 miles, at 8 cents	\$42 08	
By land, 81 miles, at 12 cents	9 72	
		51 80
Traveling expenses from Setaukat, N. Y., to Boston, 262 miles:		
By water, 167 miles, at 8 cents	\$13 36	
By land, 95 miles, at 12 cents	11 40	
		24 76
		<u>\$151 12</u>

George S. Blake, lieutenant.

Traveling expenses from New York to Fredericksburg, Va., 281 miles:		
By water, 189 miles, at 8 cents per mile	\$15 12	
By land, 92 miles, at 12 cents	11 04	
		\$26 16
Traveling expenses from Newport, R. I., to Fredericksburg, Va., 469 miles, in 1833:		
By water, 377 miles, at 8 cents	\$30 16	
By land, 92 miles, at 12 cents	11 04	
		41 20
Four extra rations per day, for sixty-two days, while surveying Narraganset Bay, from first October to first December, 1832, \$62; chamber money same time, at \$2.50 per week, \$17.71		79 71
		<u>\$147 07</u>
Traveling, in 1834, from Norfolk to Philadelphia, 311 miles:		
By water, 295 miles, at 8 cents	\$23 60	
By land, 16 miles, at 12 cents	1 92	
		\$25 52
Four days' detention, at \$2 per day		8 00
		<u>\$33 52</u>

Henry H. Bell, lieutenant.

Extra rations per day on survey of Narraganset Bay, to the 30th September, 1833, eight per diem, eighty-eight days, at 25 cents		\$176 00
Extra rations per day on survey of Narraganset Bay, from 1st October, 1833, to 24th September, 1834, 359 days		718 00
		<u>\$894 00</u>

Junius Boyle, lieutenant.

Traveling expenses from Washington to New York, in 1833, 225 miles:		
By land, eighty-three miles, at 12 cents	\$9 96	
By water, 142 miles, at 8 cents	11 36	
		\$21 32

Robert L. Browning, lieutenant.

Traveling expenses from New York to Norfolk, in 1833, 400 miles:		
By water, 359 miles, at 8 cents	\$28 72	
By land, forty-one miles, at 12 cents	4 92	
		\$33 64

Thomas Crabb, lieutenant.

From first October, 1832, to 11th August, 1833:		
Candles, \$20 per annum	\$17 28	
Twenty cords of wood per annum	115 63	
		\$132 91
Servant, at \$8 per month, and rations for same, at 25 cents per diem		162 43
		<u>\$295 34</u>

John A. Cooke, lieutenant.

Thirteen weeks' chamber money while sick, in 1833, at \$2		\$26 00
Twenty-three days' detention at Alexandria, inspecting bread, at \$2		46 00
Traveling expenses from Washington to Alexandria and back, fourteen miles, at 8 cents ..		1 12
		<u>\$73 12</u>

Traveling expenses for self and servant, and expenses, at sick quarters, in 1834.....	\$90 80
Traveling expenses from Washington to Norfolk, 217 miles, 8 cents	17 36
Servant's hire attending him in his last illness, three months ten days, at \$8 per month...	26 67
	<hr/>
	\$134 83

H. H. Cocke, lieutenant.

Traveling expenses from Petersburg, Va., to Boston, in 1834, 576 miles:	
By water, 309 miles, at 8 cents.....	\$24 72
By land, 267 miles, at 12 cents.....	32 04
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	\$56 76

J. B. Cooper, lieutenant.

Attached to the asylum at Philadelphia, from 23d May to 30th September, 1834:	
Candles, \$20 per annum	\$7 09
One servant, at \$8 per month.....	34 15
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	\$41 24
One ration per day for servant, 131 days, at 25 cents.....	32 75
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	\$73 99

E. W. Carpenter, lieutenant.

Attached to recruiting rendezvous, from the 10th to the 31st August, 1833, twenty-one days, at \$1.50 per diem.....	\$31 50
Ditto, from 1st to 30th September, 1833, 30 days, at \$1.50.....	45 00
Traveling expenses from New York to Boston, 1833, 207 miles:	
By water, 167 miles, at 8 cents.....	\$13 36
By land, 40 miles, at 12 cents.....	4 80
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	18 16
	<hr/>
	\$94 66
Attached to rendezvous, from 1st to 23d October, 1833, at \$1.50 per day.....	\$34 50
Chamber money, from 24th October, 1833, to 5th March, 1834, 19 weeks, at \$2 per week..	38 00
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	\$72 50

John A. Carr, lieutenant.

Traveling expenses in 1833, from Charlottesville to Norfolk, Va., 185 miles:	
By water, 114 miles, at 8 cents.....	\$9 12
By land, eighty-one miles, at 12 cents.....	9 72
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	\$18 84

John Cassin, lieutenant.

Traveling expenses from Norfolk to Baltimore, in 1834, 255 miles, by water, at 8 cents.....	\$20 40
Traveling expenses back to Norfolk, by water, 255 miles, at 8 cents.....	20 00
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	\$20 40

John Calhoun, lieutenant.

Traveling expenses from New York, in 1834:	
By water, fifty-three miles.....	\$4 24
By land, thirty-six miles.....	4 32
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	\$8 56
Traveling expenses from Philadelphia to Norfolk and back:	
By water, 580 miles, at 8 cents.....	\$47 20
By land, thirty-two miles, at 12 cents.....	3 84
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	51 04
Four days' detention at Norfolk, at \$2 per day	8 00
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	\$67 60

C. W. Chauncey, lieutenant.

Passage from Guayaquil, in October, 1832.....	\$250 00
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Traveling expenses from New York to Norfolk, in 1834:	
By water, 369 miles, at 8 cents.....	\$28 72
By land, forty-one miles, at 12 cents.....	4 92
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	\$33 64

S. W. Downing, lieutenant, commanding Enterprise.

From 1st of October, 1832, to 30th September, 1833.	
Cabin furniture, at \$10 per month.	\$120 00
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From 1st October, 1833, to 30th April, 1834:	
Cabin furniture, at \$10 per month.....	\$70 00

Lieutenant Downing was also allowed a commission of 2½ per centum (amounting to \$729.23) on his disbursements as acting purser of the *Enterprise*, but what portion of it accrued, within the time specified by the "resolution," cannot be ascertained.

Thomas A. Dornin, lieutenant.

Commanding receiving ship at Philadelphia, from 1st April to 30th September, 1834:		
Cabin furniture, at \$10 per month.....		\$60 00
Traveling expenses from Washington to Philadelphia, in 1834, 136 miles:		
By land, fifty-eight miles, at 12 cents.....	\$6 96	
By water, seventy-eight miles, at 8 cents.....	6 24	
		<u>13 20</u>
		<u>\$73 20</u>

E. A. Downes, lieutenant.

Traveling expenses from Boston to Norfolk, in 1833, 609 miles:		
By water, 528 miles, at 8 cents.....	\$42 24	
By land, eighty-one miles, at 12 cents.....	9 72	
		<u>\$51 96</u>

Fitzallen Deas, lieutenant.

Traveling expenses from Philadelphia to Norfolk, in 1833, 311 miles:		
By water, 295 miles, at 8 cents.....	\$23 60	
By land, sixteen miles, at 12 cents.....	1 92	
		<u>\$25 52</u>

John Evans, lieutenant.

Commanding receiving ship, Boston, from 1st October, 1832, to 5th March, 1833:		
Cabin furniture, at \$10 per month.....		\$51 66

Frank Ellery, lieutenant.

Attending rendezvous at Boston, in 1833, 283 days, at \$1.50 per day.....		\$424 50
Attending rendezvous at Boston, in 1834, twenty-three days, at \$1.50.....	\$34 50	
Attending rendezvous at Boston, in 1834, forty days, at \$2.00.....	80 00	
		<u>\$114 50</u>

Henry Eagle, lieutenant.

Traveling expenses from New York to Boston, in 1834, 207 miles:		
By land, forty miles, at 12 cents.....	\$4 80	
By water, 167 miles, at 8 cents.....	13 36	
		<u>\$18 16</u>

F. B. Ellison, lieutenant.

Traveling expenses from Baltimore to Norfolk, in 1834, 255 miles, by water, at 8 cents....		\$20 40
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Andrew Fitzhugh, lieutenant.

Commanding receiving ship at Norfolk, from 1st April to 30th September, 1833:		
Cabin furniture, at \$10 per month.....		\$60 00
Traveling expenses from Fairfax C. H. to Norfolk, Va., 224 miles:		
By water, 210 miles, at 8 cents.....	\$16 80	
By land, fourteen miles, at 12 cents.....	1 68	
		<u>18 48</u>
		<u>\$78 48</u>

Commanding receiving ship, from 1st October, 1833, to 30th September, 1834:		
Cabin furniture, at \$10 per month.....		\$120 00

French Forrest, lieutenant.

Attached to Navy yard, Norfolk, from 1st October, 1832, to 30th September, 1833:		
House rent.....	\$200 00	
Candles.....	20 00	
Wood, twenty cords per annum.....	70 00	
		<u>\$290 00</u>
Servant's pay and rations for one year.....		187 25
		<u>\$477 25</u>

Attached to Navy yard, Norfolk, from 1st October, 1833, to 30th September, 1834:		
House rent.....	\$200 00	
Candles.....	20 00	
Twenty cords of wood.....	70 00	
		<u>\$290 00</u>
Servant's pay and rations.....		187 25
		<u>\$477 25</u>

D. G. Farragut, lieutenant.

Commanding schooner Boxer, from 6th March to 26th July, 1834:
Cabin furniture, at \$10 per month..... \$47 00

Ebenezer Farrand, lieutenant.

Commanding Ariel, from 1st October, 1832, to 12th January, 1833:
Cabin furniture, at \$10 per month..... \$34 00

Lieutenant Farrand was also allowed a commission of 2½ per centum (amounting to \$134.84) on his disbursements as acting purser of the Ariel, but as his pursership commenced prior to the 1st of October, 1832, it is impossible to ascertain what portion of these commissions accrued within the period embraced in the "resolution."

C. Gaunt, lieutenant.

Commanding receiving ship, at Philadelphia, from 1st October, 1832, to 30th September, 1833:
Cabin furniture, at \$10 per month..... \$120 00

From 1st October, 1833, to 31st March, 1834:
Cabin furniture, at \$10 per month..... \$60 00

Wm. H. Gardner, lieutenant.

Attending recruiting rendezvous at Norfolk, from 1st to 10th October, from 17th to 31st December, 1832, and from 1st January to 30th September, 1833, at \$1.50 per day..... \$447 00

From 1st to 23d October, 1833, at \$1.50 per day \$34 50
Chamber money, at \$2 per week, from 6th February to 31st March, 1834 15 43
Chamber money, from 1st April to 31st May, 1834..... 17 43
\$67 36

Thomas R. Gedney, lieutenant.

For extra services while engaged on survey of Narraganset Bay, between 25th May and 19th November, 1832 \$97 27

L. M. Goldsborough, lieutenant.

In charge of chronometers, charts, &c., at Navy yard at Washington:
Per diem allowance from 1st October, 1832, to 8th February, 1833, at \$1.25, \$163.75; house rent, same time, at \$175 per annum, \$60.56 \$224 31
Candles, at \$20 per annum, \$8.79; wood, twenty cords per annum, at \$6, \$42.67 51 46
Stationery, at \$25 per annum, \$8.85; one servant, at \$8 per month, \$34.13 42 98
Rations for one servant, one per day 32 75
\$351 50

J. T. Gerry, lieutenant.

Traveling expenses from New Haven to Boston, in 1834, by land, 139 miles, at 12 cents .. \$16 68

A. G. Gordon, lieutenant.

One hundred and seventy-eight days' attendance on survey of public stores, in 1834, at \$2 per day..... \$356 00
Traveling expenses from Warrenton, Va., to Washington and back, 102 miles, by land, at 12 cents 39 46
\$395 46

John Graham, lieutenant.

Traveling expenses from Washington to Norfolk, in 1833, 217 miles, by water, at 8 cents.. \$17 36

Joseph B. Hull, lieutenant.

Attached to navy yards in 1833:
Fuel, twenty cords, at \$6..... \$120 00
Candles, \$20; servant, at \$8 per month, \$96; servant's rations, \$91.25..... 207 25
\$327 25

Traveling expenses in 1834, from Derby, Conn., to Boston, Mass.:
One hundred and forty miles, by land, at 12 cents..... \$16 80

Hubert H. Hobbs, lieutenant.

Traveling expenses in 1834, from Claverack to New York:
By water, 120 miles, at 8 cents..... \$9 60
By land, three miles, at 12 cents..... 36
\$9 96

William L. Howard, lieutenant.

Passage in October, 1832, from Monte Video to Baltimore.....		\$120 00
Traveling expenses in 1834, from Poughkeepsie to Boston:		
By water, 243 miles, at 8 cents, \$19.44; by land, forty miles, at 12 cents, \$4.80.....		\$24 24

Sterne Humphreys, lieutenant.

Traveling expenses in 1833, from Norfolk to Philadelphia:		
Three hundred and eleven miles, by water, at 8 cents.....		\$24 88

James T. Homans, lieutenant.

Traveling expenses in 1833, from Cazenovia to New York, 264 miles:		
By water, 151 miles, at 8 cents.....	\$12 08	
By land, 113 miles, at 12 cents.....	13 56	
		\$25 64
In 1833, from New York to Norfolk, 400 miles:		
By land, forty-one miles, at 12 cents.....	\$4 92	
By water, 359 miles, at 8 cents.....	28 72	
		33 64
		\$59 28

William W. Hunter, lieutenant.

Twenty-two days' attendance at a court-martial, in 1834, at \$2		\$44 00
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Wm. E. Hunt, lieutenant.

Traveling expenses in 1834, from Trenton to Norfolk, 341 miles:		
By land, forty-six miles, at 12 cents.....	\$5 52	
By water, 295 miles, at 8 cents.....	23 60	
		\$29 12

Wm. Jameson, lieutenant.

Allowance for attending rendezvous at Norfolk, in 1834.....		\$13 43
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Wm. Inman, lieutenant.

Traveling expenses from Leyden to Norfolk, 267 miles:		
By water, 151 miles, at 8 cents.....	\$12 08	
By land, 116 miles, at 12 cents.....	13 92	
		\$26 00

Joseph. R. Jarvis, lieutenant.

Stationed at Portsmouth, N. H., from 12th August to 30th September, 1833:		
Candles, \$2.12; fuel, at \$6.75 per cord, \$18.37; one servant, at \$8 per month, \$18.07.....		\$34 16
One ration per day for servant, at 25 cents, fifty days.....		12 50
Traveling expenses from Ellsworth, Me., to Portsmouth, N. H., 185 miles, by water, at 8 cents		22 20
		\$68 86

For the year ending the 30th September, 1834:

Candles, \$20; wood, twenty cords, at \$6.75, \$135.....		\$155 00
One servant, at \$8 per month and one ration per day		187 25
		\$342 25

Edward S. Johnson, lieutenant.

Traveling expenses from Providence to New York, 169 miles, at 8 cents.....		\$13 52
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Richard A. Jones, lieutenant.

At recruiting rendezvous, Baltimore, in 1833.....		\$420 00
Traveling expenses from Baltimore to Norfolk and back, 510 miles, at 8 cents		40 80
		\$460 80

In 1834, traveling expenses from Baltimore to Boston:

Three hundred and thirteen miles, at 8 cents	\$25 04	
Eighty-one miles, at 12 cents.....	9 72	
		\$34 76
Chamber money, attending rendezvous in Baltimore, in 1834		52 56
		\$87 32

Z. F. Johnson, lieutenant.

Traveling from Rockville, Md., to Norfolk, Va., in 1833:		
By water, 217 miles, at 8 cents.....	\$17 36	
By land, fifteen miles, at 12 cents	1 80	
		\$19 16

Charles H. Jackson, lieutenant.

Traveling from Middletown, Conn., to Norfolk, Va., in 1833:		
By water, 455 miles, at 8 cents.....	\$36 40	
By land, at 12 cents.....	4 92	
		\$41 32

Robert W. Jones, lieutenant.

Traveling from New York to Boston, in 1834:		
By water, 167 miles, at 8 cents.....	\$13 36	
By land, forty miles, at 12 cents	4 80	
		\$18 16

John T. Jenkins, lieutenant.

Traveling from Washington to Norfolk, in 1833:		
By water, 179 miles, at 8 cents.....	\$14 32	
By land, thirty-eight miles, at 12 cents	4 56	
		\$18 88

Harry Ingersoll, lieutenant.

Traveling expenses from New York to Philadelphia, in 1834:		
By water, fifty-three miles, at 8 cents	\$4 24	
By land, thirty-six miles, at 12 cents	4 30	
		\$8 56
From Philadelphia to Norfolk:		
By water, 295 miles, at 8 cents.....	\$23 60	
By land, fifteen miles, at 12 cents	1 92	
		25 52
		\$34 06

John Kelly, lieutenant.

Traveling from New York to Philadelphia, in 1833:		
By water, 311 miles, at 8 cents.....		\$24 80

James D. Knight, lieutenant.

In 1833, traveling from Charleston to Pensacola:		
By land, 612 miles, at 12 cents		\$73 44
Traveling in 1834, from Charleston to Norfolk:		
By water, 439 miles, at 8 cents.....		\$35 12

John Collins Long, lieutenant.

Cabin furniture, in 1833	\$120 00	
Cabin furniture, in 1834	11 33	
Passage from Tortugas to New Bedford	35 00	
		\$166 33

Samuel W. Lecompte, lieutenant.

Traveling in 1832, from Cambridge, Md., to New York, 350 miles:		
By water, 334 miles, at 8 cents	\$26 72	
By land, sixteen miles, 12 cents	1 92	
		\$28 64

Charles Lowndes, lieutenant.

Traveling in 1833, from Norfolk to Baltimore:		
By water, 255 miles, at 8 cents		\$20 40
Traveling in 1834, from Easton, Md., to Norfolk:		
By water, 301 miles, at 8 cents		\$24 08

Thomas I. Leib, lieutenant.

Traveling in 1834, from Philadelphia to New York:		
By water, sixty-four miles, at 8 cents.....	\$5 12	
By land, twenty-five miles, at 12 cents.....	3 00	
		\$8 12

Traveling, in 1832, from Norfolk to Philadelphia:		
By water, 291 miles, at 8 cents	\$23 28	
By land, twenty miles, 12 cents	2 40	
		\$25 68
One day's detention		2 00
		<u>\$35 80</u>

Arthur Lewis, lieutenant.

Traveling, in 1833, from Bowling Green to Norfolk, 158 miles:		
By water, 114 miles, at 8 cents	\$9 12	
By land, forty-four miles, at 12 cents	5 28	
		<u>\$14 40</u>

William F. Lynch, lieutenant.

Traveling, in 1834, from Fredericktown, Md., to Norfolk, Va., 317 miles:		
By water, 255 miles, at 8 cents	\$20 40	
By land, sixty-two miles, 12 cents	7 44	
		\$27 84
Traveling, in 1834, from Fredericktown, Md., to New York:		
By water, 142 miles, at 8 cents	\$11 36	
By land, ninety miles, at 12 cents	10 80	
		22 16
		<u>\$50 00</u>

Sidney S. Lee, lieutenant.

Traveling, in 1833, from Georgetown, D. C., to Norfolk, 215 miles:		
By water, 175 miles, at 8 cents	\$14 00	
By land, forty miles, at 12 cents	4 80	
		<u>\$18 80</u>

James L. Lardner, lieutenant.

Traveling, in 1833, from Philadelphia to Norfolk, 311 miles:		
By water, 295 miles, at 8 cents	\$23 60	
By land, sixteen miles, at 12 cents	1 92	
		<u>\$25 52</u>

N. C. Lawrence, lieutenant.

Traveling, in 1834, from New York to Norfolk, 400 miles:		
By water, 359 miles, at 8 cents	\$28 72	
By land, forty-one miles at 12 cents	492 92	
		<u>\$33 64</u>

William B. Lyne, lieutenant.

Traveling, in 1833 from Norfolk to Pensacola, 940 miles, by land, at 12 cents	<u>\$112 80</u>
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William Mervine, lieutenant.

Cabin furniture, in 1833	<u>\$99 00</u>
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James M. McIntosh, lieutenant.

Cabin furniture, in 1833	\$97 33
Allowance for servant, candles and fuel, in 1834	307 25
	<u>\$404 58</u>

William J. McCluney, lieutenant.

Cabin furniture, in 1833	<u>\$120 00</u>
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Cabin furniture, in 1834	<u>\$41 00</u>
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Traveling, in 1834, from Boston to New York, 207 miles:		
By water, 167 miles, at 8 cents	\$13 36	
By land, forty miles, at 12 cents	4 80	
		18 16
		<u>\$59 16</u>

John B. Montgomery, lieutenant.

Traveling, in 1833, from Philadelphia to New York, and back (by land alone,) 178 miles:		
By land, 114 miles, at 12 cents	\$13 68	
By water sixty-four miles, at 8 cents	5 12	
		\$18 80
Twenty-nine days attending rendezvous, at \$1.50 per day		43 50
		<u>\$62 30</u>

In 1834, twenty-one days attending rendezvous, at \$1.50	\$31 50
In 1834, twenty-eight weeks and six days, attending rendezvous, at \$2 per week.....	57 71

\$89 21

Samuel Mercer.

Traveling, in 1833, from Philadelphia to New York, eighty-nine miles:	
By water, sixty-four miles, at 8 cents.....	\$5 12
By land, twenty-five miles, at 12 cents.....	3 00

\$8 12

Traveling, in 1833, from Norfolk to Philadelphia, 311 miles:	
By water 294½ miles, at 8 cents	\$23 56
By land, sixteen and a half miles, at 12 cents.....	1 65

25 21

\$33 33

John Marston, jr., lieutenant.

Passage, in 1833, from Matanzas to Baltimore	\$50 00
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\$50 00

Traveling, in 1834, from New York to Philadelphia, eighty-nine miles, viz:	
By land, thirty-six miles, at 12 cents	\$4 32
By water, fifty-three miles, at 8 cents.....	4 24

\$8 56

Joseph Mattison, lieutenant.

Traveling, in 1834, from Woodbridge, N. J., to Norfolk, 422 miles:	
By water, 365 miles, at 8 cents.....	\$29 20
By land, fifty-seven miles, at 12 cents	6 84

\$36 04

George A. Magruder, lieutenant.

Traveling, in 1833, from Fredericksburg to Norfolk, 161 miles:	
By water, ninety-five miles, at 8 cents.....	\$7 60
By land, sixty-six miles, at 12 cents.....	7 92

\$15 52

Thomas J. Manning, lieutenant.

Traveling, in 1834, from Washington to Norfolk, 217 miles, at 8 cents.....	\$17 36
Traveling, in 1834, from Norfolk to Baltimore, 225 miles, at 8 cents	20 40

20 40

\$37 76

H. W. Morris, lieutenant.

Traveling, in 1833, from Norfolk to New York, 400 miles:	
By water, 348 miles, at 8 cents	\$27 84
By land, fifty-two miles, at 12 cents.....	6 24

\$34 08

Richard H. Morris, lieutenant.

Traveling, in 1833, from Windsor, Vt., to New York, 304 miles:	
By land, 134 miles, at 12 cents	\$16 08
By water, 179 miles, at 8 cents	13 60

\$29 68

Wm. McBlair, lieutenant.

Traveling, in 1834, from Baltimore to Norfolk, 255 miles, at 8 cents	\$20 40
From Norfolk to Baltimore and back, 510 miles, at 8 cents	40 80

From Baltimore to Boston, 313 miles:	
By water, at 8 cents	\$25 04
By land, at 12 cents.....	9 72

34 76

\$95 96

Wm. U. Nicholson, lieutenant.

Attending recruiting rendezvous, Baltimore, in 1833.....	\$274 50
Traveling from Baltimore to Norfolk and back, 510 miles, at 8 cents.....	40 80

\$315 30

In 1834. Chamber money, attending rendezvous at Baltimore	\$50 56
Traveling from Norfolk to Baltimore, 225 miles, at 8 cents	20 40

\$70 96

\$70 96

John S. Nicholas, lieutenant.

1833. Traveling from Baltimore to New York:		
By water, 142 miles, at 8 cents.....	\$11 36	
By land, forty-five miles, at 12 cents.....	5 40	
		\$16 76

Attached to Navy yard, New York, from 26th October, 1833, to 30th September, 1834:		
House rent at \$200 per annum.....	\$186 54	
Candles, \$20 per annum, \$18.64; twenty cords of wood per annum, at \$9, \$167.90.....	186 54	
One servant, at \$8 per month, and one ration per day, at 25 cents.....	174 60	
		\$547 68

F. A. Neville, lieutenant.

Traveling, in 1834, from New York to Philadelphia, thirty-six miles:		
By land, at 12 cents.....	\$4 32	
By water, fifty-three miles, at 8 cents.....	4 24	
		\$8 56

From Norfolk to Philadelphia, sixteen miles:		
By land, at 12 cents.....	\$1 92	
By water, 295 miles, at 8 cents.....	23 60	
		25 52
		\$34 08

Wm. H. Noland, lieutenant.

Traveling, in 1834, from Aldie, Va., to Norfolk, 210 miles:		
By water, at 8 cents.....	\$16 80	
By land, forty-one miles, at 12 cents.....	4 92	
		\$21 72

James Noble, lieutenant.

Traveling, in 1834, from Charleston to Norfolk, 439 miles:		
By water, at 8 cents.....	\$35 12	
By land, 439 miles, at 12 cents.....	52 68	
		\$87 80

Henry W. Ogden, lieutenant.

Attending rendezvous in 1833, at \$1.50 per day.....	\$411 00	
Attending rendezvous in 1834, at \$1.50 per day.....	31 50	
Chamber money, in 1834, at \$2 per week.....	23 14	
		\$465 64

Thomas Paine, lieutenant.

Commanding schooner Experiment, from 9th July to 30th September, 1833:		
Cabin furniture, from 28th July to 30th September, 1833, at \$10 per month.....	\$21 00	
Traveling from Savannah to Norfolk, 557 miles, at 8 cents.....	44 56	
		\$65 56
Allowance for cabin furniture, for the year ending 30th September, 1834, at \$10 per month.....	\$120 00	

Benjamin Page, jr., lieutenant.

1833. Cabin furniture, twenty-three days, at \$10 per month.....	\$7 67	
Passage from Rio to Baltimore.....	100 00	
		\$107 67

Hiram Paulding, lieutenant.

Cabin furniture for one month, in 1833.....	\$10 00	
Attending rendezvous, at \$1.50 per day.....	360 00	
Traveling from New York to Norfolk:		
By water, 359 miles, at 8 cents.....	\$28 72	
By land, forty-one miles, at 12 cents.....	4 92	
		33 64
		\$403 64
Cabin furniture, for 1834, at \$10 per month.....	\$120 00	

G. F. Pearson, lieutenant.

1833. Traveling from Newburyport to Charlestown, Mass., thirty-seven miles, at 12 cents.,	\$4 44	
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Levin W. Powell, lieutenant.

Traveling; in 1833, from White Sulphur Spring, Va., to Norfolk:		
By water, 114 miles, at 8 cents.....	\$9 12	
By land, 212 miles, at 12 cents.....	25 44	
		\$34 56
Traveling 326 miles, at 12 cents.....		39 12
		<u>\$73 68</u>

Wm. Pearson, lieutenant.

1834. Traveling from Bordentown to New York:		
By water, twenty-four miles, at 8 cents.....	\$1 92	
By land, thirty-one miles, at 12 cents.....	3 72	
		<u>\$5 64</u>

1833. Traveling from Bordentown to New York:		
By water, thirty-four miles, at 8 cents.....	\$2 72	
By land, thirty-two miles, at 12 cents.....	3 84	
		<u>\$6 56</u>

William P. Piercy, lieutenant.

Seventy-six days' detention in 1833, at Alexandria, inspecting bread, at \$2 per day.....	\$152 00	
Traveling from Washington to Alexandria sundry times, ninety-eight miles, at 8 cents....	7 84	
		<u>\$159 84</u>
In 1824, detention and traveling		\$320 74

Henry Pinkney, lieutenant.

Traveling, in 1834, from Baltimore to Boston:		
Three hundred and thirteen miles, at 8 cents.....	\$21 04	
Traveling eighty-one miles, at 12 cents.....	9 72	
		\$34 76
Traveling from Norfolk to Baltimore, 255 miles, at 8 cents		20 40
		<u>\$55 16</u>

H. Y. Purviance, lieutenant.

Traveling, in 1834, from Baltimore to Boston:		
Eighty-five miles, at 12 cents.....	\$10 20	
Traveling 309 miles, at 8 cents	24 72	
		<u>\$34 92</u>

L. Pennington, lieutenant.

Traveling, in 1833, from Philadelphia to Norfolk:		
Two hundred and ninety-five miles, at 8 cents.....	\$23 60	
Traveling nineteen miles, at 12 cents	1 92	
		\$25 52
Traveling from Norfolk to Washington, 217 miles, at 8 cents		17 36
Traveling from Washington to Baltimore, thirty-eight miles, at 12 cents		4 56
Traveling from Baltimore to Philadelphia, ninety-eight miles, at 8 cents		7 84
Traveling from Norfolk to Philadelphia, 311 miles, at 8 cents.....		24 88
		<u>\$80 16</u>

John S. Paine, lieutenant.

Traveling, in 1834, from Portland to Boston, 110 miles, at 12 cents.....	\$13 20
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Amasa Paine, lieutenant.

Traveling, in 1833, from Washington to Norfolk:		
One hundred and seventy-nine miles, at 8 cents.....	\$14 32	
Thirty-eight miles, at 12 cents.....	4 56	
		\$18 88
Traveling from Annapolis to Washington, thirty-seven miles, at 12 cents.....		4 44
Twenty-seven days' attendance as witness in case of Lieutenant R. B. Randolph, at \$2....		54 00
		<u>\$77 32</u>
Traveling from Williamsport to Boston, in 1834, 171 miles, at 12 cents.....		\$20 52

Richard L. Page, lieutenant.

Traveling, in 1834, from Alexandria to Norfolk:		
By water, 144 miles, at 8 cents.....	\$11 52	
By land, sixty-six miles, at 12 cents.....	7 92	
		<u>\$19 44</u>

<i>William Ramsay, lieutenant.</i>	
Cabin furniture, from 7th March to 30th September, 1833, while commanding receiving ship at Baltimore, at \$10 per month.....	\$68 00
Cabin furniture, from 1st October, 1833, to 30th September, 1834, at \$10 per month.....	\$120 00
<i>Victor M. Randolph, lieutenant.</i>	
Traveling, in 1833, from Greensborough, Alabama, to Pensacola, Florida, 310 miles, by land, at 12 cents.....	\$37 20
<i>Robert Ritchie, lieutenant.</i>	
Traveling, in 1834, from Philadelphia to New York, eighty-seven miles:	
By water, sixty-four miles, at 8 cents.....	\$5 12
By land, twenty-five miles, at 12 cents.....	3 00
	\$8 12
<i>C. Ringgold, lieutenant.</i>	
Traveling, in 1833, from Baltimore to New York, and back:	
By water, 284 miles, at 8 cents.....	\$22 72
By land, ninety miles, at 12 cents.....	10 80
	\$33 52
Eighteen days' detention on special duty, at \$2 per diem.....	36 00
	\$69 52
Traveling, in 1834, from Baltimore to Norfolk, and back, 510 miles, by water, at 8 cents per mile.....	\$40 80
<i>John G. Rogers, lieutenant.</i>	
Traveling, in 1833, from Baltimore to Norfolk, 225 miles, by water, at 8 cents.....	\$20 40
Traveling, in 1834, from New London, Connecticut, to New York, 129 miles, by land, at 12 cents.....	\$15 48
<i>Joseph Smoot, lieutenant.</i>	
Cabin furniture, seven months, at \$10 per month, in 1833.....	\$70 00
Commissions on expenditures, as acting purser, in 1833.....	113 12
	\$183 12
Cabin furniture, in 1834, five months twenty days, at \$10 per month.....	\$56 67
<i>Lewis E. Simonds, lieutenant.</i>	
1834. Traveling from Warren, R. I., to Boston, fifty miles, at 12 cents per mile.....	\$6 00
<i>C. K. Stribling, lieutenant.</i>	
1833. Cabin furniture, five months twenty-one days, at \$10 per month.....	\$57 00
Sixty-two days' detention inspecting ordnance, at \$2 per day.....	124 00
Traveling from Washington to West Point, and thence to Portsmouth, N. H., 425 miles, by water, at 8 cents, \$34; 183 miles, by land, at 12 cents.....	55 96
From New York to Norfolk, 425 miles, by water, at 8 cents, \$28.40; 183 miles, by land, at 12 cents, \$5.40.....	33 80
From Norfolk to Washington, 141 miles, by water, at 8 cents, \$11.28; seventy-six miles, by land, at 12 cents, \$9.12.....	20 40
Repairing instruments and inspecting ordnance at Washington, West Point, Portsmouth, Boston, and New York, from 1st May to 7th September, 1833, 124 days, at \$2 per day.....	248 00
Traveling, on inspection duty, 167 miles, by water, at 8 cents, \$13.36; 220 miles, by land, at 12 cents, \$26.40.....	39 76
	\$578 92
Traveling, in 1834, from Washington to Norfolk, 217 miles, by water, at 8 cents.....	\$17 36
<i>H. B. Sawyer, lieutenant.</i>	
Attending rendezvous in 1833, at \$1.50 per day.....	\$349 50
<i>William F. Shields, lieutenant.</i>	
1833. Cabin furniture, eleven months twenty-seven days, at \$10 per month.....	\$112 33
1834. Cabin furniture, five months and five days, at \$10 per month.....	\$51 67
<i>William Seton, lieutenant.</i>	
Traveling, in 1833, from New York to Norfolk, 359 miles, at 8 cents, \$28.72; forty-one miles, at 12 cents, \$4.92.....	\$33 64

<i>T. O. Selfridge, lieutenant.</i>	
1833. Traveling from Charleston, Mass., to Norfolk, 607 miles; 526 miles, by water, at 8 cents, \$42.08; eighty-one miles, by land, at 12 cents, \$9.72.....	\$51 80
<i>J. S. Sterrett, lieutenant.</i>	
1833. Traveling from Baltimore to Norfolk, 255 miles, at 8 cents	\$20 40
1834. The same, and back, 510 miles, at 8 cents	\$40 80
<i>T. D. Shaw, lieutenant.</i>	
1833. Traveling from Burlington, N. J., to Norfolk, 315 miles, at 8 cents, \$25.20; sixteen miles, at 12 cents, \$1.92	\$27 12
Nine days' service, on shore, at Buenos Ayres, at \$2 per day	18 00
	\$45 12
<i>Jonathan W. Swift, lieutenant.</i>	
1834. Traveling from Geneva to New York, 151 miles, at 8 cents, \$12.08; 179 miles, at 12 cents, \$21.48	\$33 56
<i>A. R. Strong, lieutenant.</i>	
1833. Traveling from Cincinnati to Norfolk, 643 miles: 255 miles by water, at 8 cents, \$20.40; 388 miles, by land, at 12 cents, \$46.56	\$66 96
<i>William Taylor, lieutenant.</i>	
1833. Attached to Navy yard, Pensacola, from 7th December, 1832, to 23d July, 1833:	
Servant, at \$8 per month, \$60.80; servant's rations, one per day, at 25 cents, \$57.25.....	\$118 05
Wood, twenty cords per annum, at \$5 per cord, \$62.97; candles, at \$20 per annum, \$12.63.	75 60
Cabin furniture, from 23d July to 30th September, 1833, at \$10 per month.....	22 67
	\$216 32
1834. Cabin furniture, at \$10 per month	\$61 33
<i>Josiah Tatnall, lieutenant.</i>	
1833. Cabin furniture, at \$10 per month, for two months six days.....	\$22 00
<i>R. D. Thorburn, lieutenant.</i>	
Chamber money, in 1833, nine weeks and four days, at \$2 per week	\$19 14
<i>Charles C. Turner, lieutenant.</i>	
Traveling, in 1833, from Middleburg, Virginia, to Norfolk:	
One hundred and seventy-nine miles, at 8 cents	\$14 32
Eighty-four miles, at 12 cents.....	10 08
	\$24 40
<i>Edward G. Tilton, lieutenant.</i>	
Traveling, in 1833, from Annapolis to Norfolk, 254 miles, at 8 cents	\$20 32
<i>Peter Turner, lieutenant.</i>	
Traveling, in 1833, from Boston to New York:	
167 miles, at 8 cents	\$13 36
Forty miles, at 12 cents.....	4 80
	\$18 16
Traveling, in 1834, from New York to Boston:	
167 miles, at 8 cents	\$13 36
Forty miles, at 12 cents.....	4 80
	\$18 16
Traveling, in 1834, from Boston to Norfolk:	
526 miles, at 8 cents	\$42 08
Eighty-one miles, at 12 cents.....	9 72
	51 80
	\$69 96
<i>H. K. Thatcher, lieutenant.</i>	
Traveling, in 1833, from Mercer, Maine, to Boston, 193 miles, by land, at 12 cents.....	\$23 16
Traveling, in 1834, from Boston to New York:	
By water, 167 miles, at 8 cents	\$13 36
By land, forty miles, at 12 cents	4 80
	\$18 16

<i>Ralph Voorhees, lieutenant.</i>	
Cabin furniture, in 1834, from 5th November, 1833, to 30th September, 1834, at \$10 per month.....	\$108 67
<i>Frederick Varnum, lieutenant.</i>	
Traveling, in 1833, from Norfolk to Boston:	
537½ miles, at 8 cents	\$43 00
109½ miles, at 12 cents	13 14
	\$56 14
<i>G. J. Van Brunt, lieutenant.</i>	
Traveling, in 1833, from Portsmouth to Boston, sixty miles, at 12 cents per mile	\$7 20
Traveling, in 1834, from Boston to New York:	
167 miles, at 8 cents	\$13 36
Forty miles, at 12 cents	4 80
	\$18 16
<i>Thomas W. Wyman, lieutenant.</i>	
Attached to Navy yard, Boston, in 1833, from 1st October, 1832, to 31st March, 1833:	
Wood, twenty cords per annum, at \$9.77, \$97.70; candles, at \$20 per annum, \$10.....	\$107 70
One servant, at \$8, \$48; servant's rations, one per day, at 25 cents each, \$45.50	93 50
Traveling from Charlestown, Mass., to Norfolk, 510 miles, at 8 cents	\$40 80
Ninety-six miles, at 12 cents	11 52
	62 32
	\$263 52
<i>John White, lieutenant.</i>	
Traveling, in 1834, from Boston to Norfolk, 527 miles, at 8 cents.....	\$42 16
Eighty miles, at 12 cents	9 60
	\$51 76
Passage, in 1833, from Pernambuco to the United States.....	\$100 00
<i>James Williams, lieutenant.</i>	
Traveling, in 1834, from Norfolk to Boston, ninety miles, at 12 cents	\$10 80
Five hundred and seventeen miles, at 8 cents.....	41 36
	\$52 16
<i>William C. Wetmore, lieutenant.</i>	
Traveling, in 1834, from Stradford, Connecticut, to Norfolk, and back, 842 miles, at 8 cents.....	\$67 36
Eighty-two miles, at 12 cents.....	9 84
	\$77 20
Traveling, in 1834, from Stradford, Connecticut, to New York, sixty-two miles, at 12 cents.	7 44
Four days' attendance court-martial, at \$2 per day	8 00
	\$92 64
<i>William S. Walker, lieutenant.</i>	
Attending rendezvous, in 1834, eight weeks, at \$2 per week.....	\$16 00
<i>James P. Wilson, lieutenant.</i>	
Traveling, in 1833, from Baltimore to Norfolk, 255 miles, at 8 cents	\$20 40
Ninety-seven days' attendance at rendezvous, \$1.50 per day.....	145 50
	\$165 90
<i>John W. West, lieutenant.</i>	
Traveling, in 1833, from Philadelphia to Norfolk, 295 miles, at 8 cents.....	\$23 60
Sixteen miles, at 12 cents.....	1 92
	\$25 52
<i>Charles Wilkes, jr.</i>	
1833. Traveling from Washington to Norfolk, and back, 434 miles, by water, at 8 cents ..	\$34 00
From Washington to New York, and back, 450 miles: 284 miles at 8 cents.....	\$22 72
From Washington to New York, and back, 450 miles: 166 miles at 12 cents.....	19 92
	42 64
From New York to Washington, 225 miles, at 12 cents	27 00
From Newport, R. I., to New York, 178 miles, at 8 cents	14 24
Extra rations, chamber money, transportation of instruments, &c., &c., while attending the survey of Narraganset Bay, between 1st June, 1832, and 6th March, 1833	365 96
Eight days' detention in New York, in May and June, of 1833, at \$2.....	16 00
Traveling from Washington to New York, 166 miles at 12 cents	\$19 92
Traveling from Washington to New York, 284 miles at 8 cents	22 88
	42 80

Three days' detention in New York, and one in Philadelphia, at \$2 per day.....	\$8 00
Taking care of and removing instruments on the route.....	1 75
From Washington to Baltimore, and back, 76 miles, at 12 cents.....	8 92
Removing chronometers, &c.....	1 00
In charge of nautical instruments at Navy yard, Washington, from 12th March to 30th September, 1833, at \$1.25 per day.....	253 75
Office rent, at \$175 per annum, \$97.33; wood, twenty cords per annum, at \$4.25, \$44.75...	142 08
Candles, at \$20 per annum, \$11; stationery, at \$25 per annum, \$14.....	25 00
One servant, at \$8 per month, \$53.07; servant's rations, one per day, at 25 cents, \$50.75..	103 82
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	\$1,087 68
1834. Traveling from Washington to Philadelphia, and back, 116 miles at 12 cents	\$13 92
From Washington to Philadelphia, and back, 156 miles at 8 cents.....	12 48
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	\$26 40
From Washington to Norfolk, and back, 434 miles, at 8 cents.....	34 72
Cartage and portorage of chronometer.....	2 50
Eighteen days' detention on duty, at \$2 per day.....	36 00
Traveling from Washington to Boston, and back, 246 miles at 12 cents.....	\$29 52
From Washington to Boston, and back, 618 miles at 8 cents.....	49 44
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	78 96
From Washington to New York, with charts and instruments for United States ship Fal- month, 166 miles at 12 cents.....	\$19 92
From Washington to New York, 284 miles at 8 cents.....	22 72
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	42 64
Freight on instruments, \$1; three days' detention at New York, at \$2 per day, \$6.....	7 00
Traveling from Washington to Norfolk, via Baltimore, with instruments for the Fal- mouth and Grampus:	
From Washington to Baltimore, thirty-eight miles at 12 cents.....	\$4 56
From Baltimore to Norfolk, 255 miles at 8 cents.....	20 40
From Norfolk to Washington 217 miles, at 8 cents.....	17 36
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	42 32
Three days' detention at Norfolk, at \$2 per day.....	6 00
From Washington to Baltimore, and back, with charts and instruments for the Vincennes, seventy-six miles at 12 cents.....	9 12
Cartage, portorage, &c., on instruments, &c.....	2 37
From Washington to Philadelphia, and back, 116 miles at 12 cents.....	\$13 92
From Washington to Philadelphia, and back, 156 miles at 8 cents.....	12 48
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	26 40
Portorage on instruments, and one and a half days' detention, at \$2 per day.....	4 00
Per diem of \$1.50 for the year ending 30th September, 1834.....	456 25
Office rent, \$175 per annum; twenty cords of wood, at \$4.50 per cord, \$90.....	265 00
Candles, \$20 per annum; stationery, \$25 per annum.....	45 00
One servant, at \$8 per month, \$96; rations for same, \$91.25.....	187 25
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	\$1,271 93
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<i>William G. Woolsey, lieutenant.</i>	
1833. Traveling from Norfolk to New York, forty-one miles at 12 cents.....	\$4 92
From Norfolk to New York, 359 miles at 8 cents.....	28 72
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	\$33 64
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<i>William C. Whittle, lieutenant.</i>	
1834. Traveling from Whittle's Mills, Va., to Norfolk, ninety-five miles at 8 cents.	\$7 60
From Whittle's Mills, Va., to Norfolk, eighty miles at 12 cents.....	9 60
	<hr/>
	\$17 20
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<i>James M. Watson, lieutenant.</i>	
1833. Traveling from Washington to Norfolk, 217 miles at 8 cents.....	\$17 36
From Washington to Norfolk, and back, 434 miles at 8 cents.....	34 72
Six days' detention, at \$2 per day.....	12 00
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	\$64 08
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1834. Twenty-nine days' attending court-martial, as witness, at \$2 per day.....	\$58 00
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<i>John J. Young, lieutenant.</i>	
1833. Superintending hospital at Norfolk, at \$40 per month....	\$480 00
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1834. Superintending hospital at Norfolk, at \$40 per month.....	\$480 00
	<hr/>
<i>William P. C. Barton, surgeon, Navy yard, Philadelphia.</i>	
House rent for the year ending 30th September, 1833.....	\$200 00
Candles, \$20 per annum; twenty cords wood per annum, at \$7 per cord, \$140.....	160 00
One servant, at \$8 per month, and servant's rations, one per day, at 25 cents.....	187 25
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	\$527 25
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House rent for the year ending 30th September, 1834.....	\$200 00
Candles, \$20; wood, 20 cords, at \$6 per cord, \$120.....	140 00
Servant's hire, at \$8 per month, and one ration per day, at 25 cents.....	187 25
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	\$527 25

Thomas Harris, hospital, Philadelphia.

House rent, at \$200 per annum, from 1st October, 1832, to 23d May, 1833.....	\$129 04
Candles, at \$20 per annum, \$12.90; twenty cords wood per annum, at \$7 per cord, \$90.33 .	103 23
One servant, at \$8 per month, and one ration per day, at 25 cents.....	120 88
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	\$353 15

Hyde Ray, surgeon, Baltimore station.

From 1st October, 1832, to 30th September, 1833:	
House rent, at \$200 per annum.....	\$200 000
Candles, at \$20 per annum; twenty cords wood per annum, at \$4.50, \$90.....	110 00
One servant, at \$8 per month, and one ration per day, at 25 cents.....	187 25
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	\$497 25

1834. House rent, \$183.33; candles, \$18.34; wood, \$82.50; servant, \$171.75.....	\$455 92
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Gerard Dayers, surgeon.

Chamber money, in 1834, at \$2 per week.....	\$57 00
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John A. Kearney, surgeon, hospital, Pensacola.

1833. House rent for two months and eight days, at \$200 per annum, (from 1st October to 8th December, 1832).....	\$37 71
Candles, at \$20 per annum, \$3.76; wood, twenty cords per annum, at \$6.50 per cord, \$22.63	26 39
One servant, at \$8 per month, and one ration per day, at 25 cents.....	25 38
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	\$89 48

Bailey Washington, surgeon.

1834. President of the medical board, twenty-one days, at \$2 per day.....	\$42 00
Allowed, from 1st July to 30th September, 1834:	
Five cords wood, at \$4.50 per cord.....	22 50
Candles, at \$20 per annum, \$5; one servant, at \$8 per month, and one ration per day, \$47	52 00
Attending Medical Bureau, at \$1.50 per day.....	138 00
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	\$254 50

Wm. Swift, surgeon, hospital, New York.

From 1st February to 30th June, 1833:	
House rent, at \$200 per annum.....	\$83 33
Candles, at \$20 per annum, \$8.33; wood, twenty cords per annum, at \$8.50 per cord, \$70.83	79 16
Servant, at \$8 per month, and one ration per day, at 25 cents.....	80 00
From 1st July to 30th September:	
House rent, at \$200 per annum.....	50 00
Candles, at \$20 per annum, \$5; five cords wood, at \$9 per cord, \$45.....	50 00
Servant, at \$8 per month, and one ration per day, at 25 cents.....	45 00
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	\$389 49

T. B. Salter, surgeon, hospital, New York.

From 1st October, 1832, to 31st January, 1833:	
House rent, at \$200, and candles, at \$20 per annum.....	\$73 32
Servant, at \$8 per month, and one ration per day, \$62.75; wood, twenty cords per annum, at \$8.50, \$56.66.....	119 41
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	\$192 73

Peter Christie, surgeon.

1834. Attending rendezvous twenty-four weeks two days, at \$2 per week.....	\$48 56
Extra allowance, attending cholera hospital and rendezvous.....	36 34
Examining recruits.....	19 00
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	\$103 90

Samuel Jackson, surgeon.

1834. Examining recruits.....	\$91 00
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Andrew B. Cooke, surgeon.

1833. Traveling from New York to Portsmouth, N. H.:		
By water, 166 miles, at 8 cents.....	\$13 28	
By land, 100 miles, at 12 cents.....	12 00	\$25 28
From New York to Philadelphia:		
By water, sixty-one miles, at 8 cents.....	\$4 88	
By land, twenty-eight miles, at 12 cents.....	3 36	8 24
		<u>\$33 52</u>

Leonard Osborne, surgeon.

1833. Attendance, nine days, at \$2 per day, as president of the board of medical examiners.....	\$18 00	
House rent, at \$200 per annum; wood, twenty cords per annum, at \$7 per cord, \$140.....	340 00	
Candles, \$20 per annum; one servant, at \$14.84 per month, \$178.08.....	198 08	
Examining recruits, at \$1 each.....	65 00	
		<u>\$621 08</u>
1834. Ten days revising medicine and hospital tables, at \$2 per day.....		
House rent, at \$200 per annum; wood, twenty cords per annum, at \$7, \$140.....	340 00	
Candles, at \$20 per annum; servant and his rations, \$178.08.....	198 08	
Examining recruits.....	37 00	
		<u>\$595 08</u>

Stephen Rapalje, surgeon.

1833. Traveling from New York to Norfolk:		
Three hundred and fifty-nine miles, at 8 cents.....	\$28 72	
Forty-one miles, at 12 cents.....	4 92	\$33 64
		<u>\$33 64</u>

James M. Green, surgeon.

1834. Attending rendezvous in Philadelphia.....	\$24 56	
	<u>\$24 56</u>	

John R. Chandler, surgeon.

1833. Attending rendezvous, Norfolk, for the year ending 30th September, 1833.....	\$406 87	
1834. Attending rendezvous, Norfolk, to 3d December, 1833, two months and three days ..	\$101 34	
	<u>\$101 34</u>	

B. R. Tinslar, surgeon.

1833. Attending rendezvous.....	\$441 00	
1834. Traveling from Middletown to Norfolk:		
Four hundred and fifty-five miles, at 8 cents.....	\$36 40	
Forty-one miles, at 12 cents.....	4 92	\$41 32
Attending rendezvous, at \$1.50 per day.....	34 50	
		<u>\$75 82</u>

William Plumstead, surgeon.

1833. From the 11th to 30th September:		
Candles, at \$20 per annum.....	\$1 11	
Wood, twenty cords per annum, at \$6.75, \$7.50; servant at \$8 per month, and one ration per day, \$10.33.....	17 83	
		<u>\$18 94</u>
1834. Candles, \$20; twenty cords of wood, at \$6.75, \$135; servant and his rations, \$187.25.	\$342 25	
	<u>\$342 25</u>	

George W. Codwise, surgeon.

1833. Traveling from New York to Norfolk:		
Three hundred and fifty-nine miles, at 8 cents.....	\$28 72	
Forty-one miles, at 12 cents.....	4 92	\$33 64
		<u>\$33 64</u>

G. R. B. Horner, surgeon.

1834. Attending rendezvous in Philadelphia.....	\$8 86	
	<u>\$8 86</u>	

William Johnson, surgeon.

1833. Traveling from Wilmington to New York:		
Ninety-two miles, at 8 cents.....	\$7	36
Twenty-five miles, at 12 cents.....	3	00
		<u>\$10 36</u>

Wm. F. Patton, surgeon.

1833. Traveling from Fredericksburg to Norfolk and back:		
190 miles, at 8 cents.....	\$15	20
132 miles, at 12 cents.....	15	84
		<u>\$31 04</u>

Jonathan Cowdery, surgeon, Navy yard, Norfolk.

1833. House rent, \$200; wood, \$70; candles, \$20; servant and his rations, \$187.25	\$477	25
1834. House rent, fuel, candles, servant and rations, to the 16th December, 1833.....	\$121	51

Thomas Williamson, surgeon.

1833. Fuel, candles, and servant	\$477	25
1834. Fuel, candles, and servant	\$477	25

George S. Sproston, surgeon, Navy yard, Boston.

1833. House rent, \$200; fuel, \$195.40; servant and his rations, and candles, \$207.25.....	\$602	65
1834. To 7th January, 1834:		
House rent, fuel, servant's rations, and candles.....	\$153	50
At Baltimore, from 25th to 30th September, house rent, fuel, servant's rations, and candles	9	61
		<u>\$162 11</u>

Benajah Ticknor, surgeon.

1834. From 27th to 30th September:		
House rent, \$52.20; candles, \$5.05.....	\$57	25
Wood, \$45.75; servant, \$25.07; servant's rations, \$24.....	94	82
		<u>\$152 07</u>

Thomas J. Boyd, surgeon.

1833. Candles, \$20; wood, \$85; servant, \$96; servant's rations, \$91.25.....	\$292	25
1834. For nine months. Candles, \$15; fuel, \$67.50; servant, \$72; servant's rations, \$68.25	\$222	75
Ten days' services revising tables of medicines, &c., at \$2.....	20	00
Passage lamp for surgeon's quarters	6	00
		<u>\$248 75</u>

James Cornick, surgeon.

1833. Traveling from Richmond, Va., to Portsmouth, N. H.:		
382 miles, at 12 cents.....	\$45	84
231 miles, at 8 cents	18	48
		<u>\$64 32</u>
Traveling from Washington to Richmond, and back:		
Ninety-six miles, at 8 cents	\$7	68
148 miles, at 12 cents	17	76
		<u>25 44</u>
From 9th June to 10th September:		
House rent, \$51.11; wood, \$34.50.....	85	61
Candles, \$5.11; servant, and his rations, \$50.28.....	55	39
		<u>\$230 76</u>
1834. From 17th December to 30th September, 1834:		
House rent, \$182.74; candles, \$15.77.....	\$198	51
Wood, \$55.16; servant, \$75.75; servant's rations, \$71.75	202	66
		<u>\$401 17</u>

Charles Chase, surgeon.

1833. For fuel, candles, &c., &c.....	\$178	45
1834. For fuel, candles, &c., &c.....	\$173	92
Traveling from Portsmouth, N. H., to Boston, sixty miles, at 12 cents	7	20
		<u>\$181 12</u>

Isaac Hulse, surgeon.

1833. From 9th December, 1832, to 30th September, 1833: Rent, fuel, candles, and servant	\$413 55
1834. For the year ending 30th September, 1834.....	\$507 25

John S. Wiley, surgeon.

1833. For house rent, fuel, &c., &c., to 31st July, 1833	\$480 98
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John Haslett, surgeon.

1833. For house rent, &c., from 1st August to 30th September, 1833.....	\$97 91
1834. For house rent, &c., for the year ending 30th September, 1834	\$587 25

Waters Smith, surgeon.

1834. For house rent, fuel, candles, &c., for the year ending 30th September, 1834	\$517 92
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Benjamin F. Bache, surgeon.

1833. For house rent, fuel candles, &c., &c., to 30th September, 1833.....	\$312 25
1834. For house rent, fuel, candles, &c., &c., to 30th September, 1834	\$312 25

Thomas Dillard, surgeon.

1833. Traveling from Lexington, Ky., to Philadelphia: 390 miles, at 12 cents	\$46 80
283 miles, at 8 cents	22 64
	\$69 44
For house rent, fuel, &c., &c., in 1833.....	193 27
	\$262 71
1834. For house rent, fuel, &c., &c., in 1834.....	\$10 14

Samuel Barrington, assistant surgeon.

1834. For fuel, servant, candles, &c.....	\$113 46
Traveling from Washington to Philadelphia: Fifty-eight miles, at 12 cents	\$6 96
Seventy-eight miles, at 8 cents	6 24
	13 20
	\$126 66

William Wheelan, assistant surgeon.

1833. Traveling from Philadelphia to Boston: 231 miles, at 8 cents	\$18 48
Sixty-five miles, at 12 cents.....	7 80
	\$26 28
House rent, fuel, servant, and candles, for 1833.....	189 28
	\$215 56

1834. Traveling from Charlestown, Mass., to Washington, to attend examination: 275 miles, at 12 cents	\$33 00
158 miles, 8 cents	12 64
Attendance one day.....	1 50
	\$47 14

Traveling from Washington to Charlestown: 309 miles, at 8 cents	\$24 72
124 miles, at 12 cents	14 88
	39 60
House rent, fuel, servant, &c., &c., in 1834.....	446 75
	\$533 49

Thomas L. Smith, assistant surgeon.

1833. House rent, &c., &c.	\$266 95
1834. House rent, &c., &c.	\$450 25
Traveling from New York to Norfolk: 41 miles, at 12 cents, \$4.92; 359 miles, at 8 cents, \$28.72.....	33 64
From New York to Washington and back: 284 miles, at 8 cents, \$22.92; 166 miles, at 12 cents, \$19.92.....	42 84
From Boston to New York: 167 miles, at 8 cents, \$13.36; forty miles, at 12 cents, \$4.80...	18 16
	\$544 89

<i>Lewis B. Hunter, assistant surgeon.</i>	
1834. Traveling from Norfolk to Washington, 217 miles, at 8 cents	\$17 36
Per diem from 3d to 8th Feb., 1834, six days, at \$1.50 per day	9 00
Traveling from Princeton, N. J., to Norfolk: 315 miles, at 8 cents, \$25.20; thirty-seven miles, at 12 cents, \$4.44	29 64
From Washington to Norfolk, 217 miles, at 8 cents	17 36
	\$73 36
<i>H. N. Glentworth, assistant surgeon.</i>	
1833. Passage from Mahon to New York	\$125 00
1834. Traveling from Philadelphia to Washington: fifty-eight miles, at 12 cents, \$6.96; seventy-eight miles, at 8 cents, \$6.24	\$13 20
Six days' attendance, at \$1.50 per day	9 00
Traveling from Washington to New York: 146 miles, at 8 cents, \$11.68; eighty-three miles, at 12 cents, \$9.96	21 64
	\$43 84
<i>George Blacknall, assistant surgeon.</i>	
1834. Traveling from Norfolk to New York: 375 miles, at 8 cents, \$30; twenty-five miles, at 12 cents, \$3	\$33 00
Servant, fuel, and candles, in 1834	91 10
	\$124 10
<i>George B. McKnight, assistant surgeon.</i>	
1833. Traveling from Washington to Norfolk, 217 miles, at 8 cents	\$17 36
House rent, servant, fuel and candles, in 1833	4 63
	\$21 99
<i>Jones W. Plummer, assistant surgeon.</i>	
1833. House rent, fuel, candles, &c.	\$140 96
1834. House rent, fuel, candles, &c.	\$173 57
<i>Daniel Egbert, assistant surgeon.</i>	
1833. House rent, servant, fuel, and candles	\$186 44
<i>Solomon Sharp, assistant surgeon.</i>	
1833. Traveling from Elkton, Md., to New York: eighty-five miles, at 8 cents, \$6.80; fifty- two miles, at 12 cents, \$6.24	\$13 04
House rent, servant, fuel and candles, in 1833	327 56
	\$340 60
1834. House rent, servant, fuel, and candles, in 1834	\$440 52
<i>John F. Brooke, assistant surgeon.</i>	
1834. Traveling from Philadelphia to Boston: 231 miles, at 8 cents, \$18.44; sixty-five miles, at 12 cents, \$7.80	\$26 24
House rent, fuel, servant, and candles, in 1834	426 05
	\$452 29
<i>H. S. Coulter, assistant surgeon.</i>	
1834. Traveling from Baltimore to Norfolk, 255 miles, at 8 cents	\$20 40
Attending rendezvous forty-four days, at \$1.50 per day	66 00
	\$86 40
<i>S. W. Ruff, assistant surgeon.</i>	
1833. House rent, fuel, &c., while attending hospital at Philadelphia	\$14 55
Traveling from Philadelphia to Washington and back: 221 miles, at 12 cents, \$26.52; fifty- one miles, at 8 cents, \$4.08	30 60
One day's attendance at his examination	1 50
	\$46 65
1834. Traveling from Philadelphia to Norfolk: sixteen miles, at 12 cents, \$1.92; 295 miles, at 8 cents, \$23.60	\$25 52

William G. Micks, assistant surgeon.

1833. For house rent and servant, from 1st April to 14th May, while attached to hospital at Norfolk,..... \$45 35

Frederick Wessels, assistant surgeon.

Traveling in 1833, from Wilmington, Delaware, to Norfolk:
 262 miles, at 8 cents..... \$20 96
 Twenty miles, at 12 cents..... 2 40
 \$23 36
 House rent, fuel, &c., in 1833..... 111 00
 \$134 30
 House rent, fuel, &c., in 1834..... \$237 89

Richard K. H. Sims, assistant surgeon.

House rent, fuel, &c., in 1833..... \$175 64

John C. Spencer, assistant surgeon.

Traveling, in 1833, from Cincinnati, Ohio, to Norfolk:
 Two hundred and ninety-one miles, at 8 cents..... \$23 28
 Three hundred and fifty-two miles, at 12 cents..... 42 24
 \$65 52

John B. Elliott, assistant surgeon.

Traveling, in 1833, from Norfolk to Baltimore, 255 miles, at 8 cents..... \$20 40
 Attending rendezvous, in 1833, eleven days, at \$1.50 per day..... 16 50
 \$36 90
 Chamber money, in 1834, at \$2 per week..... \$50 56

Amos G. Gambrill, assistant surgeon.

Fuel, servants, candles, &c., in 1833..... \$458 60
 Traveling, in 1834, from Baltimore to New York:
 One hundred and forty-two miles, at 8 cents..... \$11 36
 Forty-five miles, at 12 cents..... 5 40
 \$16 76

Euclid Borland, assistant surgeon.

Traveling, in 1833, from New York to Philadelphia:
 Sixty-four miles, at 8 cents..... \$5 12
 Twenty-five miles, at 12 cents..... 3 00
 \$8 12

Jonathan M. Foltz, assistant surgeon.

Traveling, in 1834, from Philadelphia to Washington:
 Fifty-eight miles, at 12 cents..... \$6 96
 Seventy-eight miles, at 8 cents..... 6 24
 \$13 20
 Traveling, in 1834, for three months, at \$10 per month, between Washington and the Navy yard at Washington..... 30 00
 \$43 20

Hugh Morson, assistant surgeon.

Traveling, in 1834, from Fredericksburg, Virginia, to Boston:
 Three hundred and seventy-three miles, at 8 cents..... \$29 84
 One hundred and fifteen miles, at 12 cents..... 13 80
 \$43 64

Wm. L. Van Horn, assistant surgeon.

Traveling, in 1834, from New Hope, Pennsylvania, to Norfolk:
 Two hundred and ninety-five miles, at 8 cents..... \$23 60
 Forty-eight miles, at 12 cents..... 5 76
 \$29 36

William I. Powell, assistant surgeon.

Traveling, in 1834, from Washington to Norfolk, via Baltimore:
 Fifty-eight miles, at 8 cents..... \$4 56
 One hundred and seventy-nine miles, at 12 cents..... 14 32
 \$18 88

<i>John A. Lockwood, assistant surgeon.</i>	
Traveling, in 1834, from Dover, Delaware, to Norfolk:	
One hundred and seventy-eight miles, at 8 cents.....	\$14 24
Fifty-seven miles, at 12 cents.....	6 84
	\$21 08
<i>Lewis W. Minor, assistant surgeon.</i>	
House rent, fuel, &c., in 1833.....	\$77 04
<i>Lewis Wolfley, assistant surgeon.</i>	
Traveling, in 1833, from Circleville, Ohio, to Norfolk:	
Two hundred and seventeen miles, at 8 cents.....	\$17 36
Three hundred and ninety-four miles, at 12 cents.....	47 28
	\$64 64
<i>Napoleon C. Barrabino, assistant surgeon.</i>	
Traveling, in 1833, from Philadelphia to Norfolk:	
Two hundred and ninety-five miles, at 8 cents.....	\$23 60
Sixteen miles, at 12 cents.....	1 92
	\$25 52
<i>M. G. Delaney, assistant surgeon.</i>	
Traveling, in 1833, from Schoharie C. H. to New York:	
One hundred and fifty miles, at 8 cents.....	\$12 00
Forty-two miles, at 12 cents.....	5 04
	\$17 04
<i>Henry S. Reynolds, assistant surgeon.</i>	
Traveling, in 1833, from Philadelphia to New York:	
Sixty-four miles, at 8 cents.....	\$5 12
Twenty-five miles at 12 cents.....	3 00
	\$8 12
<i>E. H. Freeland, assistant surgeon.</i>	
Traveling, in 1833, from Baltimore to Norfolk, 255 miles, at 8 cents	\$20 40
Traveling, in 1833, from St. Michael's, Md., to Baltimore:	
Twelve miles, at 12 cents.....	\$1 14
Seventy-seven miles, at 8 cents.....	6 16
	7 60
Attending rendezvous at Baltimore, 123 days, at \$1.50 per day.....	184 50
	\$212 50
<i>Mifflin Coulter, assistant surgeon.</i>	
Traveling, in 1834, from Baltimore to Washington and back, 76 miles, at 12 cents per mile	\$9 12
Two days attending examination, at \$1.50 per day.....	3 00
	\$12 12
<i>Wm. A. W. Spotswood, assistant surgeon.</i>	
1833. House rent, fuel, servant and candles, 1833.....	\$320 16
<i>Clement S. Hunt, purser.</i>	
1834. Fuel, candles, servants, &c., in 1834.....	\$233 75
<i>Francis A. Thornton, purser, Baltimore.</i>	
1833. House rent from 1st October, 1832, to 31st March, 1833.....	\$100 00
<i>James M. Halsey, purser, Navy yard, New York.</i>	
1833. House rent per annum.....	\$200 00
Candles per annum.....	20 00
Wood, 12 cords.....	102 00
	\$322 00
Servant, \$8 per month.....	\$96 00
One servant's rations per day, at 25 cents	91 25
	187 25
	\$509 25
1834. Same allowances for the year ending 30th Sept., 1834.....	\$509 25

<i>William S. Rogers, purser, Navy yard, Boston.</i>	
1833. House rent, at \$200 per annum, for 6 months.....	\$100 00
Candles, at \$20 per annum.....	\$10 00
Twelve cords wood per annum, at \$3.75 per cord.....	52 50
	62 50
Servant, at \$8 per month.....	\$48 00
Servant's rations.....	45 75
	93 75
	\$256 25
1834. Allowances at same rate, for the year ending 30th Sept. 1834:	
For rent, candles and servants.....	\$407 25
Twelve cords wood, at \$9.77.....	117 24
	\$524 49
<i>Joseph Wilson, purser, Portsmouth.</i>	
1833. Rent, candles, wood and servant, for the year ending 30th Sept., 1833.....	\$488 25
<i>Joseph H. Terry, purser, Pensacola.</i>	
1833. Commissions and quarterly allowances as acting navy agent at Pensacola, from the 1st October to 31st Dec., 1832.....	\$752 97
House rent, fuel, candles, &c., &c., as purser for year ending 30th September, 1833.....	467 25
	\$1,220 19
1834. Same allowances as purser, at same rate, from 1st October, 1833, to 28th February, 1834.....	\$194 41
<i>Timothy Winn, purser, Navy yard, Washington.</i>	
1833. Rent, candles, wood, (\$51,) and servant, for year ending 30th September.....	\$458 25
1834. Rent, candles, wood, (\$54,) and servant, for the year ending 30th September, 1834.	\$461 25
<i>Thomas Breese, purser, Navy yard, Philadelphia.</i>	
1833. Rent, candles, wood, (\$84,) and servant, for the year to 30th September, 1833.....	\$491 25
1834. Rent, candles, wood, (\$42,) and servant, from 1st October, 1833, to 30th April, 1834	\$279 32
<i>Edward N. Cox, purser, Navy yard, Boston.</i>	
1833. Rent, candles, fuel, and servants, from 1st October, 1832, to 31st March, 1833.....	\$262 12
<i>Garret R. Barry, purser.</i>	
1833. Rent for six months, in 1833, at \$200 per annum.....	\$100 00
Traveling, from Washington to Baltimore, thirty-eight miles, at 12 cents.....	4 56
Acting navy agent at Baltimore, from 16th to 30th September, 1833—commissions.....	23 72
	\$128 28
1834. Acting navy agent at Baltimore, from 1st to 24th October, 1833—commissions.....	\$37 95
Rent, in 1834, at \$200 per annum.....	183 33
	\$221 28
<i>McKean Buchanan, purser.</i>	
1834. Rent, fuel, &c., &c., in 1834.....	\$199 91
<i>Henry Elting, purser.</i>	
1833. Traveling from Philadelphia to Boston:	
231 miles, at 8 cents.....	\$18 48
Sixty-five miles, at 12 cents.....	7 80
	\$26 28
1834. Rent, candles, fuel, &c., in 1834.....	\$311 21
<i>Grenville C. Cooper, purser.</i>	
1834. Traveling from Washington to Boston:	
309 miles, at 8 cents.....	\$24 72
123 miles; at 12 cents.....	14 76
	\$39 48
<i>James Brooks, purser, Navy yard, Norfolk.</i>	
1833. Rent, candles, fuel, and servant, for the year ending 30th September.....	\$449 25
1834. Rent, candles, fuel, and servant, for the year ending 30th September, 1834.....	\$449 25

Philo White, purser and special agent, Pacific.

1833. Boarding, &c., from 1st to 31st October, 1832.....	\$104 62
Boarding, &c., from 1st to 31st December, 1832.....	205 87
Horse hire, board, &c., in January, 1833, \$16.75; room hire and stage fare, \$106.75.....	123 50
Horse hire and stage fare, &c., from 3d October to 29th December, 1832.....	83 75
Room hire, from 15th March to 30th June, 1833.....	121 50
Boarding, same time.....	189 00
Subsistence, from 1st July to 30th September, 1833.....	161 00
Hire of room for same time.....	103 50
Extra compensation, at \$2,000 per annum, from 1st October, 1832, to 30th September, 1833	2,000 00
	<u>\$3,092 74</u>
1834. Extra compensation, at \$2,000 per annum, from 1st October to 1st December, 1833..	\$500 00
Subsistence, for same time, \$161; room hire, for same time, \$103.50	264 50
	<u>\$764 50</u>

Benjamin J. Cahoon, purser.

Traveling, in 1834, from Newport, R. I., to Norfolk:	
537 miles, at 8 cents	\$42 96
Forty-one miles, at 12 cents.....	4 92
	<u>\$47 88</u>

John A. Bates, purser.

Traveling, in 1833, from Boston to Norfolk:	
522 miles, at 8 cents	\$41 76
Eighty-five miles, at 12 cents.....	10 20
	<u>\$51 96</u>

John Smith Punch, purser.

Traveling, in 1834, from Washington to Norfolk, via Baltimore:	
179 miles, at 8 cents	\$14 32
Thirty-eight miles, at 12 cents.....	4 56
	<u>\$18 88</u>

John P. Fenner, chaplain, Boston.

1833. From 1st October, 1832, to 25th April, 1833:	
House rent, at \$200 per annum, \$113.73; candles, at \$12 per annum, \$6 93.....	\$120 66
Wood, nine cords per annum, at \$8, to 31st December, 1832, and \$9.77 per cord, to 25th April, 1833	45 72
One servant, at \$6 per month and one ration per day	92 75
	<u>\$269 13</u>

James Everett, chaplain, Boston.

1833. From 5th July, 1833, to 30th September, 1834:	
House rent, fuel, &c., in 1833, at same rate as the above.....	\$110 51
1834. House rent, fuel, &c., in 1834, at same rate as above.....	\$454 00
	<u>\$564 51</u>

Addison Searle, chaplain, New York.

1833. From first October, 1832, to 23d May, 1833:	
House rent, fuel, &c., in 1833.....	\$292 04
Traveling from New York to Norfolk:	
375 miles, at 8 cents	\$30 00
Twenty-five miles, at 12 cents	3 00
	<u>33 00</u>
	<u>\$325 04</u>
Traveling, in 1834, from Detroit to New York:	
376 miles, at 8 cents	\$30 08
299 miles, at 12 cents	35 88
	<u>\$65 96</u>

H. H. Hayes, chaplain, Pensacola.

1833. From first of October, 1832, to 31st January, 1833:	
House rent, fuel, candles, servant, &c.....	\$142 00

William Ryland, chaplain, Washington.

1833. For two years, ending 30th September, 1834:	
House rent, fuel, candles, servant, &c., for 1833.....	\$413 50
1834. House rent, fuel, candles, servant, &c., in 1834.....	\$415 75
	<u>\$829 25</u>

Timothy J. Harrison, chaplain, Norfolk.

1833. For two years, to September, 1834: House rent, fuel, candles, servant, &c., for 1833.....	\$406 75
1834. House rent, fuel, candles, servant, &c., for 1834.....	\$406 75

Thomas R. Lambert, chaplain.

Traveling, in 1834, from Great Falls, N. H., to New York: 169 miles, at 8 cents	\$13 52
101 miles, at 12 cents	12 12
	\$25 64

James K. Paulding, navy agent, New York.

1833. Office rent, per annum	\$150 00
Clerk hire, per annum	1,800 00
Stationery, per annum.....	150 00
Fuel and candles, per annum	60 00
Porter, per annum	240 00
	\$2,400 00
1834. Same allowances per annum as the above.....	\$2,400 00

Nash Le Grand, navy agent, Norfolk.

1833. Same allowances per annum as to the navy agent at New York	\$2,400 00
1834. Same allowances per annum as to the navy agent at New York	\$2,400 00

George Harrison, navy agent, Philadelphia.

1833. From 1st October, 1831, to 31st March, 1833, two quarters: Office rent, per annum, \$150.....	\$75 00
Clerk hire, per annum, \$1,000.....	500 00
Stationery, per annum, \$150.....	75 00
Fuel and candles, per annum, \$60.....	30 00
Porter, per annum	120 00
	\$800 00

Henry Toland, navy agent, Philadelphia.

1833. From 1st April, 1833, to 30th September, 1833: Same allowances per annum as the above, two quarters.....	\$800 88
1834. Same allowances per annum as above, for the year ending 30th September	\$1,600 00

Daniel D. Brodhead, navy agent, Boston.

1833. Same allowances per annum for office rent, &c., as to agent at Philadelphia.....	\$1,600 00
1834. Same allowances per annum for office rent, &c., as to agent at Philadelphia.....	\$1,600 00

Byrd C. Willis, navy agent, Pensacola.

1833. From 1st January to 30th September, 1833, three quarters: For office rent, clerk hire, &c., &c., \$343.75 per quarter allowed.....	\$1,031 25
1834. For office rent, clerk hire, &c., &c., \$343.75 per quarter allowed.....	\$1,375 00

Isaac Phillips, navy agent, Baltimore.

1833. From 1st October, 1832, to 16th September, 1833: Office rent, at \$150 per annum.....	\$142 26
Clerk hire, at \$600 per annum	576 13
Stationery, at \$50 per annum.....	46 13
Fuel and candles, at \$25 per annum.....	13 94
	\$778 51

John Thomas, navy agent, Baltimore.

1834. From 1st January to 30th September, 1834: Office rent, &c., &c., at same per annum as above, \$201.25 per quarter.....	\$603 75
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John T. Robertson, navy agent, Charleston, S. C.

1833. For office rent, clerk hire, &c., &c., for the year ending 30th September, 1833.....	\$500 00
1834. For office rent, clerk hire, &c., &c., for the year ending 30th September, 1834.....	\$500 00

John P. Henry, navy agent, Savannah, Ga.

1833. For office rent, clerk hire, &c., &c., for the year ending 30th September, 1833.....	\$250 00
1834. For office rent, clerk hire, &c., &c., for the year ending 30th September, 1834.....	\$250 00

John Loughton, navy agent, Portsmouth, N. H.

1833. For office rent, clerk hire, &c., &c., for the year ending 30th September, 1833.....	\$500 00
1834. For office rent, clerk hire, &c., &c., for the year ending 30th September, 1834.....	\$500 00

Elias Kane, navy agent, Washington.

1833. For office rent, allowed per annum.....	\$150 00
Clerk hire, allowed per annum.....	1,000 00
Stationery, allowed per annum.....	150 00
Fuel and candles, allowed per annum.....	60 00
Attendance at the Navy Department, allowed per annum.....	300 00
Porter, allowed per annum.....	240 00
	<u>\$1,900 00</u>
1834. Same allowances per annum as the above, for this year.....	<u>\$1,900 00</u>

Statement showing where each commissioned officer of the navy was stationed, and what services each performed, for the two last fiscal years, ending the 30th September, 1834, in conformity to a resolution of the House of Representatives of the 17th January, 1835.

CAPTAINS.

Name.	Where stationed, and what services each has performed.
John Rogers.....	At Washington, and served as Navy Commissioner, from 1st October, 1832, to the 30th of September, 1834.
James Barron.....	At Philadelphia, commanding Navy yard, from the 1st of October, 1832, to the 30th of September, 1834.
William Bainbridge ..	At Boston, commanding Navy yard, from the 1st of October, 1832, to the 30th of April, 1833.
Charles Stewart.....	At Washington, and served as Navy Commissioner, from the 1st October, 1832, to the 4th June, 1833; on leave and waiting orders, from that time to the 30th September, 1834.
Isaac Hull.....	At Washington, commanding Navy yard, from the 1st of October, 1832, to 30th September, 1834.
Isaac Chauncey.....	At New York, commanding Navy yard, from the 1st October, 1832, to 19th June, 1833; and at Washington, as Navy Commissioner, from that time to the 30th September, 1834.
Jacob Jones.....	At Baltimore, commanding naval station, from the 1st October, 1832, to the 30th September, 1834.
Charles Morris.....	At Washington, and served as Navy Commissioner, from the 1st October, 1832, to the 30th September, 1834.
Lewis Warrington ...	At Norfolk, commanding Navy yard, from the 1st October, 1832, to the 30th September, 1834.
William M. Crane....	At Portsmouth, New Hampshire, commanding Navy yard, from the 9th October, 1832, to the 30th September, 1834.
James T. Leonard....	Waiting orders. Died 9th November, 1832.
James Biddle.....	Waiting orders, from 1st October, 1832, to 30th September, 1834.
Charles G. Ridgely ...	Waiting orders, from 1st October, 1832, to the 19th June, 1833; and at New York, commanding Navy yard, from 30th June, 1833, to the 30th September, 1834.
Daniel T. Patterson...	In the Mediterranean, commanding United States naval force on that station, from 1st October, 1832, to 30th September, 1834.
Melanc. T. Woolsey...	Commanding United States naval force on the coast of Brazil, from 1st October, 1832, to the 28th July, 1834; waiting orders since.
J. Orde Creighton....	Waiting orders, from 1st October, 1832, to the 30th September, 1834.
John Downes.....	Commanding the naval forces in the Pacific, from 1st October, 1832, to the 27th May, 1834, then put on leave of absence, and continued so to the 30th September, 1834.
John D. Henley.....	Commanding the naval forces in the West Indies, from the 1st October, 1832, to the 30th September, 1834.
Jesse D. Elliott.....	Commanding the naval station at Charleston, South Carolina, from 4th October, 1832, to the 30th April, 1833; and commanding Navy yard and station at Charlestown, Massachusetts, from 1st May, 1833, to the 30th September, 1834.
Stephen Cassin.....	Waiting orders, from 1st October, 1832, to 30th September, 1834.
James Renshaw.....	In the Mediterranean, commanding the frigate Brandywine, from 1st October, 1832, to the 20th July, 1833; April 18th, 1834, appointed to the command of the United States naval force on the coast of Brazil, and was still in command there the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
Alex. S. Wadsworth . .	Employed on the survey of Narraganset Bay, from the 1st October, 1832, to the 1st December, 1832; in command of the naval force in the Pacific ocean, from 30th October, 1833, to the 30th September, 1834.
George C. Read	Commanding the frigate Constellation in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Henry E. Ballard	Commanding United States ship of the line Delaware, and frigate United States, attached to the Mediterranean station; the first, from the 21st February, 1833, to the 12th February, 1834; and the latter, from the last mentioned date to the 30th September, 1834.
David Deacon	Waiting orders, from the 1st October, 1832, to the 28th February, 1834; and commanding the frigate Brandywine, attached to the squadron in the Pacific ocean, from the 1st of March, 1834, to the 30th September, 1834.
Samuel Woodhouse . . .	Waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Joseph J. Nicholson . .	Appointed to the command of the frigate Potomac, bound to the Mediterranean, the 6th August, 1834, and in command of her the 30th September, 1834.
Wolcott Chauncey	Appointed to the command of the Navy yard at Pensacola, the 12th April, 1834; still in command, the 30th September, 1834.
Edmund P. Kennedy . . .	Waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Alexander J. Dallas . . .	Commanding the Navy yard at Pensacola, from the 1st October, 1832, to the 7th July, 1834; on leave from that time to the 30th September, 1834.
Jno. B. Nicolson	Commanding the United States frigate United States, from the 1st October, 1832, to the 12th February, 1834; and from that date to the 30th September, 1834, commanding the United States ship of the line Delaware, in the Mediterranean.
B. V. Hoffman	Waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Jesse Wilkinson	At the ordinary at Norfolk, on duty, from the 1st October, 1832, to the 1st January, 1833; on leave and waiting orders, from that time until the 30th September, 1834.
T. Ap Gatesby Jones . .	Inspector of ordnance and ammunition, from the 1st October, 1832, to the 11th April, 1834; waiting orders, from that time to the 30th September, 1834.
Wm. Compton Bolton . .	On leave of absence and waiting orders, from 1st October, 1832, to the 30th September, 1834.
Wm. B. Shubrick	Waiting orders, from the 1st Oct., 1832, to the 15th April, 1834; then appointed inspector of ordnance, &c.; still held the appointment on the 30th September, 1834.
Alex. Claxton	In command of the ordinary at New York, from the 1st October, 1832, to the 1st of January, 1833; and on leave of absence from that period to the 30th September, 1834.
Charles W. Morgan . . .	In command of the ordinary at Boston, from the 1st October, 1832, to the 1st January, 1833; and on leave of absence and waiting orders from that time to the 30th September, 1834.
Lawrence Kearney . . .	Was in command of the naval rendezvous at New York, as a <i>master commandant</i> , from the 1st October, 1832, to the 20th December, 1832; as a captain, from that time to the 26th December, 1832; and on leave of absence and waiting orders, from the 26th December, 1832, to the 30th September, 1834.

MASTER COMMANDANTS.

George Budd	In command of the sloop-of-war Vandalia, in the West Indies, from the 1st October, 1832, to the 9th October, 1833; on no duty from that time to the 23d September, 1834, when he was ordered to the Navy yard at Boston for duty.
Foxhall A. Parker	Waiting orders, from 1st October, 1832, to the 14th October, 1833; then ordered to the Navy yard at Norfolk, and was still on duty there the 30th September, 1834.
Edward R. McCall	On leave of absence and waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Daniel Turner	On duty at the Navy yard at Portsmouth, N. H., from the 1st October, 1832, to the 8th January, 1833, and in command of recruiting rendezvous, at Portsmouth, N. H., from the 25th February, 1833, to the 12th June, 1833; waiting orders from that time to the 30th September, 1834.
David Conner	On duty at the Navy yard at Philadelphia, from the 1st October, 1832, to the 26th December 1832; on leave and waiting orders from that time to the 17th June 1834; then appointed to command the sloop John Adams; still in command of her the 30th September, 1834.
John Gallagher	On duty at the Navy yard at New York, from the 1st October, 1832, to the 15th January, 1833; and at the Navy yard at Washington, from the 24th April, 1834, to the 30th September, 1834.
Thos. Holdup Stevens . .	Commanding the naval rendezvous at Boston, from the 1st October, 1832, to the 30th September, 1834.
William M. Hunter	On duty at the Navy yard at Philadelphia, from the 26th December, 1832, to the 30th September, 1834.
John D. Sloat	Commanding the naval rendezvous at New York, from the 8th of January, 1833, to the 30th September, 1834.
Mathew C. Perry	Commanding the sloop Concord, attached to the Mediterranean squadron, from the 1st October, 1832, to the 21st December, 1832; and on duty at the Navy yard, New York, from the 16th January, 1833, to the 30th September, 1834.
Charles W. Skinner	Commanding the naval rendezvous at Norfolk, from the 1st October, 1832, to the 3d January, 1833; and on leave of absence, and waiting orders, from that to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
John T. Newton.....	Commanding sloop St. Louis, in the West Indies, from the 1st October, 1832, to the 31st August, 1833; and in command of the naval rendezvous, from 1st September, 1833, to 30th September, 1834.
Joseph Smith.....	On duty at the Navy yard at Boston, from the 1st October, 1832, to the 30th September, 1834.
Lawrence Rousseau...	On duty at the Navy yard at Pensacola, from the 1st October, 1832, to the 24th July, 1834; and commanding the sloop Falmouth, in the West Indies, from 25th July, 1834, to the 30th September, 1834.
George W. Storer....	Commanding sloop Boston, attached to the Mediterranean squadron, from 1st October, 1832, to the 13th December, 1832; and on duty at the Navy yard at Portsmouth, N. H., from the 23d February, 1833, to the 30th September, 1834.
Beverly Kennon.....	On leave of absence, and waiting orders, from the 1st October, 1832, to the 3d January, 1833; in command of naval rendezvous at Norfolk, from 3d January, 1833, to the 13th February, 1833; on leave and waiting orders, from that time to the 30th September, 1834.
Edward R. Shubrick..	On leave of absence, and waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Francis H. Gregory...	Commanding the sloop Falmouth, in the Pacific ocean, from the 1st October, 1832, to the 12th February, 1834; on leave, from that time to the 30th September, 1834.
John H. Clack.....	In command of the rendezvous at Norfolk, from the 13th February, 1833, to the 30th September, 1834.
Philip F. Voorhees....	Commanding sloop John Adams, in the Mediterranean, from the 1st October, 1832, to the 20th February, 1834; and on leave from that time to the 30th September, 1834.
Benjamin Cooper.....	Commanding the sloop Warren, on the coast of Brazil, from the 1st October, 1832, to the 8th November, 1833; and on leave, and waiting orders, from that time to the 30th September, 1834.
William L. Gordon....	Attached to the Navy yard at Portsmouth, N. H., from the 26th December, 1832, to the 12th February, 1833; then transferred to the naval rendezvous at Baltimore; remained there till the 25th May, 1834, at which time he died.
Silas Duncan.....	Waiting orders, from 1st October, 1832, to the 14th September, 1834, when he died.
David Geisinger.....	Commanding sloop Peacock, on the coast of Brazil, and in the East Indies, from the 1st October, 1832, to the 4th June, 1834; and on leave from that time to the 30th September, 1834.
Robert F. Stockton....	On furlough, from the 1st October, 1832, to the 30th September, 1834.
Isaac McKeever.....	Commanding the sloop Lexington, coast of Brazil, from the 1st October, 1832, to the 8th May, 1834; and commanding the naval rendezvous at Baltimore, from the 13th June to the 30th September, 1834.
John P. Zantzingher....	Commanding sloop Natchez, on our own coast, and on the coast of Brazil, from the 4th December, 1832, to the 30th September, 1834.
William D. Salter....	On leave of absence, and waiting orders, from the 1st October, 1832, to the 8th April, 1833; then appointed to the command of the Vincennes; on the 31st of July detached from the Vincennes, and appointed to command the sloop Ontario, for the coast of Brazil, from the 1st October, 1833; still in command of that ship the 30th September, 1834.
Chas. S. McCauley....	Commanding naval rendezvous at Baltimore, from the 1st October, 1832, to the 12th February, 1833; then appointed to the command of the Fairfield; detached from the Fairfield the 4th May, 1833; waiting orders, from that time to the 30th September, 1834.
John H. Bell.....	Died 14th August, 1833; not on duty from 1st October, 1832, to the time of his death.
Thomas M. Newell...	Commanding naval rendezvous at Philadelphia, from 1st of October, 1832, to the 31st August, 1833, and commanding sloop St. Louis, in the West Indies, from the 1st September, 1833, to the 31st July, 1834; awaiting and under trial to the 30th September, 1834.
E. A. F. Valette.....	On duty at the Navy yard at Norfolk, from the 1st October, 1832, to the 8th May, 1833; and in command of the sloop Fairfield, attached to the squadron in the Pacific, from the 9th May, 1833, to the 30th September, 1834.
Wm. A. Spencer.....	On leave of absence, and waiting orders, from the 1st October, 1832, to the 20th February, 1834; and commanding sloop Falmouth, in the West Indies, from that date to the 20th July, and the sloop Vandalia from 21st July to the 14th August, 1834.
Thos. F. Webb.....	Waiting orders, from the 1st October, 1832, to the 28th May, 1833; then ordered to the Navy yard at Norfolk, for duty; remained on duty there till the 3d October; then appointed to command the Vandalia, attached to the West India squadron; remained in command of that ship till the 20th July, 1834; waiting orders, from that time to the 30th September, 1834.
John Percival.....	On leave of absence, and waiting orders, from the 1st October, 1832, to the 3d December, 1833; commanding receiving ship at Boston, from that date till 17th April, 1834; May 5th, 1834, appointed to the command of the sloop Erie, bound to the coast of Brazil; still in command of that ship the 30th September, 1834.
John H. Aulick.....	On duty at the Navy yard at Washington, from the 1st October, 1832, to the 23d April, 1834; on the 2d June, 1834, sailed as passenger in the frigate Brandywine, to take command of the sloop Vincennes, on his arrival in the Pacific; was in command of that ship the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
Wm. V Taylor.....	Waiting orders, from the 1st October, 1832, to the 19th March, 1833; then appointed to command the receiving ship at Boston; on the 3d December, 1833, detached from the receiving ship, and on leave of absence from that date to the 30th September, 1834.
Mervine P. Mix.....	Waiting orders, from the 1st October, 1832, to the 3d February, 1834; appointed to the command of the receiving ship at New York, from 1st March, 1834; still in command of that ship on the 30th September, 1834.
Bladden Dulany.....	On leave of absence, from the 1st October, 1832, to the 30th September, 1834.
Silas H. Stringham...	On leave of absence, from the 1st October, 1832, to the 30th September, 1834.
Isaac Mayo.....	Waiting orders, from the 20th December, 1832, the date of his promotion, to the 30th September, 1834.
William K. Latimer ..	Commanding the receiving vessel at Baltimore, as a <i>lieutenant</i> , from the 1st October, 1832, to the 2d March, 1833, at which time he was promoted; waiting orders, from that time till 1st August, 1834; then attached to the Navy yard at Pensacola, and was still there the 30th September, 1834.
William P. Mervine...	Commanding the schooner <i>Experiment</i> , as a <i>lieutenant</i> , on our own coast, from the 1st October, 1832, to the 9th July, 1833; on leave, and waiting orders, from that time to the 30th September, 1834, having been promoted to the grade of master commandant the 12th June, 1834.

LIEUTENANTS.

James P. Oellers.....	On duty at the ordinary at Philadelphia, from the 1st October, 1832, to the 30th September, 1834.
Charles E. Crowley ...	Attached to the sloop <i>St. Louis</i> , in the West Indies, from the 1st of October, 1832, to the 12th September, 1833; on leave of absence, and waiting orders, from that time to the 30th September, 1834.
Wm. A. C. Farragut..	Off duty, from 1st October, 1832, to the 30th September, 1834.
Stephen Champlain...	Off duty, from 1st October, 1832, to the 30th September, 1834.
Thomas Crabb.....	On duty at the Navy yard at Portsmouth, New Hampshire, from the 1st October, 1832, to the 11th August, 1833; on leave of absence, from that time to the 30th September, 1834.
Edward B. Babbit....	Waiting orders, from the 1st of October, 1832, to the 1st March, 1833; then ordered to the Navy yard at Charlestown, Massachusetts; still attached to that yard the 30th September, 1834.
Thomas Paine.....	On leave of absence, and waiting orders, from the 1st of October, 1832, to the 9th of July, 1833; then appointed to command the schooner <i>Experiment</i> , attached to the West India squadron; was still in command of her the 30th September, 1834.
James Armstrong....	On leave of absence, and waiting orders, from the 1st of October, 1832, to the 7th April, 1834; then appointed to command the receiving ship at Boston: still in command of her the 30th September, 1834.
Joseph Smoot.....	Sailed as passenger in the <i>Vandalia</i> , 31st October, 1832, to take command of the schooner <i>Grampus</i> , on his arrival in the West Indies; remained in command of that vessel till 21st March, 1834; on leave of absence, and waiting orders, from that time to the 30th September, 1834.
Robert B. Randolph ..	Not on duty, from the 1st October, 1832, to the 19th April, 1833, the time of his leaving the service.
Samuel L. Breese.....	On duty at the Navy yard at Philadelphia, from the 1st October, 1832, to the 30th September, 1834.
John Evans.....	In command of the receiving ship at Boston, from the 1st October, 1832, to the 6th March, 1833; on leave of absence, and waiting orders, from that time to the 30th September, 1834.
Benjamin Page, jr....	Was in command of the schooner <i>Boxer</i> , on the coast of Brazil, from 1st October, 1832, to the 26th of that month, when he was permitted to return to the United States; he reported his arrival on the 2d January, 1833, and was on leave of absence from that time to the 30th September, 1834.
John A. Wish.....	Was attached to the Navy yard at New York; on duty from the 1st October, 1832, to the 25th October, 1833, the time of his death.
John Gwinn.....	Waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Thomas W. Wyman ..	On duty at the Navy yard at Boston, from the 1st October, 1832, to the 19th February, 1833, when he was ordered to the United States ship <i>Delaware</i> ; still attached to that ship, in the Mediterranean, on the 30th September, 1834.
Andrew Fitzhugh....	On leave of absence, from the 1st October, 1832, to the 15th March, 1833; then appointed to the command of the receiving ship at Norfolk; still in command of that ship on the 30th September, 1834.
Joseph Cross.....	On leave of absence, from the 1st of October, 1832, to the 10th February, 1834, the date of his death.
A. S. Ten Eick.....	On leave of absence, from the 1st October, 1832, to the 30th September, 1834.
John White.....	On his return from the coast of Brazil, and on leave of absence, and waiting orders, from the 1st October, 1832, to the 21st March, 1834, when he was put in command of the schooner <i>Grampus</i> , for the West Indies; he was still in command of that vessel on the 30th September, 1834.
Hiram Paulding.....	Attached to the naval rendezvous at New York, from the 1st October, 1832, to the 18th July, 1833; and in command of the schooner <i>Shark</i> , attached to the Mediterranean squadron, from 1st September, 1833, to the 30th September, 1834.
Jona. D. Williamson..	On his return from the Mediterranean, and waiting orders, from the 1st October, 1832, to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
U. P. Levy	On leave of absence and waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Charles Boorman.....	Waiting orders, from the 1st October, 1832, to the 30th September, 1834.
French Forrest.....	On duty at the Navy yard at Norfolk, from the 1st October, 1832, to the 30th September, 1834.
Wm. E. M'Kenny	On board the frigate United States and the Delaware 74, from the 1st October, 1832, to the 30th September, 1834.
Wm. J. Belt.....	On leave of absence, from the 1st October, 1832, to the 2d October, 1833; then attached to the Navy yard at Washington; still at that yard on the 30th September, 1834.
Wm. Jameson.....	On board the sloop Boston, attached to the Mediterranean squadron, from the 1st October, 1832, to the 4th December, 1832, and on leave of absence and waiting orders from that time to the 23d May, 1834; then attached to the navy rendezvous at Norfolk, and was still on that duty the 30th Sept., 1834.
Wm. Boerum.....	In command of the schooner Shark, in the West Indies, from the 1st of October, 1832, to the 31st July, 1833; and on leave of absence and waiting orders, from that time to the 30th Sept., 1834.
Charles L. Williamson	On leave of absence, from the 1st October, 1832, to the 30th September, 1834.
Charles Gauntt.....	In command of the receiving ship at Philadelphia, from the 1st October, 1832, to the 31st March, 1834; and on leave from that time to the 30th Sept., 1834.
Wm. Ramsey.....	On furlough, 1st October, 1832, to the 5th of March, 1833; then appointed to the command of the receiving vessel at Baltimore; still in that command on the 30th September, 1834.
Ralph Voorhees.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 7th March, 1833, when he was directed to proceed as passenger in the sloop Fairfield, to the Pacific ocean, for the command of the schooner Dolphin; joined the Dolphin 5th November, 1833; and was still in command of her the 30th September, 1834.
Henry Henry	On leave of absence, from the 1st October, 1832, to the 30th Sept., 1834.
Samuel W. Downing..	In command of the schooner Enterprise, on the coast of Brazil, from the 1st October, 1832, to the 2d May, 1834; and on leave of absence and waiting orders, from that time to the 30th September, 1834.
William Pottenger...	On leave of absence, from the 1st October, 1832, to the 5th February, 1833, the date of his death.
Henry W. Ogden.....	Attached to the naval rendezvous at New York, from the 1st October, 1832, to the 16th April, 1834; and on leave from that time to the 30th Sept., 1834.
Ebenezer Ridgeway...	On leave of absence, from the 1st October, 1832, to the 30th Sept., 1834.
Thomas A. Conover...	Furlough, from 1st October, 1832, to the 30th Sept., 1834.
Archibald S. Campbell.	On leave of absence and waiting orders, from the 1st October, 1832, to the 6th May, 1834; then appointed to the command of the schooner Enterprise, for the coast of Brazil; still in command of her on the 30th September, 1834.
William Taylor.....	Attached to the Navy yard at Pensacola, from the 1st October, 1832, to the 22d July, 1833; and in command of the schooner Porpoise, from that time to the 2d November, 1833; on leave and waiting orders, from that time to the 30th September, 1834.
John C. Long.....	Commanding the schooner Dolphin, in the Pacific, from the 1st October, 1832, to the 5th November, 1833; and from that time, on his return to the United States, and on leave of absence, to the 30th September, 1834.
John H. Graham.....	On leave of absence, from the 1st October, 1832, to the 30th September, 1834.
James M. McIntosh...	In command of the schooner Porpoise, in the West Indies, from the 1st October, 1832, to the 22d July, 1833; and at the Navy yard at Pensacola, from that time to the 30th September, 1834.
Josiah Tattnell.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Hugh N. Page.....	At the ordinary at Norfolk, on duty from the 1st October, 1832, to the 30th September, 1834.
John A. Cook.....	Attached to the Navy yard at Washington; on duty from the 1st October, 1832, to the 21st September, 1833; when he was ordered to the West India squadron, but did not reach the squadron, and died at Charleston, S. C., the 7th February, 1834.
William Inman.....	On leave of absence, from the 1st October, 1832, to the 28th January, 1834; then ordered to the Brandywine, and still on board that ship, in the Pacific ocean, the 30th September, 1834.
Joel Abbot.....	On board the sloops St. Louis and Vandalia, in the West Indies, from the 1st October, 1832, to the 2d August, 1833; and on leave of absence and waiting orders, from that time to the 30th September, 1834.
Lewis E. Simonds....	On leave of absence, from 1st October, 1832, to 22d February, 1834; and attached to the ordinary at Boston, from that time to the 30th September, 1834.
Jno. M. Dale.....	Waiting orders, from 1st October, 1832, to 30th September, 1834.
H. H. Cocke.....	On leave of absence and waiting orders, from 1st October, 1832, to 1st September, 1834; then attached to the frigate Potomac, bound to the Mediterranean.
Wm. J. McCluney....	In command of the receiving ship at New York, from 1st October, 1832, to 1st March, 1834; on leave of absence and waiting orders, from that date to the 30th September, 1834.
James Goodrum.....	On leave of absence and waiting orders, from 1st October, 1832, to 30th September, 1834.
John B. Montgomery..	Waiting orders, from 1st October, 1832, to 3d January, 1833; then ordered to the naval rendezvous at Philadelphia; and on 5th August, 1833, transferred to the rendezvous at New York; still on that duty 30th September, 1834.

Name.	Where stationed, and what services each has performed.
Horace B. Sawyer....	On duty at the rendezvous at Boston, from 1st October, 1832, to 1st August, 1833; and on leave of absence and waiting orders, from that time to the 30th September, 1834.
Cornelius K. Stribling.	In command of the receiving ship at Norfolk, from 1st October, 1832, to 15th March, 1833; and on the 20th of April, 1833, appointed assistant inspector of ordnance, &c.; still held that appointment the 30th September, 1834.
Joshua R. Sands.....	Waiting orders, from 1st October, 1832, to 16th April, 1834; then ordered to the naval rendezvous at New York; still on duty there the 30th September, 1834.
John J. Young.....	On duty as superintendent of the Naval hospital at Norfolk, from 1st October, 1832, to 30th September, 1834.
Chas. H. Bell.....	On duty at the Navy yard at New York, from 1st October, 1832, to 8th April, 1833; then ordered to the sloop Vincennes; still on board that ship, in the Pacific ocean, the 30th September, 1834.
Abraham Bigelow....	On board the frigate Constellation, in the Mediterranean, from 1st October, 1832, to 19th of the same month, when he had permission to return to the United States; has been on leave and waiting orders, from 22d December, 1832, to 30th September, 1834.
Frank Ellery.....	On duty at the rendezvous at Boston, from 1st October, 1832, to 26th July, 1834; and on leave from that time to 30th September, 1834.
Fredrick Varnum....	On duty at the Navy yard at Boston, from 1st October, 1832, to 18th March, 1833; August 19, 1833, ordered to the receiving ship at Boston, and was still on duty in that ship the 30th September, 1834.
Joseph R. Jarvis.....	On leave of absence and waiting orders, from 1st October, 1832, to 1st August, 1833, when he was ordered to the Navy yard at Portsmouth, N. H.; still on duty there the 30th September, 1834.
Thos. W. Freelon....	On duty in the receiving ship at Boston, from the 1st of October, 1832, to the 13th April, 1833; and on leave and waiting orders from that time to the 30th September, 1834.
James Williams.....	Waiting orders from 1st October, 1832, to the 8th June, 1833; then ordered to the naval rendezvous at Norfolk; remained on that duty till the 13th May, 1834, when he was ordered to the sloop Erie, destined for the coast of Brazil; still on board that vessel the 30th September, 1834.
Samuel W. Le Compte	This officer had been on duty in the Constellation, in the Mediterranean, but was detached a few days previously to the 1st October, 1832, and did not return to the United States till July, 1833, when he arrived as passenger in the frigate Brandywine; July 18th, 1833, ordered to the Vandalia; October 12th, 1833, detached from the Vandalia, and put on leave of absence; and on leave and waiting orders, from that time to the 30th September, 1834.
Charles T. Platt.....	On duty in the sloop St. Louis, in the West Indies, from the 1st October, 1832, to the 1st August, 1833; and on leave of absence and waiting orders, from that time to the 30th September, 1834.
William M. Armstrong.	On duty at the naval rendezvous at Norfolk, from the 1st October 1832, to the 8th June, 1833; and on leave and waiting orders, from that time to the 20th March, 1834, when he was attached to the sloop Falmouth, bound to the West Indies; he returned in August, 1834, and was on leave of absence from that time to the 30th September, 1834.
William F. Shields....	On duty in the sloop Warren, on the coast of Brazil, from the 1st October, 1832, to the 26th of that month; and in command of the schooner Boxer from that time (in the East Indies and on that coast) to the 5th March, 1834; returned to the United States the 15th April, 1834; then put on leave of absence, and continued so to the 30th September, 1834.
G. J. Pendergrast....	Waiting orders, from the 1st October, 1832, to the 30th September, 1834.
William C. Nicholson..	On board the sloop Concord, from the 1st October, 1832, to the 10th of December, 1832; March 12, 1833, ordered to the rendezvous at Baltimore; September 29, 1834, detached from the rendezvous, with leave of absence.
James B. Cooper.....	On duty at the Navy yard at New York, from the 1st October, 1832, to the 5th November, 1832; on leave and waiting orders, from that date to the 23d May, 1834, when he was ordered on duty at the Naval asylum at Philadelphia; still on that duty the 30th September, 1834.
Edward W. Carpenter.	On leave of absence and waiting orders, from 1st October, 1832, to 1st August, 1833; and at the naval rendezvous at Boston, from that date to the 30th September, 1834.
John L. Saunders.....	On duty in the frigate Brandywine, in the Mediterranean, from the 1st October, 1832, to the 11th July, 1833; and on leave of absence and waiting orders, from that time to the 30th September, 1834.
Joseph B. Hull.....	On duty at the Navy yard, Washington, from 1st October, 1832, to the 1st October, 1833; on leave of absence and waiting orders, from that time to the 6th August, 1834, when he was ordered to the frigate Potomac for the Mediterranean station; still in that ship 30th September, 1834.
John Stone Paine....	Waiting orders, from 1st October, 1832, to 9th November, 1833; and on duty at the Navy yard at Boston, Mass., from that date to the 30th September, 1834.
John E. Prentiss.....	Waiting orders, from 1st October, 1832, to 20th May, 1833; and attached to the Navy yard, Boston, from that date to the 9th November, 1833; and on leave of absence and waiting orders from that date to the 30th September, 1834.
John M. Sullivan.....	On leave of absence, from 1st October, 1832, to 21st February, 1833, the date of his death.

Name.	Where stationed, and what services each has performed.
Joseph Moorhead. . . .	On leave of absence, from 1st October, 1832, to 21st March, 1834; then ordered to the Falmouth for the West Indies; did not join the Falmouth before her sailing, and took passage in the Grampus for that purpose, but was taken sick in the West Indies, and had to return home; on leave, from 30th June to 30th September, 1834.
Thomas Pettigru.	On board the sloop-of-war John Adams, in the Mediterranean, from 1st October, 1832, to 5th February, 1834; and on leave of absence from that date to the 30th September, 1834.
John S. Chauncey.	On board the frigate United States, in the Mediterranean, from 1st October, 1832, to 30th September, 1834.
Irvine Shubrick.	On duty in the frigate Potomac, in the Pacific ocean, from 1st October, 1832, to 27th May, 1834; and on leave of absence from that date to the 30th September, 1834.
Thomas R. Gerry.	On duty in the sloop Concord, in the Mediterranean, from 1st October to 10th December, 1832; and on leave of absence from that date to 27th August, 1833, when his resignation was accepted.
John Kelly.	On leave of absence and waiting orders, from 1st October, 1832, to 30th September, 1834.
Edmund Byrne.	On board the frigate United States and the sloop John Adams, in the Mediterranean, from 1st October, 1832, to 5th February, 1834; and on leave of absence to 30th September, 1834.
Edward S. Johnson. . . .	On leave of absence and waiting orders, from 1st October, 1832, to 1st March, 1834, when he was attached to the frigate Brandywine, for the Pacific ocean; still attached to her the 30th September, 1834.
William H. Gardner. . . .	On duty, at the rendezvous, at Norfolk, from 1st October, 1832, to the 17th June, 1834; and attached to the sloop John Adams, in the Mediterranean, from that date to the 30th September, 1834.
David G. Farragut.	On leave of absence, from 1st October to 4th December, 1832; then ordered to the sloop Natchez, employed on our own coast and the coast of Brazil; remained in the Natchez to the 5th March, 1834; then put in command of the schooner Boxer; continued in that command to the 18th July; and from that date to the 30th September, 1834, on leave of absence.
Richard S. Pinckney. . . .	On duty, in the sloop Boston, attached to the Mediterranean squadron, from the 1st October, 1832, to the 4th December, 1832; and on leave of absence from that date to the 30th September, 1834.
Stephen B. Wilson.	On duty, in the frigate Potomac, in the Pacific, from the 1st October, 1832, to the 27th May, 1834; and on leave of absence from that time to the 30th September, 1834.
Edward C. Rutledge. . . .	On duty, on the St. Louis, in the West Indies, from the 1st October, 1832, to the 2d August, 1833; and on furlough from the 9th September, 1833, to the 30th September, 1834.
William S. Harris.	On leave of absence from the 1st October, 1832, to the 1st August, 1833; and on duty, in the St. Louis, in the West Indies, from that date to the 22d August, 1834; then put on leave of absence.
Thomas A. Dornin.	On duty, in the sloop Falmouth, in the Pacific, from the 1st October, 1832, to the 4th February, 1834; and in command of the receiving ship at Philadelphia, from the 1st April, 1834, to the 30th September, 1834.
Robert B. Cunningham. . .	On duty, in the sloop Peacock, on the coast of Brazil and in the East Indies, from the 1st October, 1832, to the 28th May, 1834; and on leave and waiting orders from that time to the 30th September, 1834.
James Glynn.	On leave of absence, and waiting orders, from the 1st October, 1832, to the 25th September, 1833; and from that date attached to the receiving ship at New York, till the 26th May, 1834; then on leave of absence to the 30th September, 1834.
Joseph Myers.	On duty, in sloop Lexington, on the coast of Brazil, from the 1st October, 1832, to the 29th April, 1834; and on leave from that date to the 30th September, 1834.
William C. Wetmore. . . .	Waiting orders from 1st October, 1832, to the 25th July, 1832; attached to the sloop St. Louis from that date to the 16th June, 1834; and then on leave to the 30th September, 1834.
Thomas R. Gedney.	On the survey of Narraganset Bay from 1st October, 1832, to the 5th of December, 1832; and on leave of absence from that date to the 24th September, 1834, at which time he was appointed to command the schooner Jersey, employed on the survey of the coast.
John Bubier.	On board the sloop Lexington, on the coast of Brazil, from the 1st October, 1832, to the 29th April, 1834; and on leave of absence from that date to the 30th September, 1834.
Victor M. Randolph.	Waiting orders from the 1st October, 1832, to the 1st October, 1833; and on furlough from that time to the 30th September, 1834.
Joseph Cutts.	Attached to the West India station, for duty, from the 1st October, 1832, to the 26th July, 1833; and to the Portsmouth (N. H.) Navy yard, from the 2d September, 1833, to the 26th September, 1834, at which time he died.
Jacob Crowninshield. . . .	Waiting orders from the 1st October, 1832, to the 1st October, 1833, at which time he was ordered to the receiving ship at Boston; remained on duty there till the 27th January, 1834, when he was detached; August 6th, 1834, ordered to the frigate Potomac, for the Mediterranean station.

Name.	Where stationed, and what services each has performed.
Frederick Engle	On leave of absence, and waiting orders, from the 1st October, 1832, to the 3d October, 1833; then ordered to the rendezvous at Philadelphia; still attached to that station, the 30th September, 1834.
Alex. J. Dallas	This officer was designated on the register as <i>Alexander J. D. Brown</i> , until the 24th May, 1834, when it was changed; he had been on duty in the frigate <i>Constellation</i> , in the Mediterranean, but was detached a few days previous to the 1st October, 1832, and did not return to the United States until July, 1833, when he arrived as passenger in the <i>Brandywine</i> ; he was waiting orders from that time to the 17th September; then ordered to the receiving ship at New York; December 30th he received a leave of absence, and continued on leave to the 30th September, 1834.
John H. Smith	On furlough, from the 1st October, 1832, to the 30th September, 1834.
John Rudd	On board the frigate <i>Constellation</i> , in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Robert Ritchie	On leave of absence and waiting orders, from the 1st October, 1832, to the 1st March, 1834; and from that date attached to the sloop <i>Falmouth</i> , in the West Indies, to the 30th September, 1834.
David R. Stewart	On duty in the frigate <i>Constellation</i> , in the Mediterranean, from the 1st October, 1832, to the 20th February, 1834, when he was transferred to the <i>Delaware</i> , 74; still on duty in that ship, the 30th September, 1834.
Wm. W. McKean	Attached to the sloop <i>Natchez</i> , on our own coast and the coast of Brazil, from the 4th December, 1832, to the 30th September, 1834.
Franklin Buchanan	Waiting orders, from the 1st October, 1832, to the 3d January, 1833; then ordered to the naval rendezvous at Philadelphia; February 21st, 1833, ordered to the <i>Delaware</i> 74, for the Mediterranean; on duty in that vessel and the frigate <i>United States</i> to the 30th September, 1834.
Hubbard H. Hobbs	Waiting orders, from the 1st October, 1832, to 1st March, 1834; and from that date to the 30th September, 1834, attached to the frigate <i>Brandywine</i> , in the Pacific ocean.
Samuel Mercer	Waiting orders from the 1st October, 1832, to the 21st August, 1833; and attached to the sloop <i>St. Louis</i> , in the West Indies, from that time to the 30th September, 1834.
Charles Lowndes	On furlough, from 1st October, 1832, to the 7th August, 1833; then ordered to the <i>Ontario</i> , by the 1st October; still attached to the <i>Ontario</i> , on the coast of Brazil, the 30th September, 1834.
Louis M. Goldsborough	At Washington, in charge of chronometers and other nautical instruments, from 1st October, 1832, to the 9th February, 1833; and on leave from that time to the 30th September, 1834.
George N. Hollins	Waiting orders, from 1st October, 1832, to the 29th September, 1834; then ordered to the rendezvous at Baltimore.
D. N. Ingraham	On furlough, from 1st October, 1832, to the 30th September, 1834.
John Marston, jr.	On duty in the <i>Vandalia</i> , in the West Indies, from the 1st October, 1832, to the 23d February, 1833, when he had permission to return home; on leave and waiting orders, from the 14th March, 1833, to the 30th September, 1834.
Henry Bruce	On leave of absence and waiting orders, from the 1st October, 1832, to the 20th May, 1833, at which time he was ordered to the Navy yard at Boston; November 9, 1833, detached from that yard and put on leave of absence; March 1, 1834, attached to the frigate <i>Brandywine</i> , for the Pacific ocean; still on board that ship, the 30th September, 1834.
William D. Newmnn	On board the sloop <i>Lexington</i> , on the coast of Brazil, from the 1st October, 1832, to the 31st August, 1833; then transferred to the sloop <i>Warren</i> as a passenger; returned and put on leave the 29th October, 1833; on leave and waiting orders from that time to the 30th September, 1834.
Henry A. Adams	On leave of absence, from the 1st October, 1832, to the 23d May, 1833; then ordered to the rendezvous at Philadelphia; remained there till the 5th September, 1834, when he was put on leave.
A. B. Pinkham	Attached to the sloop <i>Natchez</i> , on our own coast and the coast of Brazil, from the 5th December, 1832, to the 30th September, 1834.
James D. Knight	On leave of absence, from 1st October, 1832, to the 2d February, 1833; then ordered to the Navy yard at Pensacola; there till the 2d May, when he joined the schooner <i>Porpoise</i> ; remained in that vessel till the 18th July, 1833; on leave and waiting orders from that time to the 10th May, 1834, at which time he was ordered to the schooner <i>Enterprise</i> , for the coast of Brazil; still on duty in that vessel the 30th September, 1834.
Joseph Mattison	On leave of absence and waiting orders, from the 1st October, 1832, to the 25th September, 1834, at which time he was ordered to join the <i>Vandalia</i> for duty in the West Indies.
William S. Walker	On duty in the sloop <i>Warren</i> , on the coast of Brazil, from the 1st October, 1832, to the 29th October, 1833; on leave from that date to the 5th June, 1834; then ordered to the ordinary at Boston; July 26, transferred to the rendezvous on that station; still there the 30th September, 1834.
Alexander Slidell	On board the frigate <i>Brandywine</i> , in the Mediterranean, from the 1st October, 1832, to the 11th July, 1833, and on leave from that date to the 30th September, 1834.
James G. Boughan	Waiting orders from the 1st of October, 1832, to the 6th November, 1832, at which time he died.
George F. Pearson	Waiting orders from the 1st October, 1832, to the 20th May, 1833; then ordered to the Navy yard at Boston; June 5, 1834, detached from that yard, and on leave till the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
James T. Gerry.....	On board the sloop Concord, attached to the Mediterranean station, from the 1st October, 1832, to the 10th December, 1832, and on leave from that time to the 26th July, 1834; then ordered to the ordinary at Boston; still there the 30th September, 1834.
John S. Nicholas.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 23d July, 1833; then ordered to the receiving ship at New York; August 23, detached from the receiving ship, and ordered to the Navy yard there; still attached to that yard the 30th September, 1834.
Samuel F. Dupont....	On leave of absence and waiting orders, from the 1st October, 1832, to the 30th September, 1834.
William L. Hudson...	On duty at the Navy yard at New York, from the 1st October, 1832, to the 30th September, 1834.
William H. Campbell..	On duty in the schooner Grampus, in the West Indies, from the 1st October, 1832, to the 28th February, 1833; and on leave and waiting orders from that date to the 30th September, 1834.
Joseph M. Nicholson .	Attached to the Norfolk station for duty, from the 1st October, 1832, to the 5th April, 1833, at which time he died.
James P. Wilson.....	On duty at the rendezvous at Baltimore, from the 1st October, 1832, to the 11th March, 1833, when he was ordered to the sloop Fairfield for the Pacific station; still on duty in that vessel the 30th September, 1834.
George A. Magfuder..	Waiting orders from the 1st October, 1832, to the 8th June, 1833; then ordered to the Delaware 74, for the Mediterranean; on duty in that ship, and frigate United States, to the 30th September, 1834.
J. Edward Calhoun...	On furlough from the 1st October, 1832, to the 11th November, 1833, at which time his resignation was accepted.
John Pope.....	On duty in the sloop St. Louis, in the West Indies, from 1st October, 1832, to 1st August, 1833; on leave and waiting orders from that date to the 20th June, 1834; and attached to the sloop Erie, for the coast of Brazil, from that time to the 30th September, 1834.
Levin M. Powell.....	Waiting orders from 1st October, 1832, to the 4th December, 1832; and attached to the sloop Natchez, on the Atlantic coast, from that date to the 20th April, 1833; on leave and waiting orders from that date to the 30th September, 1834.
Charles Wilkes.....	On duty connected with the survey of Narraganset Bay, from the 1st October, 1832, to the 16th February, 1833, at which time he was appointed to take charge of the chronometers and other nautical instruments, at Washington; still on that duty the 30th September, 1834.
Elisha Peck.....	On duty in the sloop Falmouth, and schooner Dolphin, in the Pacific, from the 1st October, 1832, to the 4th February, 1834; and on leave of absence from that time to the 30th September, 1834.
John R. Cox.....	On duty in the schooner Enterprise, on the coast of Brazil, from the 1st October, 1832, to the 8th April, 1833, at which time he tendered his resignation, and had permission to return to the United States; his resignation was accepted by the Department on the 9th May, 1833.
William Seaton.....	Waiting orders from 1st October, 1832, to the 1st May, 1833; then ordered to the Delaware, seventy-four, for the Mediterranean station; on the 17th October, 1833, a leave of absence was forwarded to him; he returned to the United States in March, 1834; and his resignation was accepted the 5th July, 1834.
John A. Carr.....	On furlough from the 1st October, 1832, to the 11th March, 1833; then ordered to the sloop Fairfield, for the Pacific station; still attached to that ship the 30th September, 1834.
Thomas J. Manning...	Waiting orders from the 1st October, 1832, to the 27th September, 1833; and attached to the Vandalia from that time to the 16th August, 1834; then on leave of absence to the 30th September, 1834.
William Pearson.....	Waiting orders from the 1st October, 1832, to the 15th April, 1833, and attached to the receiving ship at New York; on duty from that time to the 25th September, 1833; then on leave of absence to the 7th February, 1834, when he was ordered to the sloop Falmouth, for the West Indies; still on duty in that ship the 30th September, 1834.
Wm. L. Howard.....	On leave of absence, and waiting orders, from the 1st October, 1832, to the 28th February, 1834; and attached to the receiving ship at Boston from that date to the 30th September, 1834.
Wm. P. Piercy.....	On leave of absence, and waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Richard A. Jones.....	On duty at the rendezvous at Baltimore, from the 1st October, 1832, to the 6th August, 1834; then ordered to the frigate Potomac, for the Mediterranean station; still on board that ship the 30th September, 1834.
Thomas J. Leib.....	On duty in the schooner Enterprise and sloop Warren, on the coast of Brazil, from the 1st October, 1832, to the 29th October, 1833; and on leave and waiting orders from that date to the 2d August, 1834; then ordered to the receiving ship, New York; still in that ship 30th September, 1834.
Wm. G. Woolsey.....	Waiting orders from the 1st October, 1832, to the 18th July, 1833; then ordered to the schooner Shark, for the Mediterranean; still attached to that vessel 30th September, 1834.
Wm. H. Kennon	Waiting orders from the 1st October, 1832, to the 30th September, 1834.
Arthur Lewis.....	Waiting orders from the 1st October, 1832, to the 27th December, 1832; then ordered to the receiving ship at Norfolk; February 28, 1833, ordered from thence to the schooner Grampus, for the West Indies; detached from the Grampus, with leave of absence, the 25th February, 1834; and on leave and waiting orders from that date to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
John W. West.....	Waiting orders from the 1st October, 1832, to the 1st October, 1833; then attached to the Ontario, for the coast of Brazil, and continued so to the 30th September, 1834.
T. O. Selfridge.....	On duty at the Navy yard at Portsmouth, N. H., from the 1st October, 1832, to the 26th December, 1832; on leave from that date to the 1st May, 1833; then ordered to the Delaware, seventy-four, for the Mediterranean station; on duty in that ship and frigate United States, to the 30th September, 1834.
R. R. Pinkham.....	On board the frigate Potomac, in the Pacific, from the 1st October, 1832, to the 10th August, 1833, when he had permission to go aboard the American whaling ship Corinthian, in the Pacific; he returned to the United States in July, 1834, and was on leave from that time to the 30th September, 1834.
Henry Engle.....	On duty in the receiving ship at New York, from the 1st October, 1832, to the 20th July, 1833; and on leave from that time to the 20th June, 1834, when he was ordered to join the sloop Erie for duty; was still aboard that ship, on the coast of Brazil, 30th September, 1834.
Andrew K. Long.....	Served on board the frigates Brandywine, Constellation and United States, in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
G. J. Van Brunt.....	On duty at the Navy yard at Boston, from the 1st October, 1832, to the 7th of February, 1834; then ordered to the frigate Brandywine, for the Pacific; still on board that ship the 30th September, 1834.
Henry Pinkney.....	On duty at New York yard, &c., from the 1st October, 1832, to the 29th July, 1834; August 6th, 1834, ordered to the frigate Potomac for the Mediterranean station.
Wm. M. Glendy.....	On duty in the Falmouth and schooner Dolphin, in the Pacific, from the 1st Oct., 1832, to the 22d February, 1833, when he had permission to return to the United States; on leave, from the 31st July, 1833, to the 30th Sept., 1834.
John H. Little.....	On duty in the sloop Lexington, on the coast of Brazil, from the 1st October, 1832, to the 29th April, 1834; and on leave of absence from that time to the 30th September, 1834.
Geo. P. Upshur.....	On leave of absence, from the 1st October, 1832, to the 30th September, 1834.
Samuel B. Cocke.....	On leave of absence, from the 1st October, 1832, to the 30th September, 1834.
George S. Blake.....	On duty, connected with the survey of Narraganset Bay, from the 1st October, 1832, to the 5th December, 1832; on leave and waiting orders from that time to the 16th November, 1833; then ordered to the Navy yard at Philadelphia, and remained there to the 30th September, 1834.
Zach. F. Johnson.....	On leave of absence, from the 1st October, 1832, to the 18th July, 1833; then ordered to the Vandalia, for the West Indies; September 6th, 1834, detached from Vandalia, on leave for three months.
Wm. Green.....	Attached to the schooner Grampus, in the West Indies, from the 1st October, 1832, to the 3d December, 1832; on leave and waiting orders from that time to the 9th September, 1834; then ordered to the rendezvous at Norfolk.
Samuel Barron.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 6th June, 1834; then ordered to the schooner Enterprise, for the coast of Brazil.
George Izard.....	Was attached to the West India squadron for duty, from the 1st October, 1832, to the 4th May, 1833, when his resignation was accepted.
Timothy S. Benham...	On duty in the schooners Boxer and Enterprise, on the coast of Brazil, from the 1st October, 1832, to the 19th of April, 1834; and on leave from that time to the 30th September, 1834.
Robert W. Jones....	On duty in the receiving ship at New York, from the 1st October, 1832, to the 15th August, 1833; then on leave of absence and waiting orders, to the 7th August, 1834, when he was ordered to the frigate Potomac, for the Mediterranean; still attached to that ship, 30th September, 1834.
A. G. Gordon.....	On leave of absence and waiting orders, from the 1st October 1832, to the 30th September, 1834.
A. G. Slaughter.....	On duty in the receiving ship at Norfolk, from the 1st October, 1832, to the 30th September, 1834.
A. E. Downes.....	Waiting orders, from the 1st October, 1832, to the 20th February, 1833; and on duty at the Navy yard Boston, from that date to the 1st May following; then ordered to the Delaware 74, for the Mediterranean station; still attached to that ship, the 30th September, 1834.
Oscar Bullus.....	On duty in the receiving ship at New York, from the 1st October, 1832, to the 21st February, 1833; and on leave of absence and waiting orders, from that time to the 17th March, 1834; then ordered to the Boston station for duty; still on duty there the 30th September, 1834.
Sterne Humphreys ...	On leave of absence, and on furlough, from the 1st October, 1832, to the 1st October, 1834, when his resignation was accepted.
John Marshall.....	On duty on the Mediterranean station, from the 1st October, 1832, to the 12th February, 1833; then on leave of absence to the 30th September, 1834.
Charles H. Jackson...	On leave of absence, and waiting orders, from the 1st October, 1832, to the 18th July, 1833; then ordered to the schooner Shark, for the Mediterranean station; remained on that station till June, 1834, when he had permission to return home; on his return, and on leave from that time to the 1st October, 1834, when he was ordered to the schooner Boxer, for the Pacific ocean.
Andrew A. Harwood..	Attached to the Mediterranean squadron for duty, from the 31st October, 1832, to the 27th August, 1833; and on leave of absence, and furlough, from that date to the 30th September, 1834.
Thos. McK. Buchanan.	Left the service the 20th October, 1832.

Name.	Where stationed, and what services each has performed.
Theodorus Bailey, jr. . . .	Waiting orders from the 1st October, 1832, to the 9th April, 1833, when he was ordered to the Vincennes for the Pacific ocean; still on board that vessel the 30th September, 1834.
John M. Rinker	On leave of absence from the 1st October, 1832, to the 31st May, 1833, when he died.
H. Y. Purviance.	On duty in the sloop Peacock, East Indies and coast of Brazil, from the 1st October, 1832, to the 28th May, 1834; and on leave of absence from that time to the 30th September, 1834.
George Adams.	On board the sloop John Adams, in the Mediterranean, from the 1st October, 1832, to the 12th April 1833; then on leave of absence till February, 1834, when he joined the frigate Constellation, and remained in her till the 30th September, 1834.
Cadwallader Ringgold.	On leave, and waiting orders, from 1st October, 1832, to the 17th June, 1834; then ordered to the John Adams for the Mediterranean; still attached to that vessel, the 30th September, 1834.
John Graham.	On leave and waiting orders, from the 1st October, 1832, to the 23d August, 1833; then ordered to the sloop Vandalia, for the West Indies; remained in that ship till the 14th August, 1834; then put on leave of absence.
William F. Lynch	On duty in the receiving ship at Norfolk, from the 1st October, 1832, to the 16th February, 1833; on leave, and waiting orders, from that time to the 17th June, 1834; then ordered to the sloop John Adams; still attached to that ship the 30th September, 1834.
Henry W. Morris.	Attached to the schooner Experiment, on duty on the Atlantic coast, from the 1st October, 1832, to the 29th April, 1833; then ordered to the Fairfield, for the Pacific ocean; continued in that ship to the 30th September, 1834.
Isaac Sterrett.	Waiting orders, from 1st October, 1832, to the 17th June, 1834; then ordered to the sloop John Adams, for the Mediterranean station; still in that ship 30th September, 1834.
Edward B. Boutwell . .	On leave of absence, from 1st October, 1832, to 7th February, 1833; then ordered to the ordinary at Norfolk; April 27, 1833, ordered to the sloop Natchez, for the coast of Brazil; May, 1834, returned in the sloop Peacock, and put on leave the 28th of that month, and remained on leave to the 30th September, 1834.
James T. Homans	On no duty from 1st October, 1832, to 18th July, 1833; then ordered to the schooner Shark, for the Mediterranean station; returned from that station by permission of the commander, the 3d August, 1834, and on leave from that time to the 30th September, 1834.
John E. Bispham	On leave of absence, and on furlough, from 1st October, 1832, to 18th July, 1834; then ordered to the sloop Erie, for the coast of Brazil; still on board that ship the 30th September, 1834.
Sidney Smith Lee	On leave, and waiting orders, from 1st October, 1832, to 1st May, 1833; then ordered to the Delaware 74, for the Mediterranean station; on duty in that ship and the frigate United States, to the 30th September, 1834.
William C. Whittle. . .	On duty in the receiving ship at Norfolk, from 1st October to 29th December, 1832; then ordered to the schooner Experiment, cruising on the Atlantic coast; remained in her to the 29th January, 1833; then on leave and waiting orders to the 27th February, 1834, when he was ordered to the schooner Grampus, for the West Indies; returned in the Vandalia, in August, 1834, and on leave from that date to the 30th September, 1834.
John H. Marshall.	On duty in the Mediterranean squadron, from 1st October, 1832, to 30th September, 1834.
Richard H. Morris.	On-furlough, from 1st October, 1832, to 25th July, 1833; then ordered to the St. Louis, for the West Indies; remained attached to that vessel to the 30th September, 1834.
Thompson D. Shaw . . .	On leave of absence, from 1st October, 1832, to 8th April, 1833; then ordered to the coast of Brazil for duty; returned from that station in April, 1834, in the sloop Lexington; then put on leave, and remained so till 5th September, when he was ordered to duty at the rendezvous at Philadelphia.
Robert D. Thorburn. . .	Attached to the schooner Shark, in the West Indies, from 1st October to 9th December, 1832, when he had permission to return home; on leave and waiting orders, from 14th January, 1833, to 30th September, 1834.
Samuel Lockwood.	Waiting orders, from 1st October, 1832, to 11th March, 1833; then ordered to the sloop Fairfield, for the Pacific ocean; still attached to that ship the 30th September, 1834.
Lloyd B. Newell	Attached to the sloop-of-war St. Louis, in the West Indies, from 1st October, 1832, to 3d September, 1833; November 6, 1833, permission to join the Mediterranean squadron; was attached to that squadron to the 30th September, 1834.
John Cassin	On leave of absence and waiting orders, from 1st October, 1832, to 30th August, 1834; then ordered to the sloop Vandalia, for the West Indies; still attached to the Vandalia the 30th September, 1834.
Hillary H. Rhodes	On leave and waiting orders, from 1st October, 1832, to 30th September, 1834.
William S. Ogden.	On duty in the sloop Boston, attached to the Mediterranean station, from the 1st October, 1832, to the 7th December, 1832; and on leave of absence, and waiting orders, from that time to the 16th November, 1833; then ordered to the receiving ship at New York; was attached to that ship on the 2d August, 1834; then put on leave of absence for three months.
Edward O. Blanchard.	On duty in the sloop Warren, on the coast of Brazil, from the 1st October, 1832, to the 29th October, 1833; and on leave of absence, and waiting orders, from that time to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
H. J. Auchmuty	On duty in the frigate <i>United States</i> , in the Mediterranean, from the 1st October, 1832, to the 31st March, 1833, when he had permission to return home; on leave of absence from 29th July, 1833, to the 30th September, 1834.
John G. Rodgers	On duty in the schooner <i>Enterprise</i> , on the coast of Brazil, from the 1st October, 1832, to the 3d December, 1832, when he had permission to return home; on leave from January, 1833, to the 29th November; then ordered to the New York station, for duty; resignation accepted the 10th February, 1834.
Frederick A. Neville	Attached to the sloop <i>Vandalia</i> , for duty in the West Indies, from the 1st October, 1832, to the 19th July, 1833; and on leave, from that time to the 30th September, 1834.
John W. Mooers	On duty in the schooner <i>Dolphin</i> , and sloop <i>Fairfield</i> , in the Pacific, from the 1st October, 1832, to the 4th February, 1834; and on leave, from that time to the 30th September, 1834.
Edmund M. Russell	Attached to the ordinary at Portsmouth, New Hampshire, for duty, from the 1st October, 1832, to the 9th April, 1833; then ordered to the sloop <i>Vincennes</i> , for the Pacific; still attached to that vessel the 30th September, 1834.
Richard R. McMullin	On duty in the sloop <i>Warren</i> , from the 1st October, 1832, to the 27th January, 1833, the date of his death.
Hampton Westcott	On duty in the schooners <i>Porpoise</i> , <i>Shark</i> , and <i>Experiment</i> , in the West Indies, from the 1st October, 1832, to the 17th March, 1834, when he had permission to return home; on leave of absence, from the 9th April, to the 30th September, 1834.
Charles C. Turner	On duty in the frigate <i>Brandywine</i> , in the Mediterranean, from the 1st October, 1832, to the 11th July, 1833; on leave from that time to the 21st September; then ordered to the sloop <i>Vandalia</i> , for the West Indies; detached from the <i>Vandalia</i> , the 30th August, 1834; on leave three months.
Joseph Stallings	Attached to the sloop <i>Lexington</i> for duty, on the coast of Brazil, from the 1st October, 1832, to the 29th April, 1834; and then on leave of absence, to the 30th September, 1834.
John Manning	Waiting orders, from the 1st October, 1832, to the 4th December, 1832; then ordered to the sloop <i>Natchez</i> ; attached to that vessel on the Atlantic coast, and the coast of Brazil, from that date to the 20th September, 1834; then had permission to return to the United States.
James L. Lardner	On furlough from the 1st October, 1832, to the 1st May, 1833; then ordered to the <i>Delaware 74</i> , for the Mediterranean station; still attached to that ship the 30th September, 1834.
Robert G. Robb	On leave of absence, and waiting orders, from the 1st October, 1832, to the 30th September, 1834.
Edward M. Vail	On duty in the sloop <i>John Adams</i> , in the Mediterranean, from the 1st October, 1832, to the 12th February, 1834; and on leave of absence from that date to the 30th September, 1834.
Fitz Allen Deas	On leave of absence, and waiting orders, from 1st October, 1832, to the 30th September, 1834, except 15 days on duty at the Navy yard at Philadelphia.
Samuel W. Stockton	On duty in the sloop <i>Warren</i> , on the coast of Brazil, from the 1st October, 1832, to the 29th October, 1833; and on leave of absence from that time to the 30th September, 1834.
John Calhoun	On leave of absence from the 1st October, 1832, to the 3d January, 1833; then ordered to the <i>Vandalia</i> , in the West Indies; detached from the ship the 20th September, 1833; and on leave and waiting orders, from that time to the 30th September, 1834.
Charles W. Chauncey	On his return home from duty in the sloop <i>Falmouth</i> , in the Pacific, and on leave of absence from the 1st October, 1832, to the 17th June, 1834; then ordered to the sloop <i>John Adams</i> , for the Mediterranean; still attached to that ship the 30th September, 1834.
Lawrence Pennington	Waiting orders from the 1st October, 1832, to the 1st October, 1833; and attached to the sloop <i>Ontario</i> , on the coast of Brazil, from that date to the 30th September, 1834.
Thomas T. Craven	On board the schooner <i>Boxer</i> , on the coast of Brazil, and in the East Indies, from the 1st October, 1832, to the 18th July, 1834; and on leave of absence from that time to the 30th September, 1834.
Andrew H. Foot	On leave of absence from the 1st October, 1832, to the 1st May, 1833; then ordered to the <i>Delaware 74</i> ; still attached to that ship the 30th September, 1834.
John L. Ball	On duty in the frigate <i>Brandywine</i> , in the Mediterranean, from the 1st October, 1832, to the 14th February, 1833; then on leave of absence to the 30th September, 1834.
William W. Hunter	Attached to the West India squadron for duty, from the 1st October, 1832, to the 3d January, 1833; then on leave of absence to the 13th April, 1833, when he was ordered to the coast of Brazil for duty, in our squadron there; returned in the sloop <i>Lexington</i> from that station, 20th April, 1834; and on leave from that time to the 30th September, 1834.
N. C. Lawrence	Waiting orders from the 1st October, 1832, to the 11th March, 1833; then ordered to the sloop <i>Fairfield</i> , for the Pacific ocean; returned as passenger in the frigate <i>Potomac</i> , and on leave from the 27th May, 1834, to the 5th September, 1834; then ordered to the sloop <i>St. Louis</i> , for the West Indies.
Amasa Paine	On duty in the schooner <i>Experiment</i> , on the Atlantic coast, from the 1st October, 1832, to the 10th July, 1833; and on leave of absence and waiting orders, from that date to the 27th September, 1834; then ordered to the receiving ship at Boston.

Name.	Where stationed, and what services each has performed.
Nathaniel W. Duke...	On leave of absence and waiting orders, from 1st October, 1832, to 30th September, 1834.
Edward G. Tilton.....	Waiting orders, from 1st October, 1832, to 1st October, 1833; and attached to the sloop Ontario, on the coast of Brazil, from that date to the 30th September, 1834.
James H. Ward.....	On duty in the sloop Concord, attached to the Mediterranean station, from 1st October to 10th December, 1832; and on leave of absence from that date to the 30th May, 1834, when he was ordered to the receiving ship at New York, and continued in that ship to the 30th September, 1834.
Henry Hoff.....	On duty in the frigate Potomac, attached to the Pacific station, from 1st October, 1832, to 27th May, 1834; and on leave of absence from that date to the 30th September, 1834.
Jonathan Ingersoll ...	On duty in the frigate Potomac, attached to the Pacific station, from 1st October, 1832, to 27th May, 1834; and on leave of absence from that date to the 30th September, 1834.
Grey Skipwith.....	On duty in the schooner Porpoise, West Indies, from 1st October, 1832, to 12th July, 1833; and on leave of absence from that date to the 30th September, 1834.
Murray Mason.....	On duty in the frigate Brandywine, from 1st October, 1832, to 31st July, 1833; and on leave of absence and waiting orders, from that date to the 30th September, 1834.
Charles H. Davis.....	Waiting orders, from 1st October, 1832, to 13th April, 1833; and on duty in the receiving ship at Boston, from that date to the 8th October, 1833, at which time he was ordered to the sloop Vincennes, for the Pacific; he continued in that ship to the 9th September, 1834, when he had permission to take charge of the American barque Vermont, and return to the United States.
Stephen Johnston.....	On duty in the schooner Experiment, on the Atlantic coast and in the West Indies, from 1st October, 1832, to 19th July, 1834, and attached to the Vandalia from that time to the 14th August; then on leave to the 30th September, 1834.
Jon. W. Swift.....	On duty in the sloop Concord, attached to the Mediterranean station, from 1st October to 10th December, 1832; and on leave of absence and waiting orders, from that time to the 30th September, 1834.
Jerome Callan.....	Attached to the West India squadron, for duty, from 1st October, 1832, to 17th July, 1833; and on leave from that time to the 29th June, 1834, at which time he died.
Pedro C. Valdes.....	On furlough from 1st October, 1832, to 20th October, 1833, at which time he resigned.
Charles M. Armstrong.	On duty in the sloop Falmouth, Pacific ocean, from 1st October, 1832, to 4th February, 1834; and on leave of absence from that time to the 30th September, 1834.
Ebenezer Farrand.....	Commanding the schooner Ariel on the coast of Florida, in the protection of live oak, from 1st October, 1832, to 2d January, 1833; and on leave of absence and waiting orders, from that time to the 21st May, 1834; then ordered to the New York station for duty; remained on duty there to the 30th September, 1834.
Henry H. Bell.....	On leave of absence from 1st October, 1832, to 1st April, 1833; and on duty in connection with the coast survey, from that date to the 20th September, 1834, when he was detached and placed on leave.
Philip A. Stockton....	On furlough, from the 1st October, 1832, to the 14th February, 1834, when his resignation was accepted.
William Smith.....	On leave of absence, from the 1st October, 1832, to the 30th September, 1834.
Charles H. McBlair ...	On leave of absence from the 1st October, 1832, to the 26th October, 1833; and on duty in the sloop John Adams, from that date to the 5th of February, 1834; and from that time to 30th September, 1834, on leave of absence.
James M. Watson	Waiting orders, from the 1st October, 1832, to the 26th March, 1833, when he was ordered to the coast of Brazil, for duty; returned from that station in the schooner Enterprise, in April, 1834; and on leave of absence, and waiting orders, from that time to the 30th September, 1834.
John W. Turk.....	Waiting orders, from the 1st October, 1832, to the 27th March, 1833; then ordered to take passage in the sloop Fairfield, to the Pacific ocean, for duty in the schooner Dolphin, where he remained to the 30th September, 1834.
Junius J. Boyle.....	Waiting orders, from the 1st October, 1832, to the 26th July, 1833; then ordered to the Delaware 74, for the Mediterranean station; still attached to that ship the 30th September, 1834.
William E. Hunt.....	On duty in the ship Boston, attached to the Mediterranean station, from the 1st October, 1832, to the 7th December, 1833; on leave of absence from that date to the 1st October, 1833; then ordered to the receiving ship at New York; November 13, 1833, placed on furlough, and continued so to the 25th September, 1834, when he was ordered to duty in the sloop Vandalia, for the West India station.
Gurden C. Ashton	Attached to the West India squadron, for duty, from the 2d October, 1832, to the 18th March, 1833, when he had permission to return home; on leave of absence from the 25th April to the 15th July, 1833; then ordered to the receiving ship at Norfolk; August 30, detached from receiving ship, and ordered to the Vandalia, for the West Indies; returned from the West Indies in the schooner Grampus; and on leave from the 26th February, 1834, to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
A. R. Strong.....	On duty in the sloop Boston, attached to the Mediterranean squadron, from the 1st October, 1832, to the 4th December, 1832; on leave from that time to the 18th July, 1833, when he was ordered to the schooner Experiment, for the West Indies; died at Pensacola, 18th October, 1834, being at that time still attached to the Experiment.
Robert L. Browning ..	Waiting orders, from the 1st October, 1832, to the 11th May, 1833; then ordered to the Vincennes, for the Pacific ocean; still attached to that vessel on the 30th September, 1834.
Jonathan D. Ferris....	On leave of absence and waiting orders, from the 1st October, 1832, to the 30th September, 1834.
A. B. Fairfax.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 18th July, 1833; then ordered to the sloop Vandalia, for the West Indies; continued in that ship to the 7th June, 1834, when he had permission to return home in the sloop St. Louis; September 25, 1834, he was ordered to the sloop St. Louis for duty.
Neil M. Howison.....	On duty in the frigate Constellation, and the sloop John Adams, in the Mediterranean, from 1st October, 1832, to the 5th February, 1834; and on leave and waiting orders, from that time to the 30th September, 1834.
Wm. B. Lyne.....	Under orders for duty in the Experiment, from 27th November, 1832, to the 24th December, 1832; and on furlough from that time to the 6th August, 1833, when he was ordered to the schooner Porpoise, of the West India squadron; continued on duty in that squadron to the 30th September, 1834.
Peter Turner.....	Promoted to a lieutenantcy 20th December, 1832; on duty in the receiving ship at Boston from that time to the 17th September, 1834, when he was ordered to the schooner Boxer, for the Pacific ocean.
Jno. T. Jenkins.....	Promoted to a lieutenantcy 20th December, 1832; on furlough from that time to the 13th March, 1833, when he was ordered to the receiving ship at Norfolk; on leave of absence from the 24th June to the 20th August, 1833, when he was ordered to the schooner Shark, for the Mediterranean station; October 10, had permission to join the squadron at that station at his own expense; he was still attached to that squadron, on duty, the 30th September, 1834.
John A. Davis.....	Promoted to a lieutenantcy the 27th February, 1833; on duty from that date at the ordinary at Norfolk, to the 6th September, 1833; then ordered to the schooner Shark, for the Mediterranean; October 10, had permission to join the Mediterranean squadron for duty, at his own expense; was still on duty in that squadron the 30th September, 1834.
Henry K. Thatcher ...	Promoted to a lieutenantcy the 28th February, 1833; waiting orders from that date to the 9th November, 1833; then attached the Navy yard at Boston, for duty; remained on duty there to the 7th February, 1834, when he was ordered to the sloop Falmouth, for the West Indies; still on duty in that ship the 30th September, 1834.
James H. Rowan.....	Promoted to a lieutenantcy 31st December, 1833; waiting orders from that date to the 11th February, 1834; and on duty, at New York, from that time to the 30th September, 1834.
Samuel E. Munn.....	Promoted to a lieutenantcy 31st December, 1833; on duty at Norfolk from that date to the 24th February, 1834; then ordered to the sloop Falmouth, for the West Indies; May 28th, transferred to the schooner Experiment, and was still in her the 30th September, 1834.
Wm. H. Noland.....	Promoted to a lieutenantcy the 31st December, 1833; waiting orders from that time to the 6th May, 1834, when he was ordered to the schooner Enterprise, for the coast of Brazil; was still in that vessel the 30th September, 1834.
Wm. D. Porter..	Promoted to a lieutenantcy 31st December, 1833; on duty at the Navy yard at Norfolk from that date to the 24th February, 1834; then ordered to the Grampus, for the West Indies; was still on duty there 30th September, 1834.
Philander F. Canedy..	Promoted to a lieutenantcy 31st December, 1833; died 2d January, 1834.
Charles H. Duryee....	Promoted to a lieutenantcy the 31st December, 1833; on duty in the sloop Natchez and the schooner Boxer, on the coast of Brazil, from the date of his promotion to the 18th July, 1834; and on leave of absence from that date to the 30th September, 1834.
Wm. McBlair.....	Promoted to a lieutenantcy the 31st December, 1833; on leave and waiting orders from the 3d January, 1834, to the 4th September, 1834; then attached to the sloop Vandalia, for the West Indies.
George M. Hooe.....	Promoted to a lieutenantcy 31st December, 1833; on duty in the frigate Constellation from that date, in the Mediterranean, to the 30th September, 1834.
John S. Missroon.....	Promoted to a lieutenantcy 31st December, 1833; on duty in the sloop Vincennes, in the Pacific from that date to the 30th September, 1834.
James Noble.....	Promoted to a lieutenantcy 31st December, 1833; on leave of absence and waiting orders, from that time to the 12th September, 1834; then ordered to the sloop St. Louis, for the West Indies.
Richard L. Page.....	Promoted to a lieutenantcy, 26th March, 1834; on duty in the schooner Enterprise, on the coast, from the 13th May to the 30th September, 1834.
Gabriel G. Williamson	Promoted to a lieutenantcy, 29th March, 1834; on duty in the sloop Lexington, on the coast of Brazil, from the date of his promotion to the 29th April; then on leave to the 30th September, 1834.
Frederick Chatard....	Promoted, the 29th March, 1834; on duty in the sloop Fairfield, in the Pacific, from the date of his promotion to the 25th August; and on his return home from that time to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
B. J. Totten.....	Promoted, the 29th March, 1834, to a lieutenancy; on leave from that time to the 30th September, 1834.
Owen Burns.....	Promoted to a lieutenancy, 1st April, 1834; on duty in the Mediterranean squadron from that date to the 30th September, 1834.
Harry Ingersoll.....	Promoted to a lieutenancy, 8th April, 1834; waiting orders from that date to the 5th September, 1834; then ordered to the sloop <i>Vandalia</i> for the West Indies.
Alex. H. Marbury....	Promoted to a lieutenancy, 23d June, 1834; on duty in the sloop <i>Ontario</i> , on the coast of Brazil, from that date to the 30th September, 1834.
H. M. Houston.....	Promoted to a lieutenancy, 24th June, 1834; on leave from that date to the 26th Sept., 1834, when he was ordered to the schooner <i>Boxer</i> , for the Pacific ocean.
Charles G. Hunter....	Promoted to a lieutenancy, 24th June, 1834; on duty from that date to the 30th September, 1834, in the sloop <i>Falmouth</i> , in the West Indies.
SURGEONS.	
Lewis Heermann.....	On leave of absence, from 1st October, 1832, to the 19th May, 1833, when he died.
Jonathan Cowdery...	On duty, at the Navy yard, Norfolk, from the 1st Oct., 1832, to the 6th Dec., 1833; and on leave and waiting orders, from that date, to the 30th Sept., 1834.
Wm. P. C. Barton....	On duty, at the Navy yard at Philadelphia, from the 1st October, 1832, to the 30th September, 1834.
Thomas Harris.....	On duty, at the Naval hospital at Philadelphia, from the 1st October, 1832, to the 1st April, 1833; and on leave and waiting orders, from that date to the 30th September, 1834.
William Turk.....	On duty, as surgeon of the fleet, in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Hyde Ray.....	On duty, at the Baltimore station, from the 1st October, 1832, to the 30th September, 1834.
Gerard Dayers.....	On leave of absence, and waiting orders, from the 1st October, 1832, to the 15th February, 1834; and on duty at the rendezvous at Boston, from that date to the 30th September, 1834.
John A. Kearney.....	On duty at the Naval hospital, Pensacola, from the 1st October, 1832, to the 8th of December, 1832; and on duty as fleet surgeon of West India squadron, from the 9th December, 1832, to the 30th September, 1834.
Bailey Washington...	On duty in the frigate <i>Brandywine</i> , in the Mediterranean, from the 1st October, 1832, to the 11th July, 1833; and on leave and waiting orders, from that time to the 30th June, 1834, when he was assigned to duty at the Navy yard, Washington, and at the Navy Department; and was still on that duty the 30th September, 1834.
William Swift.....	Waiting orders, from the 1st October, 1832, to the 22d January, 1833; then ordered to the Naval hospital, New York, where he continued on duty to the 30th September, 1834.
Thomas B. Salter.....	On duty at the Naval hospital at New York, from the 1st October, 1832, to the 22d January, 1833; and on leave of absence from that time to the 30th September, 1834.
Peter Christie.....	On duty as fleet surgeon, attached to the coast of Brazil, from the 1st October, 1832, to the 29th October, 1833; and on leave from that time to the 4th February, 1834, when he was ordered to duty at the rendezvous at New York; was still on that duty the 30th September, 1834.
Samuel Jackson.....	On duty as fleet surgeon, attached to the Pacific station, from the 1st October, 1832, to the 27th May, 1834; and on leave from that time to the 30th September, 1834.
Andrew B. Cooke.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 9th April, 1833, when he was appointed fleet surgeon to the Pacific squadron; still on duty as fleet surgeon the 30th September, 1834.
Leonard Osborne.....	On duty at the Marine barracks, Washington, from the 1st October, 1832, to the 30th September, 1834.
Thomas Williamson..	On duty at the Naval hospital at Norfolk, from the 1st October, 1832, to the 30th September, 1834.
George S. Sproston...	On duty at the Navy yard at Boston, from the 1st October, 1832, to the 6th January, 1834; and on leave and waiting orders, from that time to the 24th September, 1834, when he was ordered to the Baltimore station for duty.
Benajah Ticknor.....	On duty in the sloop <i>Peacock</i> , on the coast of Brazil, and in the East Indies, from the 1st of October, 1832, to the 28th of May, 1834; and on leave from that date to the 1st August, 1834; and at the Navy yard, Boston, from that date to the 30th September, 1834.
Mordecai Morgan....	On duty in the frigate <i>Constellation</i> , in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Thomas J. Boyd.....	On duty at the Naval hospital, and Navy yard, Washington, from the 1st October, 1832, to the 30th June, 1834; then waiting orders to the 30th September, 1834.
James Cornick.....	On leave of absence from the 1st October, 1832, to the 1st February, 1833; then ordered to the Navy yard, Portsmouth, N. H.; September 3, relieved from that station, and on leave to the 4th December; then ordered to the Navy yard, Norfolk; still on that duty the 30th September, 1834.
Charles Chase.....	On duty at the Navy yard, Portsmouth, N. H., from 1st October, 1832, to 1st February, 1833, and on leave of absence from that time to the 9th January, 1834, when he was ordered to the Navy yard at Boston, for duty; continued on that duty to the 20th June, 1834, when he was ordered to the sloop <i>Erie</i> , for the coast of Brazil; appointed fleet surgeon the 30th June, 1834; still attached to that station the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
David S. Edwards....	On duty at the naval rendezvous, New York, from 1st October, 1832, to 4th February, 1834; and on leave of absence and waiting orders from that time to the 18th September, when he was ordered to the sloop Falmouth, for the West Indies.
Isaac Hulse.....	On leave of absence, from 1st October to 9th December, 1832; and at the Naval hospital at Pensacola, on duty, from that date to the 30th September, 1834.
John S. Wiley.....	On duty at the Navy yard, New York, from 1st October, 1832, to 25th July, 1833, when he was detached and ordered to the sloop St. Louis, for duty in the West Indies; remained attached to that vessel to the 13th March, 1834; and on leave, and awaiting and under trial, from that time to the 30th Sept., 1834.
George Terrill.....	Attached to the rendezvous at Norfolk, for duty, from 1st October, 1832, to 10th January, 1833; on leave and waiting orders from that date to the 6th August, 1834, when he was ordered to the frigate Potomac, bound to the Mediterranean; still attached to that vessel the 30th September, 1834.
John Haslett.....	On his return from duty in the Mediterranean, and on leave of absence and waiting orders, from 1st October, 1832, to 25th July, 1833, when he was ordered to the Navy yard at New York; still attached to that yard the 30th September, 1834.
Waters Smith.....	On duty at the rendezvous, Philadelphia, from 1st October, 1832, to 20th September, 1833; and at the Naval hospital at that place, from that date to the 30th September, 1834.
Benjamin F. Bache....	On duty at the Navy yard, Pensacola, from 1st October, 1832, to 30th September, 1834.
Augustus A. Adee....	On duty in the sloop St. Louis, in the West Indies, from 1st October, 1832, to 25th July, 1833; and on leave and waiting orders from that time to the 1st March, 1834, when he was attached to the frigate Brandywine, for the Pacific ocean; still on board that ship the 30th September, 1834.
Thomas Dillard.....	On duty in the sloop Boston, attached to the Mediterranean squadron, from 1st October to 7th December, 1832; and on leave from that time to the 1st April, 1833, when he was ordered to the Naval hospital at Philadelphia, for duty; remained attached to that station to the 8th October, 1833, when he was put on leave of absence, and continued so to the 30th September, 1834.
Stephen Rapalje.....	On duty in the receiving ship at New York, from 1st October, 1832, to 1st May, 1833; then ordered to the Delaware 74, for duty in the Mediterranean; continued on duty in that vessel and in the frigate United States, to the 30th September, 1834.
James M. Greene.....	On duty in the sloop Concord, attached to the Mediterranean squadron, from 1st October to 10th December, 1832; and on leave of absence from that time to the 26th September, 1833, when he was ordered to the rendezvous at Philadelphia, where he remained till 12th July, 1834; and on leave from that time to 30th September, 1834.
John R. Chandler.....	On leave of absence, from the 1st October, 1832, to the 12th December, 1832; and on duty at the naval rendezvous, Norfolk, from the last-mentioned date to the 30th September, 1834.
B. R. Tinslar.....	On duty, at the rendezvous at Boston, from the 1st October, 1832, to the 30th October, 1833; and on leave and waiting orders from that time to 17th June, 1834, when he was ordered to the sloop John Adams, bound to the Mediterranean; still attached to that vessel on the 30th September, 1834.
Wm. Plumstead.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 5th September, 1833, when he was ordered to the Navy yard at Portsmouth, N. H., to which he was still attached the 30th September, 1834.
George W. Codwise...	On leave of absence and waiting orders, from the 1st October, 1832, to the 1st October, 1833; then attached to the sloop Ontario, bound to the coast of Brazil, and continued on duty in that ship on the 30th September, 1834.
G. R. B. Horner.....	On duty in the sloop John Adams, in the Mediterranean, from the 1st October, 1832, to the 5th February, 1834; and on leave of absence, from that time to the 12th July, 1834; then ordered to the rendezvous at Philadelphia, for duty, and continued on that duty to the 30th September, 1834.
W.S.W. Ruschenberger	On duty in the sloop Falmouth, in the Pacific, from the 1st October, 1832, to the 4th February, 1834; and on leave from that time to the 30th September, 1834.
Wm. Johnson.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 7th February, 1834; and attached to the sloop Falmouth, West Indies, from that date to the 17th September, 1834, when he was placed on leave of absence.
Samuel Mosely.....	Waiting orders, from the 1st October, 1832, to the 4th December, 1832; and attached to the sloop Natchez, on the Atlantic coast, and on the coast of Brazil, from the last-mentioned date to the 30th September, 1834.
Robert J. Dodd.....	On duty in the sloops Warren and Lexington, on the coast of Brazil, from the 1st October, 1832, to the 29th April, 1834; and on leave of absence from that date to the 30th September, 1834.
Wm. Fairlie Patton..	Waiting orders, from the 1st October, 1832, to the 11th March, 1833, when he was ordered to the sloop Fairfield, bound to the Pacific; still on duty in that ship, on the 30th September, 1834.
Samuel B. Malone....	On furlough and waiting orders, from the 1st October, 1832, to the 16th April, 1834, when his resignation was accepted.

Name.	Where stationed, and what services each has performed.
Samuel W. Ruff.....	Promoted to the grade of surgeon, the 18th June, 1834, to rank as such from the 4th April, 1831; he was waiting orders from the 1st October, 1832, to the 5th April, 1833, when he was ordered to the hospital at Philadelphia, for duty, where he remained until the 18th June, 1834; waiting orders from that time to the 18th September, 1834; then ordered to the sloop St. Louis, for duty in the West Indies.
ASSISTANT SURGEONS.	
Cornelius Moore.....	Attached to the schooner Dolphin, for duty in the Pacific, from the 1st October, 1832, to the 27th May, 1834, (except the time he was returning as passenger from that station, in the Potomac;) on leave of absence from date last above mentioned to the 30th September, 1834.
Richard Kennon.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 26th September, 1833, when he was ordered to the receiving ship Norfolk.
John F. Brooke.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 14th October, 1833; then ordered to the Navy yard at Boston, where he remained to the 30th September, 1834.
Henry S. Coulter.....	On duty at the Marine barracks, Washington, from the 1st to the 19th October, 1832; and on leave from that time to the 22d March, 1833; then ordered to the rendezvous at Baltimore, for duty; April 18, 1833, detached from that duty, and was waiting orders to the 26th February, 1834, when he was ordered to the sloop Falmouth, bound to the West Indies; still attached to that ship the 30th September, 1834.
Mifflin Coulter.....	On duty in the sloop Warren, coast of Brazil, from the 1st October, 1832, to the 29th October, 1833; and on leave of absence from that time to the 20th September, 1834.
George W. Palmer....	On duty at the Navy yard, Norfolk, from the 1st October, 1832, to the 30th September, 1834.
Samuel Barrington...	Waiting orders, from the 1st October, 1832, to the 18th June, 1834; and attached to the Naval hospital at Philadelphia, from that date to the 30th Sept., 1834.
Wm. Milnor.....	Was attached to the United States schooner Dolphin, in the Pacific, from the 1st October, 1832, to the 16th April, 1833, the time of his death.
Thomas L. Smith.....	On duty at the receiving ship and Navy yard, New York, from the 1st October, 1832, to the 5th September, 1834, when he was ordered to the schooner Boxer, bound to the Pacific ocean.
Wm. Whelan.....	Waiting orders from the 1st October, 1832, to the 24th April, 1833; then ordered to the Naval hospital and receiving ship at Boston, for duty; still on that duty the 30th September, 1834.
Andrew E. Kennedy..	On duty in the schooner Boxer, on the coast of Brazil, and in the East Indies, from the 1st October, 1832, to the 13th June, 1833, the date of his death.
Lewis B. Hunter.....	Waiting orders, from the 1st October, 1832, to the 12th November, 1833; then ordered to the receiving ship at Norfolk, to which he was attached to the 17th June 1834, when he was ordered to the sloop John Adams, bound to the Mediterranean; was still on board that ship the 30th September, 1834.
George Blacknall....	On duty in the schooner Enterprise, on the coast of Brazil, from the 1st October, 1832, to the 19th April 1834; and on duty at the Naval hospital, Norfolk, from the 30th April, 1834, to the 30th September, 1834.
Richard K. H. Sims..	On duty at the Naval hospital at Philadelphia, from the 5th October to the 5th April, 1833; and on leave from that time to the 5th July, 1833, the time of his death.
Wm. A. W. Spotswood	On duty in the sloop Vandalia, on his way to Pensacola, and at the Naval hospital at that place, from the 2d October, 1832, to 1st August, 1833, when a leave of absence was forwarded to him; on leave and waiting orders from that time to the 30th September, 1834.
John C. Spencer.....	On leave of absence and waiting orders, from the 1st October, 1832, to the 1st May, 1833, when he was ordered to the Delaware 74, for the Mediterranean; on duty in that ship and in the frigate United States, to the 30th September, 1834.
Edward H. Freeland..	Waiting orders from 1st October, 1832, to the 26th August, 1833; then ordered to the schooner Shark, bound to the Mediterranean; died at Mahon, 3d June, 1834.
Frederick Wessels...	On duty at the hospital at New York, from the 1st October to 26th December, 1832; and on leave from that time to the 4th June, 1833, when he was ordered to the receiving ship at Norfolk; August 1, 1833, detached from the receiving ship and ordered to the sloop Vandalia, for duty in her till his arrival at Pensacola, then to do duty at the Naval hospital there; still attached to the hospital the 30th September, 1834.
H. N. Glenworth.....	Attached to the Mediterranean squadron, for duty, from the 1st October, 1832, to 11th July, 1833; and on leave from that time to the 26th February, 1834, when he was ordered to the receiving ship at New York, where he remained to the 4th September 1834; then under orders to the hospital at Pensacola, to the 30th September, 1834.
William M. Wood....	Attached to the schooner Grampus, in the West Indies, from the 1st October, 1832, to the 6th September, 1833; and on leave of absence and waiting orders, from that time to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
George B. McKnight. .	Attached to the Naval hospital at Philadelphia, from the 1st to the 5th October, 1832; and on leave from that time to the 4th December, 1832, when he was ordered to the sloop Natchez, cruising on the Atlantic coast, in which vessel he remained till the 26th April, 1833, when he was detached and placed on leave; July 22, 1833, he was ordered to the schooner Experiment, bound to the West Indies; returned from the West Indies, in the sloop Vandalia, in August, 1834; and on leave from that time to the 30th September, 1834.
William G. Micks. . . .	On duty in the sloop Boston, in the Mediterranean, from the 1st October to 7th December, 1832; and on leave from that time to the 27th March, 1833, when he was ordered to the Naval hospital at Norfolk; April 27, 1833, detached from the hospital, on leave of absence; August 1, 1833, to the receiving ship at Norfolk; September 26, ordered to the Ontario, bound to the coast of Brazil; October, 18, 1833, his resignation was accepted.
John B. Elliot.	On duty in the frigate Brandywine, in the Mediterranean, from 1st October, 1832, to 15th February, 1833; and on leave from that time to the 26th August, 1833; then ordered to the rendezvous at Baltimore, where he still remained on the 30th September, 1834.
A. G. Gambrill.	On leave of absence and waiting orders from 1st October, 1832, to 10th February, 1834, when he was ordered to the frigate Brandywine, bound to the Pacific; was still on board that ship the 30th September, 1834.
Jones W. Plummer . . .	On board the sloop Concord, in the Mediterranean, from the 1st October, 1832, to the 10th December, 1832; and on leave from that time to the 27th April, 1833, when he was ordered to the Naval hospital at Norfolk; remained there to the 25th April, 1834; and on leave from that time to the 30th September, 1834.
John V. Smith	On duty in the frigate United States, and the sloop John Adams, in the Mediterranean, from the 1st October, 1832, to the 5th February, 1834; and on leave and waiting orders from that time to the 30th September, 1834.
George Clymer.	On duty in the frigate Brandywine, in the Mediterranean, from the 1st October, 1832, to the 11th July, 1833; and on leave from that time to the 30th September, 1834.
Isaac Brinckerhoff. . .	On duty in the schooner Shark, in the West Indies, from the 1st October, 1832, to the 1st September, 1833; and on leave of absence, and waiting orders, from that time to the 30th September, 1834.
Daniel Egbert.	On duty at the Naval hospital at Norfolk, from the 1st October, 1832, to the 27th March, 1833; and on leave, and waiting orders, from that time to the 30th September, 1834.
Solomon Sharp.	Waiting orders from the 1st October, 1832, to the 26th December, 1832, when he was ordered to duty at the Naval hospital at New York; still on that duty the 30th September, 1834.
Jonathan M. Foltz. . . .	On duty in frigate Potomac, in the Pacific, from the 1st October, 1832, to the 27th May, 1834; and attached to the Navy yard, and Medical Bureau at Washington, from the 30th June to the 30th September, 1834.
Euclid Borland.	On duty in the sloop Boston, attached to the Mediterranean station, from the 1st October, 1832, to the 7th December, 1832; and on leave, and waiting orders, from that time to the 24th July, 1833; then ordered to the sloop St. Louis, bound to the West Indies, in which vessel he continued to the 3d May, 1834, when he had permission to return home, &c.; waiting orders from the 6th June to the 30th September, 1834.
Henry De Witt Pawling	On duty in the frigate Potomac, in the Pacific, from the 1st October, 1832, to the 27th May, 1834; and on leave from that time to the 30th September, 1834.
Hugh Morson.	On duty in the sloop Falmouth, in the Pacific, from the 1st of October, 1832, to the 4th February, 1834; and on leave from that time to the 6th August, 1834, when he was ordered to the frigate Potomac, bound to the Mediterranean; was in that ship the 30th September, 1834.
William L. Vanhorn . .	On duty in the sloop Lexington, on the coast of Brazil, from the 1st of October, 1832, to the 29th April, 1834; and on leave from that time to the 12th August, 1834, when he was ordered to the receiving ship at Norfolk; was still attached to that ship the 30th September, 1834.
John C. Mercer.	On duty in the frigate Constellation, in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Samuel C. Lawrason. . .	Same as the above.
William John Powell.	On duty in the schooner Experiment, on the Atlantic coast, from the 1st October, 1832, to the 10th of July, 1833; on leave from that time to the 26th September, 1833, when he was ordered to the schooner Porpoise, in the West Indies; on duty in that vessel, and the sloop St. Louis, to the 3d of September, 1834, when he was detached from the St. Louis; September 15th, ordered to the Navy yard at New York.
Edward Gilchrist. . . .	On duty in the sloop Peacock and schooner Boxer, on the coast of Brazil and in the East Indies, from the 1st of October, 1832, to the 18th of July, 1834; and on leave from that time to the 30th September, 1834.
John A. Lockwood . . .	On the 4th October, 1832, he was ordered (being on duty in the receiving ship at Boston) to the West India squadron for duty; July 23, 1833, he was detached from the schooner Porpoise, and was on leave and waiting orders from that time till the 12th of May, 1834, when he was ordered to the schooner Enterprise, bound to the coast of Brazil; was still attached to that vessel the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
Daniel C. McLeod	Attached to the West India squadron, and performed duty in the schooners Porpoise and Grampus, from the 1st October, 1832, to the 24th September, 1834, when he was detached from the Grampus and ordered to the Naval hospital, near Pensacola, for duty.
Lewis W. Minor	On duty at the Naval hospital, near Pensacola, from the 1st October, 1832, to the 9th December, 1832; and on duty in the sloop Vandalia, in the West Indies, from the last-mentioned date to the 15th July, 1834, when he was transferred to the schooner Experiment, and was still on board that vessel the 30th September, 1834.
Robert M. Baltzer	On duty in the frigate United States, and the Delaware 74, in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Lewis Wolfley	On duty in the sloop St. Louis, in the West Indies, from the 1st October, 1832, to the 26th March, 1833, when he had permission to return home; May 3, 1833, he was ordered to the Delaware 74, bound to the Mediterranean, to which ship he was still attached the 30th September, 1834.
J. Frederick Sickels . .	Appointed 28th February, 1833; April 9, 1833, ordered to the sloop Vincennes, bound to the Pacific, and was still on duty in that ship the 30th September, 1834.
Napoleon C. Barrebino.	Appointed the 28th February, 1833; May 1, 1833, ordered to the Delaware 74, bound to the Mediterranean, and still on duty in that ship the 30th September, 1834.
M. G. Delaney	Appointed the 28th February, 1833; March 11, 1833, was ordered to the Fairfield, bound to the Pacific; was still on duty in that ship the 30th September, 1834.
Henry S. Reynolds . . .	Appointed the 28th February, 1833; April 2, 1833, ordered to take passage in the Fairfield, for duty in the schooner Dolphin, in the Pacific; was on duty in the Dolphin the 30th September, 1834.
Wm. F. McClenahan . .	Appointed the 28th February, 1833; April 26, 1833, ordered to the sloop Natchez, bound to the coast of Brazil; continued in that ship to the 30th September, 1834.
Daniel S. Green	Appointed the 18th October, 1833, and ordered on that day to the sloop Ontario, bound to the coast of Brazil; continued in that ship to the 30th September, 1834.

PURSERS.

Clement S. Hunt	Waiting orders from the 1st October, 1832, to the 20th February, 1834, when he was ordered to the Navy yard at Pensacola, where he continued on duty to the 30th September, 1834.
Samuel Hambleton . . .	Waiting orders from the 1st October, 1832, to the 30th September, 1834.
Francis A. Thornton . .	Attached to the Baltimore station, from the 1st October, 1832, to the 19th February, 1833, when he was ordered to the United States ship Delaware; was still on board that ship, in the Mediterranean, the 30th September, 1834.
James M. Halsey	Attached to the Navy yard at New York, from the 1st October, 1832, to the 30th September, 1834.
Edward Fitzgerald . . .	Waiting orders from the 1st October, 1832, to the 23d August, 1833; and on duty in the receiving ship at Norfolk, from the last date to the 30th September, 1834.
William S. Rogers	On furlough from the 1st October, 1832, to the 1st April, 1833, when he was ordered to the Navy yard, at Boston; continued to the 17th February, 1834, when his resignation was accepted.
Samuel P. Todd	Waiting orders from the 1st October, 1832, to the 12th December, 1832; and from that date attached to the sloop Natchez, on the Atlantic coast, and on the coast of Brazil, to the 30th September, 1834.
George Beale	Waiting orders from the 1st October, 1832, to the 30th September, 1834.
James H. Clark	Not under orders from the 1st October, 1832, to the 30th September, 1834.
Joseph Wilson	On duty at the Navy yard, Portsmouth, N. H., from the 1st October, 1832, to the 30th September, 1834.
William Sinclair	On duty in the frigate Brandywine, in the Mediterranean, from the 1st October, 1832, to the 13th July, 1833; and on leave of absence, and waiting orders, from the last date to the 30th September, 1834.
John N. Todd	On duty in the frigate United States, in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Timothy Winn	On duty at the Navy yard at Washington, from the 1st October, 1832, to the 30th September, 1834.
Joseph H. Terry	On duty at the Navy yard at Pensacola, from the 1st October, 1832, to the 28th January, 1834, when he was ordered to the frigate Brandywine, bound to the Pacific; still on board that ship the 30th September, 1834.
Thomas Breese	On duty at the Navy yard, Philadelphia, from the 1st October, 1832, to the 1st May, 1834; and on leave, and waiting orders, from that time to the 30th September, 1834.
John De Bree	Waiting orders from the 1st October, 1832, to the 25th September, 1834, when he was attached to the Navy yard, Norfolk.
Charles O. Handy	On duty in the receiving ship at New York, from the 1st October, 1832, to the 30th September, 1834.
Silas Butler	Attached to the New York station from the 1st October, 1832, to the 25th March, 1833; and on leave, and waiting orders, from that time to the 16th September, 1833; on furlough from last date to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
Edward N. Cox	On duty at the Navy yard at Boston, from the 1st October, 1832, to the 1st April, 1833; then ordered to the sloop Vincennes, bound to the Pacific; still attached to that ship the 30th September, 1834.
John N. Hambleton...	On duty, in the sloop Warren, on the coast of Brazil, from the 1st October, 1832, to the 29th October, 1833; and on leave, and waiting orders, from that time to the 30th September, 1834.
William McMurtrie...	On duty in the sloop Concord, in the Mediterranean, from the 1st October, 1832, to the 10th December, 1832; and on leave and waiting orders, from that time to the 30th September, 1834.
Garret R. Barry	Waiting orders, from the 1st October, 1832, to the 15th March 1833; attached to the Baltimore station, from the last date, to the 6th August, 1834, when he was ordered to the frigate Potomac, bound to the Mediterranean; still attached to that station the 30th September, 1834.
Dan. McF. Thornton ..	Attached to the receiving ship at Norfolk, from the 1st October, 1832, to the 17th June, 1834, when he was ordered to the sloop John Adams, bound to the Mediterranean; still on board that ship the 30th September, 1834.
Josiah Colston.....	On duty, in the frigate Constellation, in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Dudley Walker.....	On duty, in the sloop Vandalia, in the West Indies, from the 1st October, 1832, to the 9th September, 1834, when he was detached and put on leave of absence.
McKean Buchanan....	On duty, in the sloop Falmouth, in the Pacific, from the 1st October, 1832, to the 4th February, 1834; and on duty, at the Navy yard at Philadelphia, from the 1st May, 1834, to the 30th September, 1834.
Henry Etting	On leave of absence, and waiting orders, from the 1st October, 1832, to the 1st March, 1834; and attached to the Navy yard at Boston, from that date to the 30th September, 1834.
James Brooks.....	On duty at the Navy yard at Norfolk, from the 1st October, 1832, to the 25th September, 1834; then attached to the sloop Vandalia, bound to the West Indies.
Grenville C. Cooper...	On duty in the sloop St. Louis, attached to the West India squadron, from the 1st October, 1832, to the 7th August, 1833; and waiting orders from that time to the 16th May, 1834, when he was ordered to the sloop Erie, bound to the coast of Brazil; still attached to that ship the 30th September, 1834.
Francis B. Stockton...	Acted as purser of the schooner Boxer, on the coast of Brazil and in the East Indies, from the 1st of October, 1832, to the 31st May, 1833; and on duty in the sloop Peacock, on the same stations, from the 1st June, 1833, to the 4th June, 1834; on leave from that time to the 9th September, 1834, when he was ordered to the sloop St. Louis, bound to the West Indies.
Francis G. McCauley..	On leave of absence and waiting orders, from 1st October, 1832, to the 16th September, 1833; and from that date to the 19th July, 1834, attached to the sloop St. Louis, in the West Indies; on leave from the last-mentioned date to the 30th September, 1834.
Wm. A. Slacum.....	On duty as purser to the frigate Potomac, in the Pacific, from the 1st October, 1832, to the 31st December, 1833; and on duty as special agent in the Pacific, from the 1st January, 1834, to the 31st May, 1834; and waiting orders from that time to the 30th September, 1834.
Nathaniel Wilson	On duty in the sloop Boston, attached to the Mediterranean station, from the 1st October, 1832, to the 4th December, 1832; and on leave and waiting orders from that time to the 22d February, 1834, when he was ordered to the sloop Falmouth, bound to the West Indies; continued in that ship to the 30th September, 1834.
Philo White	On duty as special agent in the Pacific, from the 1st October, 1832, to the 31st December, 1833; and on duty in the frigate Potomac, attached to the same station, from 1st January, 1834, to the 27th May, 1834; and on leave of absence from that date to the 30th September, 1834.
Benjamin J. Cahoon..	On duty in the schooner Grampus, in the West Indies, from the 1st October, 1832, to the 25th February, 1833; and on leave and waiting orders from that time to the 1st October, 1844; on duty in the sloop Ontario, on the coast of Brazil, from the last-mentioned date to the 30th September, 1834.
Sterret Ramsay.....	On leave of absence and under orders from the 1st October, 1832, to the 5th October, 1833; and from that date, on his way to join the Grampus in the West Indies, and on duty in that vessel, to the 30th September, 1834.
Edward T. Dunn.....	On duty in the sloop John Adams, in the Mediterranean, from the 1st October, 1832, to the 5th February, 1834; on leave from that time to the 5th September, 1834, when he was ordered to the schooner Boxer, bound to the Pacific.
John A. Bates.....	On leave of absence from the 1st October, 1832, to the 29th March, 1833, when he was ordered to Norfolk for duty in a sloop-of-war, and was assigned to the sloop Fairfield, bound to the Pacific; continued on duty in that ship to the 30th September, 1834.
Andrew J. Watson ...	On duty in the sloop Lexington, on the coast of Brazil, from the 1st October, 1832, to the 29th April, 1834; and on leave from that time to the 5th September, 1834, when he was ordered to the Baltimore station for duty.
Peyton A. Southall ...	On duty in the schooner Experiment, on the Atlantic coast and in the West Indies, from the 1st October, 1832, to the 30th September, 1834.

Name.	Where stationed, and what services each has performed.
John Smith Punch ...	On duty in the schooner Porpoise, in the West Indies, from the 1st October, 1832, to the 2d November, 1833; waiting orders from that date to the 12th May, 1834; then ordered to the schooner Enterprise; June 20, 1834, detached from the Enterprise, and placed under arrest; July 2, 1834, ceased to be an officer.
Andrew McD. Jackson.	On duty in the schooner Shark, in the West Indies, and in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
Wm. P. Zantzinger ...	Waiting orders from the 1st October, 1832, to the 30th March, 1833, when he was ordered to take passage in the sloop Natchez, for duty in the schooner Enterprise, on the coast of Brazil; May 2, 1834, detached from the Enterprise, under arrest, and under suspension from the 2d June to the 30th September, 1834.
William A. Bloodgood	Appointed the 2d May, 1834; waiting orders to the 20th June, 1834, when he was ordered to the schooner Enterprise, bound to the coast of Brazil; still attached to that ship the 30th September, 1834.
Daingerfield Fauntleroy	Appointed the 7th July, 1834; and waiting orders, to the 30th September, 1834.

CHAPLAINS.

James Everett.....	On leave of absence, and waiting orders, from the 1st October, 1832, to the 28th June, 1833, when he was ordered to the Navy yard at Boston; continued on duty there to the 30th September, 1834.
Addison Searle.....	Attached to the Navy yard at New York for duty, from the 1st October, 1832, to the 2d July, 1833; and on leave and furlough from that time to the 23d June, 1834, when he was ordered to duty at the Navy yard at New York; September 18, 1834, relieved from duty at New York, by a furlough for three months.
John W. Grier.....	On duty in the frigate Potomac, in the Pacific, from the 1st October, 1832, to the 27th May, 1834; and on leave from that time to the 27th August, when he was attached to the Philadelphia station for duty; continued so attached to the 30th September, 1834.
Hervey H. Hayes.....	Attached to the Navy yard at Pensacola, from the 1st October, 1832, to the 7th January, 1833; and on leave from that time to the 18th of April, 1833, when his resignation was accepted.
John P. Fenner.....	Attached to the Navy yard, Boston, from the 1st October, 1832, to the 20th April, 1833; and on leave from that time to the 23d September, 1833, when his resignation was accepted.
Chas. Samuel Stewart..	On furlough from the 1st October, 1832, to the 16th May, 1833, when he was ordered, as a passenger, to the Delaware seventy-four, for duty in Mediterranean; July 9th, 1833, ordered to duty in the Delaware; continued on duty in that ship, and in the frigate United States, to the 30th September, 1834.
William Ryland.....	On duty at the Navy yard, Washington, from the 1st October, 1832, to the 30th September, 1834.
Timothy J. Harrison..	On duty at the Navy yard, Gosport, Virginia, from the 1st October, 1832, to the 30th September, 1834.
Walter Colton.....	On duty in the frigate Constellation, in the Mediterranean, from the 1st October, 1832, to the 30th September, 1834.
George Jones.....	Appointed 12th April, 1833; on duty from that date, in the frigate United States, and in the Delaware seventy-four, in the Mediterranean, to the 30th September, 1834.
James Wiltbank.....	Appointed the 30th September, 1833; and his resignation accepted the 12th October, 1833.
Thomas R. Lambert...	Appointed 31st December, 1833; on duty in the frigate Brandywine, attached to the Pacific squadron, from the 1st March, 1834, to the 30th September, 1834.

24TH CONGRESS.]

No. 630.

[1st Session.]

ON CLAIM OF THOMAS B. PARSONS, A SEAMAN IN THE NAVY, FOR ARREARS, AND INCREASE OF PENSION ON ACCOUNT OF PERSONAL INJURIES SUSTAINED BY EXTRAORDINARY EXERTIONS IN SAVING THE LIVES OF TWO OFFICERS AND FIVE SEAMEN.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES APRIL 27, 1836.

Mr. REED, from the Committee on Naval Affairs, to whom was referred the memorial of Thomas B. Parsons, reported:

The memorialist states that, in the autumn of 1807, he was mate of the ship Charles; that on the arrival of said ship at New Orleans the officers and crew were dismissed, on account of the embargo; that he entered into the service of the United States early in the year 1808, as a seaman, with a promise and understanding that he should have the office of quartermaster. He further states that he entered on board gunboat No. 11, and was transferred from boat to boat until he came on board boat No. 22, commanded by Sailingmaster Brown, Thomas Ap Catesby Jones acting as lieutenant. In July, 1808, said

gunboat No. 22 was fitted out to capture a smuggling vessel in the river Sabine. In crossing Grand Zena bar the boat grounded and filled with water. Thus situated, being in the most imminent danger, as the only means of escape, Sailingmaster Brown, and Parsons, the memorialist, attempted to swim to the shore, the distance being nearly two miles. Brown must have perished in the attempt but for the timely and efficient aid of Parsons; both arrived safely to the shore; after resting a few minutes, Parsons returned again to the boat and took Lieutenant Jones (who could not swim) upon his back, and bore him safely to the shore. Parsons then returned a second time to the boat and by his exertions got the boat and men, who were still holding upon it, to the shore. Thus Parsons, the memorialist, almost miraculously saved the lives of Brown, Jones, and five seamen. The truth of the facts stated in this report is fully proved by the certificate of Captain Thomas Ap Catesby Jones, then Lieutenant Jones, and one of the persons whose lives were saved.

In performing the extraordinary exploit above stated, Parsons ruptured himself severely, insomuch that he was dismissed from the service of the United States, as no longer capable of performing its duties.

At the time he was dismissed he asked for some assistance in a pension, but it was refused, because our pension law provided for those only who were wounded in battle.

Thus it appears that the memorialist lost his health and ability to support himself and family in the service of his country, and in saving the lives of his countrymen. That he voluntarily periled his life and sacrificed his health in the noblest and most useful service to his country, and yet so far from receiving any reward or remuneration, was dismissed from the service on account of the very deeds that gave him a just claim to their highest approbation and protection and aid.

Infirm and feeble as he was, he has struggled along and supported himself and family until May, 1835, when he became entirely unable to go to sea any longer. He then applied for a pension, and obtained one at the rate of six dollars per month, commencing in May, A. D. 1835.

Your committee know not which most to admire—that heroism and devotion which periled his own life and health in saving the lives of others; or that patient and unobtrusive merit which neither published his exploits or asked relief a second time (so long as he could support himself) on account of the evils he had suffered.

The case of the petitioner seems to the committee signally meritorious, and deserving the highest commendation of the government. Had he ruptured himself or been wounded in fighting the battles of his country, and destroying her enemies, thanks and a pension would have been awarded. Surely it is more glorious to save the lives of friends than to take the lives of enemies.

Your committee make the memorial of the petitioner and the certificate of Captain Jones a part of their report. They ask leave to report a bill for his relief.

To the honorable Senate and House of Representatives of the United States, in Congress assembled:

Thomas B. Parsons, of Portland, in the county of Cumberland, State of Maine, mariner, respectfully represents that, in the fall of the year 1806, in December, he arrived at the port of New Orleans as mate of the ship Charles, of Newburyport, Massachusetts; and shortly after his arrival the embargo was laid, in consequence of which the ship was hauled up and the crew discharged.

Your petitioner, early in the year 1808, entered the United States naval service under Lieutenant Commandant John Rush, on board gunboat No. 11, as quartermaster, or rather with the promise of being made quartermaster.

In a short time after your petitioner entered the service, Lieut. Leonard came on and took command, and we proceeded to Balize, and were there drafted to different gunboats, when your petitioner was assigned to gunboat No. 20, Lieut. John D. Henley, commander. Soon after this your petitioner was transferred to gunboat No. 22, commanded by Sailingmaster Brown, Midshipman Thomas Ap Catesby Jones, acting lieutenant, at which time said boat, No. 22, lay at Bayou Terra. In June, or first of July, 1808, an expedition was fitted out from said boat, No. 22, to take a smuggler said to be in the river Sabine. Sailingmaster Brown, Midshipman Jones, and six of the crew, including your petitioner, composed this expedition.

In crossing Grand Terra bar our boat filled with water and capsized, when Sailingmaster Brown attempted to swim on shore, but, his strength failing him, your petitioner went to his assistance, and by means of an oar and a boat's thwart got him to land. Your petitioner then stripped off his clothes and swam off to the boat again to the relief of Midshipman Jones, who was holding on to the bottom of the boat. As Midshipman Jones could not swim, your petitioner took him on his back and swam to shore with him; and as the current set strong along the shore your petitioner was obliged to swim, thus laden, a considerable distance before he could reach the land. After resting long enough to take breath, your petitioner again swam off to the boat, and got her, with the men remaining on her bottom, to the land, at a distance of about three miles from the place where she capsized. By this extraordinary exertion your petitioner was ruptured in the left side, but still endeavored to perform his duty.

Soon after the expedition of said boat No. 22 returned, Commandant David Porter, then a lieutenant, took command of the New Orleans station, and Lieutenant Douglas took command of said boat No. 22, when your petitioner was put on duty of quartermaster, having, as before stated, entered the service as a quartermaster at first, being unable, from his wound, longer to do duty as coxswain of the boat. But this rupture becoming very troublesome, and evidently affecting your petitioner's health, he was in November following discharged, on account of this disability.

By great care and prudence your petitioner so far recovered his health that, during the war of 1813, he again went to sea, as sailingmaster of the privateer Fox, and afterwards as sailingmaster of the privateer General Armstrong, and, after peace, as master of several merchant vessels, by which he was enabled to get a living without much bodily exertion. But his wound always troubled him, and for several years past has totally disabled him from doing any labor, or even from taking the responsibility of sailing or commanding a vessel, and he has been obliged to abandon the sea altogether.

While your petitioner was able to earn his bread he did not wish to trouble his government; but having expended what little he had laid up out of his former earnings, and knowing himself to be honestly and honorably entitled to aid from the navy pension fund, he applied, in May last, (1835,) to the Navy Department for a pension, when he was told that the rolls of these gunboats were destroyed, and there

was no evidence of the capacity in which he served, and he was put on the pension roll at the rate of six dollars per month, being the rate of an able seaman, and not that of a quartermaster; and what is more, he was informed that by a rule of the Navy Department his pension would only commence from the day of his application, and not from the time of his wound.

As your petitioner was justly entitled to a pension from the day of his injury; and was duly returned at the time of his discharge, as disabled while in the line of his duty; and as he is precluded from a pension from the time of his discharge by a regulation of the Department, (which regulation Congress has in several instances set aside,) he most respectfully (and his disability and wants compel him to say most earnestly) prays Congress to pass an act authorizing the Navy Department to pay to your petitioner a pension from the time of his discharge (November, 1808) to the 30th May, 1835, at which last day his present pension commenced. And your petitioner respectfully requests that he may be rated as a quartermaster, which was his rank, instead of an able seaman, as he is now rated.

For the truth of all your petitioner has here stated, he respectfully refers to Captain Thomas Ap Catesby Jones, who was the Midshipman Jones he saved from the capsized boat, who is, as your petitioner believes, the only person living of that expedition, save your petitioner, as well as to the evidence of his service and wound, now on file in the Navy Department. As your petitioner cannot long remain to burden his government, and as the pension fund has had the benefit of all interest on such sum as your petitioner would have drawn from it had he claimed it at the time of his wound, he anxiously hopes Congress will take the justice and equity of his case into consideration, and grant the prayer of his petition, and as in duty bound he will ever pray.

THOS. B. PARSONS.

Subscribed and sworn to before me.
CUMBERLAND, December 14, 1835.

JOHN ANDERSON, *Justice of the Peace.*

WASHINGTON, January 16, 1836.

This is to certify that I have carefully examined the within petition of Thomas B. Parsons, and that his narration of the boat expedition in the year 1808 is substantially true; and that, to the best of my knowledge and belief, the injury for which the said Parsons now prays relief was occasioned by his *extraordinary* and miraculously successful exertions in rescuing Sailingmaster Brown, (in the act of drowning,) and myself and others, from the *perilous* situation in which we were, as represented by the memorialist.

I also remember that the petitioner, Parsons, made application to the proper officers at New Orleans for a pension at the time he was discharged from the service of the United States, and that, to the best of my recollection, it was denied him *because* his injury was not received in *battle*; an *absurd notion entertained by some at that day.*

THOS. AP CATESBY JONES, *Captain U. S. Navy.*

FEBRUARY 17, 1836.

DEAR SIR: In answer to your inquiry, "How far was the boat from land when capsized, as represented by Thomas B. Parsons, whose memorial is now before the Committee on Naval Affairs?" I have the honor to state that, to the best of my belief, the distance must have been from one and a half to two miles.

THOS. AP CATESBY JONES, *Captain U. S. Navy.*

To the Hon. WILLIAM REID, &c.

24TH CONGRESS.]

No. 631.

[1ST SESSION.]

STATEMENT OF THE MAXIMUM AMOUNT THAT CAN BE BENEFICIALLY EXPENDED, PER ANNUM, FOR ORDNANCE, GRADUAL INCREASE, REPAIRS, NAVY YARDS AND DOCKS, AND OTHER HEADS OF EXPENDITURE FOR THE NAVY.

COMMUNICATED TO THE SENATE APRIL 28, 1836.

NAVY DEPARTMENT, April 27, 1836.

SIR: In answer to the resolution of the Senate of the 19th instant, requiring of this Department "to inform the Senate what is the maximum amount which can be beneficially expended, *annually*, towards completing the naval defences of the country; embracing, 1st, ordnance and ordnance stores; 2d, gradual increase of the navy, and collection of materials; 3d, repairs; 4th, navy yards and docks, and other incidental heads of expenditure; provided the appropriations for the expenditures be made at once for a series of years, to be drawn from the Treasury annually, as needed," I have the honor to state that the subject was referred to the Board of Navy Commissioners, whose report is herewith submitted.

In this report they present estimates of much larger amounts than those contained in their report of the 2d of March last, as the *maximum* which, in their opinion, might be beneficially expended, annually, towards completing the naval defences of the country, "without any limit in reference to the means."

It will be perceived that these estimates are based upon the supposition that our naval preparations

shall have no limit, except that imposed by a due regard to the public revenues, and by the probable condition of other maritime nations; and that the fixed, immovable fortifications of our country are to be kept within prescribed limits; and also upon the supposition that we shall erect six dry docks in addition to those already completed, to wit: one at Portsmouth, one at Boston, two at New York, one at Norfolk, and one at Pensacola.

Should it not be deemed expedient by Congress to increase our naval preparations to the extent contemplated by the Commissioners; or should the estimates for immovable fortifications, now submitted, be adopted; or should it not be deemed expedient to provide, at this time, for the construction of six dry docks, a corresponding reduction in the amount of the estimates of the Commissioners should be made.

It must also be observed, that the estimates of expenditures are made without regard to the effect they may have upon the commercial shipping interest of the country.

An expenditure of more than a million and a half of dollars annually, for the "gradual increase of the navy, and collection of materials," would, in my opinion, create such a demand for labor and materials as essentially to increase the expense of ship building, which could not fail to give foreign navigating interests an advantage over our own.

I thought it due to myself, in presenting the report of the Commissioners of the Navy Board, to make the foregoing observations.

I have the honor to be, very respectfully, your obedient servant,

MAHLON DICKERSON.

Hon. M. VAN BUREN, *President of the Senate*

NAVY COMMISSIONERS' OFFICE, *April 21, 1836.*

SIR: The Commissioners of the Navy have had the honor of receiving from your hands the resolution of the Senate of the 19th instant, with directions, given personally and by endorsement on the resolution, to report thereon.

The resolution requires that the Senate be informed "what is the *maximum* amount which can be *beneficially expended* annually towards completing the naval defences of the country; embracing, first, ordnance and ordnance stores; second, gradual increase of the navy, and collection of materials; third, repairs; fourth, navy yards and docks, and other incidental heads of expenditure; provided the appropriations for the expenditure be made at once, for a series of years, to be drawn from the Treasury annually, as needed."

In the report which the Commissioners had the honor of presenting to you on the 2d ultimo, it was proposed "that the force to be prepared, ready for use when circumstances may require it, shall consist of fifteen ships of the line, twenty-five frigates, twenty-five sloops-of-war, twenty-five steamers, and twenty-five smaller vessels; and that the frames and other timber, the copper, ordnance, tanks and chain cables shall also be prepared for ten ships of the line and ten frigates." It was further observed that "the force, to be ready for use, would employ thirty thousand seamen; the number assumed as that for which vessels ought to be prepared, for the *commencement* of a state of hostilities." In preparing that report, the board, unapprised of your views or those of the government upon the subject, looked to the then fiscal condition of the country, as exhibited in the Treasury reports, and thence drew the inferences expressed as to the sums which might, annually and conveniently, be applied towards completing our naval defences; confining their views to the supposed convenience of the Treasury, and indicating rather the *minimum* of the amount of money necessary to place the naval defences of the United States upon the footing of strength and respectability due to the security and welfare of the Union.

But the resolution of the Senate calls for the *maximum* amount which can be beneficially expended, *annually*, towards completing the naval defences of the country, without any limit in reference to the means. The question, thus presented, appears to be unfettered with any restriction, or any consideration, other than that which refers exclusively to the completion of the naval defences of the country.

Had the resolution given any intimation as to the amount of the naval force, or, in other words, as to the nature and extent of the force deemed necessary for the defence of the country, a satisfactory reply might more easily and with more certainty come within the professional ability of the board. Uninformed upon this material point as to the views of the honorable body by whom the resolution was passed, the board must of necessity express their own, to show the basis of their calculations upon the subject.

If it be the settled policy of our government to consider the navy as "our first and best fortification;" if it be determined that our naval preparations shall have no limit, except that imposed by a due regard to the public revenues, and by the probable condition of other maritime nations; if the fixed, immovable fortifications of our country are to be kept within prescribed limits, that the naval defences, deemed more important because more efficient, may be enlarged to an extent necessary to defend our coast, on the ocean, and guard it against invasion; the Commissioners would, with great deference, though with entire confidence in its correctness, express the opinion that an increase of naval preparations beyond that proposed in their letter of the 2d ultimo may become a measure of wise precaution in reference to the high interests thus committed to the protection of the navy, and the solemn duties and responsibilities imposed upon it. Our means of naval defence and annoyance should surely be such as, when exerted, against those possessed by other maritime nations with whom we may come in conflict, would fairly promise, if not secure, success.

Leaving, however, the nature and extent of our naval preparations to be decided by those with whom the decision rests, the Commissioners will suppose that fifteen ships of the line, twenty-five frigates, twenty-five sloops-of-war, twenty-five steamers, and twenty-five smaller vessels, with the frames and other timber, the copper, ordnance, tanks, and chain cables, for ten ships of the line and ten frigates, as a reserve force, may be considered as the amount of force which it may be the pleasure of Congress to provide; and upon this hypothesis they base the reply to the resolution which they have now the honor to submit, observing here that, if a greater force be adjudged expedient, the means necessary to provide it must be proportionately increased.

In the opinion of the board, every ship belonging to the navy should be kept in such a state of preparation that her full equipment and readiness for actual service, on any emergency, may be secured by the time a crew can be collected for her. The hulls of those not in service at sea should be frequently examined and kept in good condition; their armament, masts, spars, boats, tanks, chain cables, and imperishable stores of every description, should be procured, and carefully preserved in a state of readiness for immediate use; and there should be always kept on hand a full supply of *seasoned* timber, of all kinds used in the construction of ships-of-war, and a full supply of spare ready-made masts and spars, of sizes and dimensions adapted to each of the various classes of our ships.

Our navy yards should possess all the conveniences and facilities of building and repairing ships of every class, with the greatest *dispatch* and *economy*. They should possess ample means of seasoning and preserving timber, and of keeping in a state of perfect security and preservation, ready for immediate use, all the stores and munitions of every description essential in the equipment and armament of our ships. To place the yards in this condition, preparations involving large expenditures are indispensable. Dry docks, timber docks, seasoning sheds, building slips, launching ways, ship houses, storehouses, smitheries, workshops, wharves, &c., must be possessed to an extent proportionate to the number and size of our ships, and the quantity of materials to be kept on hand. We cannot, in a *state of peace*, secure the services of our ships as promptly as would be desirable, without these conveniences. In *war*, when time is all-important, when celerity of movement and vigorous action are alike in constant requisition, the want of them would paralyze every exertion, and be felt as a heavy national calamity. Suppose a squadron coming into port after a long cruise, or after a serious engagement at sea, or after encountering unusual storms; the ships composing it would require repairs, some of them probably very extensive; many might require docking, and they arrive at a port where there is but one dock; while one is in dock, the residue must wait and take their turn to be docked, and months, at least, may elapse before the squadron (possibly wanted for *immediate service*) can be repaired and put in a condition for further service. Golden opportunities of sustaining the honor of our flag and advancing the highest interests of our country may thus be lost.

But, without supposing a case, the present actual condition of our ships at New York may be cited as affording ample illustration of the value of these facilities and conveniences, and particularly in reference to docks. If we possessed them at that yard, the ships now there, particularly those of the line, which require extensive repairs, might be put in a condition for service in a much shorter space of time, more effectually, at *far less expense*, and without incurring any of the risks attending the process of heaving down.

With these considerations in view, the Commissioners would observe that, in their opinion, the sum of one million and eight hundred thousand dollars might be "beneficially expended" in procuring ordnance and ordnance stores; that the *maximum* amount which could be expended in the *first year*, from the date of an appropriation, would probably not exceed \$300,000, but in the second and subsequent years, at least \$500,000 might be beneficially expended in providing cannon, carronades, bombs, shot, bomb shells, muskets, pistols, cutlasses, boarding pikes, boarding axes, powder or the materials for making it, and all the other various articles necessary to the *armament of the ships*. That for "the increase of the navy and collection of materials," the sum of sixteen millions of dollars might be beneficially expended; that during the *first year* the expenditure for *timber* could not be very considerable. It might be contracted for in the course of a few months, but the trees should not be felled before the month of October next, and the contractors would not probably commence delivering the timber at the yards before April or May, 1837; and possibly such interruptions from Indian hostilities might arise in getting out the live oak as to postpone the operations of those engaged in that business for a still greater length of time. But the imperishable articles of copper, iron, and lead might be procured during the first year, and it may be observed, as an inducement to procure them now, that the prices now asked for such articles are as low as they have ever been known to be. This observation is grounded upon the latest contracts made for copper and iron.

Under all circumstances, the Commissioners believe that the sum of one million and a half of dollars might be judiciously expended "for the gradual increase of the navy, and collection of materials," during the *first year* after an appropriation, and that in the six subsequent years the residue of the \$16,000,000 (*viz:* \$14,500,000) might be expended; making, in these years, an average expenditure of about \$2,417,000.

The probable inability to expend any considerable sum during the first year, for *timber*, is a circumstance not to be regretted, because we have not the means of seasoning and preserving it. The preparation of such means, which consist of timber docks and seasoning sheds, should precede the reception of timber. They may be prepared by the time the timber will be delivered; and when they shall be ready for the reception of the timber, the timber should be procured as early as may be practicable, in order to give it the longest time possible for seasoning, before it shall be actually used in the construction or repair of ships.

As to "repairs," the operations under this head would necessarily be protracted and limited, until we can have a sufficient number of dry docks, and other conveniences, for repairing ships-of-war. We have now only two dry docks—one at Norfolk and the other at Boston; so that only one vessel can be taken into dock at a time at either of those places; and at other yards, where we have ships of the line, it would probably be advisable rather to wait the construction of docks, before commencing any repairs which their bottoms may require. The Commissioners, however, believe that, under this head, nine hundred thousand to a million of dollars may be annually and judiciously expended.

Upon the subject of "navy yards, docks, and other incidental heads of expenditure," the board would respectfully observe, that the plans for improving the yards, adopted under the act of Congress of 1827, and approved by the President of the United States, contemplate expenditures to a large amount, the means of estimating which are not in the possession of the board. It is certain, however, that it will require a series of years to complete the improvements, and it is equally certain that the expense will unavoidably be very large. But, to confine our views at present to a portion of those improvements, say a dry dock at Portsmouth, an additional dry dock at Boston, two dry docks at New York, an additional dry dock at Norfolk, and a dry dock at Pensacola; with the number of timber docks, timber sheds, ship houses, slips, wharves, storehouses, &c., required for these and other yards, and adapted to the proposed force, and essential to keep it in a state of desirable preparation for service, one million and a half of dollars may be considered as the *maximum* amount which could be "beneficially expended" during the

first year; but for each succeeding year, two millions and a half may be expended, and very beneficially, until the necessary improvements shall be completed.

These views present the following results, showing the *maximum* which, in the opinion of the Navy Commissioners, might be beneficially expended, annually, for different series of years:

1. "Ordnance and ordnance stores," during the first year, \$600,000, and, during the second year, \$500,000; the third year, \$500,000, and the fourth year, \$500,000.

2. "Gradual increase of the navy, and collection of materials," during the first year, \$1,500,000, and each of the second, third, fourth, fifth, sixth, and seventh years, about \$2,417,000.

3. "Repairs," about \$1,000,000; say one million of dollars annually.

4. Navy yards and docks, and other incidental heads of expenditure, \$1,500,000, during the first year, and two millions and a half of dollars during the second year, and the like sum annually, till the necessary improvements be completed.

If an appropriation, adopting these views, were made, and the number and description of vessels recommended in our letter of the second ultimo were kept in commission, without diminution or increase, then the annual naval expenditure, exclusive of the expenditure under "gradual improvement," but including \$400,000 annually for the corps of marine, would be, for the first year, \$8,550,000; for the second, third, and fourth years, each, \$10,667,000; for the fifth, sixth, and seventh years, each, \$10,167,000; for subsequent years, each, \$7,750,000; until the improvements in the navy yards should be completed to the extent desirable and necessary.

All which is respectfully submitted.

The resolution of the senate is herewith returned.

JNO. RODGERS.

Hon. M. DICKERSON, *Secretary of the Navy.*

24TH CONGRESS.]

No. 632.

[1ST SESSION.]

ON THE IMPORTANCE AND FITNESS OF THE DRY TORTUGAS AS A HARBOR AND STATION FOR THE VESSELS OF THE NAVY.

COMMUNICATED TO THE SENATE MAY 2, 1836.

NAVY DEPARTMENT, *April 30, 1836.*

SIR: In answer to a resolution of the Senate, of the 14th instant, requesting the Secretary of the Navy to send to the Senate all the information in his possession relating to the Dry Tortugas, I have the honor to enclose an extract of a letter from Commodore Rodgers, dated 3d July, 1829, and a report of Lieutenants Gedney and Tatnall, of the 28th February, 1830.

I have no information upon which to ground an opinion as to the fitness of this place as a naval station, except what is contained in the extract of the letter and the report herewith submitted.

A further examination should take place, before a definite opinion upon this subject could be safely formed.

I have the honor to be, very respectfully, your obedient servant,

M. DICKERSON.

The Hon. the PRESIDENT of the Senate:

Extract of a letter from Commodore John Rodgers, dated—

WASHINGTON, *July 3, 1829.*

To the Secretary of the Navy:

I called at the Dry Tortugas, where I spent four days in the examination of its singular harbor; and this I was enabled to do effectually, by the assistance of Mr. Baldwin and Captain Turner, with the boats of the Erie.

The Tortugas, so called, consist of eleven small islands, or keys, encircled by an immense reef or bank, formed of coral, which breaks off the sea in every direction, and contains within its embrace an outer and inner harbor; the first of which, besides affording a safe anchorage at all seasons of the year, is sufficiently capacious to ride in security all the navies of Europe; but, what is most singular, there is within this harbor another, still more secure, which, in its character, may be said to be unique; uniting, as it does, sufficient depth of water for ships of the largest class to a narrow entrance, not more than 120 yards wide; ease of ingress and egress; and may be entered or departed from at all times, let the wind be from what point of the compass it may.

This singular harbor, when considered in reference to its geographical position and the defence of our southern coast, may justly be looked upon as the advance post of that portion of our southern and western maritime frontier; and in this light must strike every one as possessing peculiar advantages, lying, as it does, directly in the track of all vessels passing to and fro, not only between the Mississippi, but every part of West Florida having intercourse by sea with our eastern States, whilst at the same time there is no one spot on our whole line, from north to south, that presents the same facilities in communicating with the several ports in the Island of Cuba, as well as those in the Gulf of Mexico, even as far south as the Bay of Honduras, on the Spanish main.

These, however, are not all its advantages; for on referring to the chart, it will be seen that not only the commerce of Havana, and of the Island of Cuba generally, but even the homeward bound trade of Jamaica, would be subjected to its grasp, were its natural advantages to be aided by the erection of suitable works for the protection and convenience of a competent naval force.

With all these advantages, it must be confessed that nature has not supplied it with every essential necessary to the perfectibility of such an establishment, inasmuch as no fresh water or firewood of any consequence is to be found on either of the keys; water, however, might be supplied by the erection of cisterns, and wood from Key West and the eastern part of the peninsula of Florida, without much inconvenience or expense.

The base of the whole of these keys is formed of concrete rock, composed of coral and shells, giving to each a foundation of the most solid and permanent kind; seven of them are clothed with a rich grove of mangrove trees, of small size, and various shrubbery; but the other four contain little or no vegetable productions, although turtle and fish in the greatest abundance are to be met with everywhere. For a minute delineation of all that relates to these islands or keys, permit me to refer you to the accompanying charts.

NOTE.—For the report of Lieutenants Gedney and Tatnall, of the navy, dated the 28th of February, 1830, see American State Papers, Naval Affairs, vol. 3, No. 417.

24TH CONGRESS.]

No. 633.

[1ST SESSION.

CLAIM OF CAPTAIN DANIEL T. PATTERSON, OF THE NAVY, FOR COMPENSATION FOR EXPENSES INCURRED, IN COMMAND OF A SQUADRON, BY RECEIVING AND ENTER-TAINING THE AUTHORITIES OF FOREIGN GOVERNMENTS, IN THE MEDITERRANEAN SEA.

COMMUNICATED TO THE SENATE MAY 4, 1836.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial and petition of Daniel T. Patterson, a captain in the navy of the United States, respectfully sheweth: That your memorialist, then being a captain in the navy of the United States, was appointed to the command of the naval force of the United States in the Mediterranean sea, and that he assumed that command in the month of July, 1832; that he accepted said appointment, under the hope that the same allowances of pay, &c., would be extended to him as it had been the practice of the government to extend to those officers who had preceded him in the command of that important station. Such allowances, your memorialist was aware, under ordinary circumstances, were sufficient to meet the constant calls made upon the resources of the officer in command.

With this hope, your memorialist, anxious to discharge his obligations to the nation and the government, accepted the appointment, and entered upon the duties of that station.

Whilst performing the duties appertaining to him as commander of a squadron, he was exposed to incur expenses, on several occasions, without which they could not have been properly discharged. Of these expenses your memorialist begs leave to submit a schedule, for the consideration of your honorable bodies, and to solicit relief, as they were contracted unavoidably, and for the honor and advantage of the nation; and as allowances have been frequently made to officers in similar cases, your memorialist trusts that his petition will not be viewed as unreasonable. And your memorialist begs leave further to state, that peculiar circumstances, which may be supposed not to have been contemplated by your honorable bodies, have rendered his emoluments, during the period in which he was in command of the Mediterranean squadron, much less than those of an officer who preceded him for the same length of time.

Your memorialist asks the consideration of your honorable bodies to the facts set forth in the accompanying schedule, by which it will be seen that he received and entertained on board of his ship, and was presented, with his officers, to the heads of the governments of the various countries where the presence of the squadron was directed and required, either for the general protection of the commercial interests of his own government, or in furtherance of particular and important objects.

Under such circumstances, your memorialist believes it scarcely necessary to observe that such visits are frequently proffered, that they cannot well be refused, and that the expense incident thereto is not small; your memorialist may also be permitted to express the opinion that they are advantageous, and that the respect for our naval superiority, thus imposed upon the minds of men who arrange and conduct the affairs of nations, by displaying the efficiency of our equipments and the order and discipline of our crews, must be highly beneficial in preventing aggressions upon our commerce, and in securing immediate reparation for those committed. Such, indeed, would seem to have been the view taken by your honorable bodies, from the liberal appropriations which have been made to cover expenses incurred for these purposes by commanders of squadrons, and even of single ships.

Your memorialist further represents that, in compliance with the immemorial customs of oriental civility, he was obliged to make presents, not only to many of the high dignitaries of Turkey, Egypt, and Barbary, with whom he held intercourse, but also to their inferior officers and attendants. Some of these presents were costly, others were of less value; but their multiplication made the total amount formidable to the purse of a private individual. To have omitted such presents would have given offence, and to have alleged that he was prevented by the fundamental law of his country from receiving others in return, would have had no effect in diminishing the difficulty. The usage has been long established, and is universally complied with, in treating with governments in which the feelings of individuals have infinitely more weight than either justice or policy. A nation which presents a bold front can well afford to make such trifling concessions.

In addition to the expenses incurred by his intercourse with foreigners, your memorialist has further to state that it became necessary for him to transport an agent of our own government, with his family, to the place of his official residence, at a time when circumstances would have rendered his conveyance by a private vessel impolitic.

Such were the circumstances occasioning the expenses for which your memorialist now solicits relief. His receipts from the government, compared with those of his predecessors in the same command, will serve to show how little your memorialist could afford to bear them.

From the 1st of July, 1832, when your memorialist assumed the command of the Mediterranean squadron, until the 3d of March, 1835, when the new law, regulating the pay of persons engaged in the naval service, took effect, your memorialist received twelve hundred dollars annually, and sixteen rations per diem, which, at twenty-five cents each ration, made the whole amount to \$2,660 a year. This was the rate of pay of a captain in command of a squadron, as fixed by the early regulations for the navy; but two thousand dollars were annually allowed to such officers, in addition, down to 1826, in lieu of a percentage for drawing bills; and after the suppression of that allowance, the captains who successively commanded the Mediterranean squadron, between the years 1828 and 1832, received sums for diplomatic services, which rendered their receipts proportionably greater than those of your memorialist will be, should his petition be granted.

By the law of March 3d, 1835, your memorialist received at the rate of \$4,000 per annum while in command of the squadron; by the second section of that law he is precluded from all further allowances, either for drawing bills or for any extra service whatever, except mileage when traveling under orders. It would appear, from the terms of this act, that your honorable bodies had been aware of the inadequacy of the former stated pay, and, determining to preclude allowances in future, had supplied their place by an appropriate augmentation.

If this view be correct, your memorialist trusts that your honorable bodies will not render his case the only exception to a rule which has thus been formed upon principle, confining him to an allowance inferior to those heretofore made or hereafter to be made.

Your memorialist also begs leave to observe that, should his petition be granted, his whole receipts would even then be less than they would have been had his pay throughout the period of his command been regulated by the existing law.

DAN'L T. PATTERSON, *Captain U. S. Navy.*

WASHINGTON, D. C., *May 3, 1836.*

The United States,

To Commodore Daniel T. Patterson, *Dr.*

To extra expenses officially and unavoidably incurred by him while commanding the United States naval force in the Mediterranean, in the years 1832, '33, '34, and '35; (particulars of which are stated below,) \$3,578

Reception of Don Miguel, in August, 1832, then King de facto of Portugal, and suite, on board the frigate United States, at Lisbon.

Prime minister and admiral of Tripoli, detained on board the frigate United States three days, from bad weather, off Tripoli, and presents to attendants of the Bashaw of Tripoli, when I visited him, in Dec., 1832.

Presents (bayshees) to attendants, as pipe-bearers, coffee-bearers, &c., of the Bey of Tunis, when presented to him in December, 1832.

Reception of the King of Greece and suite on board the frigate United States, in September, 1833, at Napoli de Roman a.

Reception of and collation to the great officers of state of the Sublime Porte, representing the Sultan, and numerous suites, on a visit to the frigate United States; presents to their officers and suites; and a sword to the aid-de-camp of the Pacha of the Dardanelles, in November, 1833, and presents to his suite; and expenses attending the presentation of myself and officers to the Sultan.

Preparing for the reception of Mohammed Ali, the Viceroy of Egypt, and suite, for a promised visit to the United States ship Delaware, and presents to his attendants, when presented to him, in August, 1834.

Transportation and finding of D. S. McCauley, Esq., consul for Tripoli, and family of eleven persons, and baggage, from Malta to Tripoli, in July, 1835.

Reception of and expenses attending a visit from the King of Naples, three brothers, uncle, and suites, on board the United States ship Delaware, and presentation at court of myself and officers, in September, 1835.

To difference of pay, between a captain in command of a squadron and a captain on other duty, from the 25th of October, 1835, to the 9th of March, 1836, inclusive, viz:

One hundred and thirty-six days, at \$4,000 per annum, pay of a captain in command of a squadron	\$1,490 41
One hundred and thirty-six days, at \$3,500 per annum, pay of a captain on other duty...	1,304 10
Difference	<u>\$3,186 31</u>

[24TH CONGRESS.]

[No. 634.]

[1ST SESSION.]

ON THE EXPEDIENCY OF ESTABLISHING A NAVY YARD AT BALTIMORE, IN MARYLAND.

COMMUNICATED TO THE SENATE MAY 6, 1836.

Mr. SOUTHARD, from the Committee on Naval Affairs, who were instructed by resolution to inquire into the propriety of establishing a Navy yard at Baltimore, and to report their opinion to the Senate, reported:

That they have called upon the Secretary of the Navy to communicate to them his opinion, and such information as was in possession of the Department, in relation to that subject. His answer, with the documents to which he refers, are annexed and made part of this report.

The committee have been called upon, also, to inquire into the expediency of establishing navy yards

at one or two other points upon our coast, and their reflections have led them to the conclusion that it is not expedient, at this time, to increase their number. We already have seven, some of them, in the opinion of the committee, not well situated; and although it may become necessary hereafter to increase them, yet it should be done on some general and well-considered plan, which should have in view the economy and efficiency of the naval service and defences, rather than local convenience and advantages.

For the adoption of such a plan, the committee have not in their possession all the information which is necessary to safe and prudent action upon the subject. They ask to be discharged from further consideration of the resolution.

IN SENATE OF THE UNITED STATES, *February 16, 1836.*

On motion by Mr. Kent,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the propriety of establishing a Navy yard at Baltimore, in the State of Maryland, and that they report their opinion to the Senate.

Attest:

WALTER LOWRIE, *Secretary,*
By W. HICKEY, *Clerk.*

NAVY DEPARTMENT, *April 4, 1836.*

Sir: In answer to your letter of the 21st ultimo, asking my opinion, and such information as may be in possession of this Department, in relation to certain memorials for the establishment of navy yards at Baltimore, and at Charleston, South Carolina, I have the honor to state that, on the 16th of December, 1826, the Secretary of the Navy transmitted to the House of Representatives a report on the survey of the harbor of Baltimore. (See documents of the House of Representatives, 2d session, 19th Congress, No. 13.)

From this report it appears that the harbor of Baltimore presents many advantages as a navy yard, and, in my opinion, it might be made a station for the building and repairing of ships-of-war, at a moderate expense, and with great advantage to the United States.

As to the harbor of Charleston, South Carolina, I must beg leave to refer you to a report made on the 19th of January, 1826, to the Senate, by the Secretary of the Navy. (See Senate documents, 1st session, 19th Congress, No. 27.)

This report contains much satisfactory information as to the harbor of Charleston, and leaves but little doubt that that harbor might be judiciously selected as a navy yard for the building and repairing vessels-of-war (except those of the largest classes).

The position of that harbor, with respect to our squadron in the West Indies and Gulf of Mexico, affords a strong argument in favor of selecting it as a naval station, inasmuch as it is often important to obtain recruits of seamen, and supplies of provisions and stores for our vessels, without the inconvenience and delay of visiting our northern ports.

There is no information in this Department, beyond what is herein stated, as to the propriety of establishing navy yards at Baltimore or at Charleston.

I am, with great respect, your obedient, humble servant,

M. DICKERSON.

The HON. SAMUEL L. SOUTHARD, *Chairman of the Committee on Naval Affairs, of the Senate of the U. S.*

NAVY DEPARTMENT, *December 16, 1826.*

Sir: In compliance with the resolution of the House of Representatives, of the 14th instant, directing the Secretary of the Navy to report the result of the recent survey of the harbor of Baltimore, I have the honor to transmit a copy of the report made by Master Commandant Claxton, containing the result of the survey of that harbor.

The original chart, prepared with much care, also accompanies this report; and it is respectfully requested that it may be returned to the Department, after it has been used by the House of Representatives.

The survey was executed by Lieut. J. W. Sherburne, under the superintendence, in the first instance, of Capt. Spence, and, subsequently to his death, of Master Commandant Claxton.

I have the honor to be, very respectfully, &c.,

SAM'L L. SOUTHARD.

The SPEAKER of the *House of Representatives.*

BALTIMORE, *November 4, 1826.*

Sir: I have the honor to inform you that the river Patapsco and harbor of Baltimore were, at the instance of the insurance companies of this city, accurately surveyed in the year 1817, and a chart, predicated on that survey, published, a copy of which I enclose. I also transmit to you a chart founded on the survey recently taken, in which will be observed a more minute examination of the river, and the several points in the harbor supposed useful for naval purposes.

In proceeding to answer your several interrogatories, in the order in which they are given, I beg leave to state that, in addition to my own observation, I have been aided by the experience of the best

pilots, and the sound judgment of well-informed individuals, in obtaining the various facts called for by your letter of instruction.

1st. The depth of water upon the bar being the first point to which you have directed my attention, I reply, by stating that the highest spring tides give a depth of twenty feet, that a common tide gives nineteen feet, and the lowest tides seventeen feet of water upon the bar, at high-water mark. The average perpendicular rise of the tide is eighteen inches.

2d. The depth of water upon the bar is materially affected by particular winds; a gale from the southward and eastward forces the waters of the Atlantic into the Chesapeake Bay, and produces a rise on the bar to the height of three feet above an ordinary tide, giving a depth of twenty-two feet; a gale from the north, on the contrary, drives the waters of the Chesapeake into the ocean, reduces the water three feet below the common low-water mark, and thus leaves a depth of fifteen feet only on the bar.

3d. The current in the river, when unaffected by external causes, runs at the rate of one mile and a half per hour.

4th. The channel way for beating over the bar, varies in breadth from one-third to half a mile. The bar may be said to extend for the space of nine miles; beginning at the sand knolls, six miles below North Point, and terminating at the deep water off Hawkins' Point. The bottom throughout is soft mud, with the exception of the numerous sand knolls above mentioned, having on their surface a depth of eighteen feet water. The wind from the east to southwest is suitable for vessels bound in, and from the north-northeast to southwest, when bound out.

5th. The prevailing winds are from the northwest and southeast. I have ascertained, from a meteorological table, compiled by Lewis Brantz, Esq., that the average of six successive years gave the wind from the northwest one hundred and six days, northeast sixty-seven days, southeast one hundred and five days, southwest seventy-five days, and twelve days of calm.

6th. The anchorage for vessels having crossed the bar, is abundantly extensive for the largest fleets.

7th. The proximity to the city constitutes, in a great measure, the "convenience for receiving supplies from the shore."

8th. Good water can be obtained at various watering places now established in the harbor, and which may be multiplied to any extent desired.

9th. The city of Baltimore, from its magnitude and resources, could at all times afford the necessary provisions and stores for a fleet. These may be said to be her staples.

10th. The harbor of Baltimore possesses favorable positions for a navy yard. Three sites have been examined, two only of which are deemed worthy of present consideration. The one designated on the chart by the letter A, is situated on the eastern side of the harbor, a short distance below Harris' creek. It has for its recommendation the deepest water to be found, perfectly retired by land and water, facility of transportation and intercourse with the commercial part of the city, but seated on a bank of twenty feet in height, and which gradually becomes more elevated as you recede from the river, and open by land to the incursions of an enemy.

11th. To this point, vessels drawing twenty feet water can approach to within 250 feet of the present shore.

12th. The quantity of water it can furnish is not known; but the quality of it, as ascertained from a well on the premises, is found to be nauseous to the palate.

13th. The position bears a reputation for great unhealthfulness, but is supposed to be susceptible of improvement, by filling up a marshy ravine, forming its southern boundary. The soil is clay and sand.

14th. The facility for wharfing is as favorable as can be desired, with the exception of the superabundant earth, which may be disposed of in the manner suggested in the last article.

The other position, marked B, is situated on the west side of the harbor, at and below Locust Point. It is situated on an extensive plane of fourteen feet elevation above the surface of the water; possesses in a still greater degree a facility for wharfing, of transportation and intercourse with the town, is supposed to be healthy, retired in its situation, and is covered from assault by Fort McHenry, but has less depth of water, for at a distance of 400 feet from the shore, there is but seventeen and a half feet of water, and which does not materially deepen until you begin to approach the position A, on the opposite shore. This site appearing to possess great advantages in point of location, health, protection, and defence, I deem it proper to suggest that the water can be readily, and at inconsiderable expense, deepened to twenty feet, by means of the admirable mud-excavators now in operation in the harbor. The soil of this position is clay, and the bottom of the river a very soft mud.

As there are no springs or pumps in the vicinity, it is not known what may be the quality or the quantity of its water; but there is every reason to suppose that an examination would prove satisfactory. It is, however, proper to observe, that to both these positions a sufficiency of good water, for every ordinary purpose, can be conveyed by conduits, similar to those that now supply every part of Baltimore.

15th. The worm exists in the harbor; but, owing to the freshness of the water, is not considered destructive; in fact, no precautionary means are adopted to protect any of the works in the harbor against it.

All which is respectfully submitted.

ALEXANDER CLAXTON.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

24TH CONGRESS.]

No. 635.

[1ST SESSION.]

ON THE EXPEDIENCY OF ESTABLISHING A NAVY YARD AT CHARLESTON, SOUTH CAROLINA.

COMMUNICATED TO THE SENATE MAY 6, 1836.

Mr. SOUTHARD, from the Committee on Naval Affairs, to whom was referred the memorial of the city council and chamber of commerce of Charleston, South Carolina, for the establishment of a navy yard at that place, reported:

That they have investigated the subject upon such evidence as was in their possession, and which was referred to by the Secretary of the Navy, in answer to an inquiry of the committee, which is annexed to this report, and made a part thereof.

The committee have not been able to persuade themselves that it is expedient greatly to increase the number of our navy yards; they are, however, of opinion that it might be useful to the public interests to have one established at some point between the mouth of the Chesapeake and the southern coast of Florida, but they have not such information as will justify them in making a selection. They, therefore, offer a resolution:

Resolved, That the Executive be requested to cause to be made the necessary examinations and surveys of the several harbors south of the mouth of the Chesapeake Bay, and a report upon the comparative facilities and advantages of the same for the establishment of a navy yard, to the next session of Congress.

NAVY DEPARTMENT, *April 4, 1836.*

SIR: In answer to your letter of the 21st ultimo, asking my opinion, and such information as may be in possession of this Department, in relation to certain memorials for the establishment of navy yards at Baltimore, and at Charleston, South Carolina, I have to honor to state that, on the 16th of Dec., 1826, the Secretary of the Navy transmitted to the House of Representatives a report on the survey of the harbor of Baltimore. (See documents of the House of Representatives, 2d session, 19th Congress, No. 13.)

From this report it appears that the harbor of Baltimore presents many advantages as a navy yard, and, in my opinion, it might be made a station for the building and repairing of ships-of-war, at a moderate expense, and with great advantage to the United States.

As to the harbor of Charleston, South Carolina, I must beg leave to refer you to a report made on the 19th of January, 1826, to the Senate, by the Secretary of the Navy. (See Senate document, 1st session, 19th Congress, No. 27.)*

This report contains much satisfactory information as to the harbor of Charleston, and leaves but little doubt that that harbor might be judiciously selected as a navy yard for the building and repairing vessels-of-war, (except those of the largest classes.)

The position of that harbor, with respect to our squadron in the West Indies and Gulf of Mexico, affords a strong argument in favor of selecting it as a naval station, inasmuch as it is often important to obtain recruits of seamen, and supplies of provisions and stores for our vessels, without the inconvenience and delay of visiting our northern ports.

There is no information in this Department, beyond what is herein stated, as to the propriety of establishing navy yards at Baltimore or at Charleston.

I am, with great respect, your obedient, humble servant,

M. DICKERSON.

The Hon. SAMUEL L. SOUTHARD,

Chairman of the Committee on Naval Affairs of the Senate of the United States.

24TH CONGRESS.]

No. 636.

[1ST SESSION.]

ON THE EXPEDIENCY OF ESTABLISHING A NAVAL RENDEZVOUS AND DEPOT AT THOMPSON'S ISLAND, OR KEY WEST, AND FORTIFYING THE SAME.

COMMUNICATED TO THE SENATE MAY 6, 1836.

Mr. SOUTHARD, from the Committee on Naval Affairs, to whom was referred a resolution of the Senate instructing them to inquire into the expediency of providing such defences for Key West† as shall render it a safe rendezvous and depot for the navy, reported:

That they called upon the Secretary of the Navy for such official reports, documents, and evidence as may be in possession of the Department, in relation to that place as a fit rendezvous and depot for the navy, together with the opinion of the Department as to its value and importance to the country as a rendezvous and depot, and as to the extent and cost of such defences as may be required. The answer of the Secretary, with the documents communicated to the committee, are important to the proper understanding of the subject, and are therefore annexed to this report, and made part thereof.

The committee concur in the opinion that a competent rendezvous and depot for the navy, upon that

* For the documents referred to, see American State Papers, Naval Affairs, vol. 2, No. 279.

† For other documents relative to Key West, see Naval Affairs, State Papers, vol. 1, No. 224, and vol. 4, No. 565.

portion of our seaboard, is indispensable to the public interest, and, if no reasonable doubt existed as to the position which ought to be selected, they would not hesitate to report a bill for its immediate establishment. But it is of the first importance that the position should be chosen with great care and accurate knowledge, before the public money is expended upon it. They, therefore, present a resolution, calling upon the Executive to cause a report to be made upon the subject to the next session of Congress; and, also, a bill authorizing the necessary examinations and surveys.

Resolved, That the President of the United States be requested to cause a report to be made to the Senate, at the next session of Congress, upon the expediency of establishing a naval rendezvous and depot near the southern extremity of Florida, the proper location thereof, the necessary defences of the same, and the amount of appropriation necessary to execute the plan which may be proposed.

COMMITTEE ROOM, *January 30, 1836.*

SIR: The Committee on Naval Affairs of the Senate have been instructed to inquire into the expediency of providing such defences for Key West as shall render it a safe rendezvous and depot for the navy.

On behalf of the committee, I am directed to ask of the Department to communicate such official reports and other documents and evidence as may be in its possession, in relation to that place as a fit rendezvous and depot for the navy, together with the opinion of the Department as to its value and importance to the country as a rendezvous and depot, and as to the extent and cost of such defences as may be required.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

Hon. M. DICKERSON, *Secretary of the Navy.*

NAVY DEPARTMENT, *April 14, 1836.*

SIR: In answer to your letter asking of this Department to communicate "such official reports and other documents and evidence as may be in its possession, in relation to Key West as a fit rendezvous and depot for the navy, together with the opinion of the Department as to its value and importance to the country as a rendezvous and depot, and as to the nature, extent, and cost of such defences as may be required," I have the honor to state that, as early as the 29th December, 1822, the Secretary of the Navy made a report to the President, which was laid before the House of Representatives on the 20th of January, 1823, by which it appears that Thompson's Island, usually called Key West, was considered highly important as a naval station. The harbor, says the Secretary, "affords a safe and convenient rendezvous for our public vessels cruising in the West Indies and the Gulf of Mexico, and the island a very suitable depot for provisions and supplies. From the peculiar dangers of the navigation along the coast and among the Florida keys, our merchant vessels are frequently driven by distress to seek a harbor, and, for want of one in our own waters, are under the necessity of making a port in the Island of Cuba, which subjects them to considerable additional expense. This island also affords a very eligible depot for wrecked property, and which is highly necessary and advantageous, where the navigation is attended with so many dangers and difficulties. We are, at this time, in a great measure dependent on the wreckers of New Providence for protection of our property in case of shipwreck. This not only gives employment to a great number of foreign vessels and seamen, but it subjects our merchants to heavy expenses. These are some of the obvious benefits of this position, in time of peace; but its advantages in time of war, with any European power having West India possessions, are still more important, both as it respects the protection of our own commerce and the annoyance of our enemy. An enemy with a superior naval force, occupying this position, could completely interrupt the whole trade between those parts of our country lying north and east of it and those to the west, and seal up our ports within the Gulf of Mexico."

To this I will add, that circumstances of late occurrence have afforded the most satisfactory evidence of the correctness of the views taken by the Secretary of the Navy.

The Secretary further stated that, "from a report of Lieutenant Commandant Perry, who was charged with this duty, it was satisfactorily ascertained that this position affords a safe, convenient, and extensive harbor for vessels-of-war and merchant vessels." A copy of this report is hereunto annexed, marked A.

His instructions, however, did not require him to make so minute a survey as was necessary in order to judge of the extent to which this place might be safely and advantageously occupied and improved as a naval depot; but Captain Patterson had been instructed to make a further examination and survey. On the 10th of July, 1823, Captain Patterson made a report upon this subject, a copy of which is annexed, marked B. On the 27th of October of that year, Captain Porter wrote a letter to the Department, of which the paper marked C is an extract.

As my opinion is asked as to the value and importance of this place to the country, as a naval rendezvous and depot, it is my duty to state that this opinion must depend upon a comparison of the advantages of this place compared with those of the Dry Tortugas.

From a comparative view of the advantages of both places, I have no hesitation to express a preference for Key West; yet, it is proper to state the evidence in this Department in favor of the latter place.

In a printed report of Commodore Rodgers, of the 3d of July, 1829, annexed to the annual report of the Secretary of the Navy, of the 1st of December of that year, it is stated that the islands forming the Tortugas enclose an outer and an inner harbor; the first of which, besides affording a safe anchorage at all seasons of the year, is sufficiently capacious to ride in security all the navies of Europe; and that there is within this harbor another, still more secure, uniting sufficient depth of water for ships of the largest class, to a narrow entrance, not more than 120 yards wide, affording easy ingress and egress, and such as to be entered or departed from at all times, let the wind be from what quarter of the compass it may.

He further states that no fresh water, or firewood of any consequence, is to be found at this place; but that water might be collected in cisterns, and wood procured from Key West and the eastern part of Florida, without much inconvenience or expense. On the 28th of February, 1830, Lieutenants Tatnall and Gedney made to the Secretary of the Navy a report of the survey of the keys and harbors of the Dry Tortugas, a copy of which is hereunto annexed, marked D.

When it is considered that all the commerce of the Atlantic States, north and east of Florida, with the West Indies, the Gulf of Mexico, and all the western and southwestern States, whose produce finds its way to market through the Mississippi, must pass through the straits between the reefs of Florida and Cuba, an estimate may be formed of the value of a secure naval depot upon those reefs. The value of such commerce would be the measure of value of such a depot; for, should this station in time of war be seized by our enemy, with a fleet sufficient to enable him to keep possession, this commerce would be destroyed: the interests of the Atlantic and western States would be separated, and the intercourse between these great divisions of our country would be seriously interrupted.

I find it difficult to express an opinion as "to the nature, extent, and cost of such defences as may be required" for this station. In the first place, it is certain that we cannot effectually protect and secure this commerce without a fleet, which may be concentrated upon any point of the coast of Florida or the Gulf of Mexico, superior to any one which an enemy could bring into the same region; and with such a fleet, fortifications, to a certain extent, would be necessary, for a harbor and naval depot, to guard against surprise, and sudden, unexpected attacks from the enemy. A satisfactory estimate of the nature, extent, and cost of such fortifications can only be made upon an accurate survey of scientific engineers of the station to be fortified. This Department is not in the possession of the information necessary for such an estimate.

Several years ago, Lieutenant Tuttle, of the army, examined Key West, and suggested a system of defence for the same; that system was not approved of by the Engineer department.

It appears to me that there should be a further examination and survey of Key West, as well as other portions of the Florida reefs, before an estimate of the nature, extent, and cost of the required fortifications can be made; and that authority may be given for making such further examination, I would respectfully recommend.

I am, very respectfully, your obedient servant,

M. DICKERSON.

The Hon. SAMUEL L. SOUTHARD, *Chairman of the Naval Committee of the Senate.*

A.

UNITED STATES SCHOONER SHARK, *Port Rodgers, Thompson's Island, March 28, 1822.*

SIR: In obedience to your order of the 7th February, I proceeded to this island, for the purpose of carrying into execution your instructions, and in consequence of boisterous weather on our outward passage, by which we lost two of our spars, I was compelled to stop a few hours at Havana for the object of replacing them. This course was, however, by no means out of our route, and it fortunately afforded me an opportunity of taking under convoy five American vessels, a list of which is herewith enclosed.

In regard to the island in question, I have the honor to report that, after carefully examining its whole extent, sounding the harbor, and otherwise making such observations as your instructions directed, I have come to the conclusion that it possesses many advantages, as a naval rendezvous, and in consequence have, in the name of the United States, taken formal possession of it, giving it the name of Thompson's Island, and have left Midshipman Joseph Morehead, and one man, to retain possession, until further assistance can be furnished them. At present, their situation is tolerably comfortable. In selecting this name, I have not only gratified my own wishes, but have complied with the request of the proprietors of the soil present on the occasion of planting the standard, and whose names are, John Warner, Esq., United States commercial agent, at Havana, and Messrs. Fleming and Whitehead, all American citizens.

The western end of the island is the only part that can be approached by anything larger than a boat.

At this extreme the harbor is formed by a part of Thompson's Island, and several mangrove and sand keys, many of which are covered at high water.

The harbor to which I have given the name of Port Rodgers, is capacious, and sheltered from the prevailing northerly and easterly winds. It is, however, open from the south to west, which is a matter of but little importance, as the winds in this part of the world but seldom blow from the southwestern quarter. The depth of water in the harbor is from three to five and a half fathoms, but vessels may find safe anchorage without going into less than four fathoms.

The tides are rapid, and their rise and fall about six feet. Wood and water are abundant, the latter not of the best quality. Fish and game are to be taken in the greatest profusion, and in the course of a year or two the proprietors of the island will be able to supply ships with fruit and vegetables.

The watering place is two miles from the anchorage ground, situated on the south side of the island; the well about one hundred yards from the beach. The landing is at present inconvenient, but will become less so should the island be resorted to by our cruisers, as the officers will naturally, for their own accommodation, add to the facilities of shipping the water.

I have already enlarged the wells, and enclosed one with a fence, cleared a large garden spot, planted stakes on a mud bank that partly obstructs the channel into the harbor, and otherwise employed the period of my stay at the island in making such improvements as will benefit those who may hereafter visit the port.

It may well be supposed that on a coast so dangerous as the Florida keys, the difficulties of navigation must be very numerous, requiring on the part of the navigator the utmost caution to avoid the innumerable shoals, rocks, and sand banks that surround him in every direction; and although these dangers are laid down with admirable accuracy by the English surveyors, yet the tides and currents are so rapid and irregular, that, until proper and skillful pilots are established, it would be imprudent for our large vessels to cross the reef.

In time of war, however, these very dangers will prove of service to our cruisers, as a knowledge of the navigation will enable them to pass and repass the reef without danger, and the want of such knowledge will prevent the enemy from reaping the same benefit.

In regard to the advantages of Thompson's Island as a place of trade, I feel at a loss in forming an opinion. Its location is most certainly in its favor, being situated about midway between Florida and

Cuba, the southern States and Louisiana, which circumstance has induced many to believe that in the course of time the island must become a place of considerable commerce. Heretofore the Florida keys have been the resort of smugglers, New Providence wreckers, and, in fact, of a set of desperadoes who have paid but little regard to either law or honesty. The present establishment, though on a small scale, will, I conjecture, (with the assistance of the settlers) be enabled to keep these lawless people from this island; but I would suggest the necessity of an early augmentation of force, if it be only for the purpose of enforcing the revenue laws. A gunboat would be force sufficient to answer all the purposes required.

In enumerating the advantages possessed by this island and its contiguous waters, and in recommending it as a situation well calculated for a naval rendezvous, I have looked to a period when our country shall be engaged in a war with some great maritime state, and when the undisputed possession of the Florida keys will be a matter of great importance, as it will ensure the undisturbed navigation of the northwest side of the Florida stream (or Gulf of Florida) to our merchant vessels, and will prove a check on the vast resources of the Island of Cuba; vast, indeed, if possessed by the enterprising government of Great Britain.

I may be excused in taking this opportunity of suggesting, through you, sir, to the honorable Secretary of the Treasury, the great want of lighthouses on the Florida keys. The happy transfer of so fair a portion of territory to the United States has led to the belief that, under the enlightened and liberal policy of our government, the navigation of the shores of Florida will be rendered more safe and convenient. Numberless are the vessels and lives that have been lost on this treacherous coast. So common are shipwrecks in this neighborhood, that many vessels are employed solely for the purpose of rescuing property from destruction, of which they receive a very large share as salvage.

That rapid current denominated the gulf stream sweeps the Florida reef with incredible velocity, changing its course at every variation of the wind, thereby baffling the skill of the most experienced navigator; and, as they are deprived of the common beacons so necessary in the navigation of an intricate coast, so are they at all times exposed to the most imminent danger.

The great number of vessels that daily pass through the Gulf of Florida, to and from the ports of New Orleans, Pensacola, Mobile, the ports of Cuba, Jamaica, and the Spanish main, renders the erection of lighthouses not only an act of justice on the part of our government, but humanity, and a regard to the safety of the lives and fortunes of our citizens, seriously demand so desirable a measure.

I should feel diffident in thus intruding my opinion upon you, sir, were I not fully impressed with the belief that the subject requires the prompt and serious consideration of government.

At present, vessels bound into the Gulf of Mexico and Mexican sea, are compelled to make the Island of Cuba, for the purpose of shaping a correct course to clear the Dry Tortugas, (the southern extreme of Florida reef.) By approaching Cuba they expose themselves to the depredations of the numerous picaroons that infest the neighborhood of that island. But if lighthouses were erected on the Florida keys, vessels, in passing and repassing through the gulf, might keep on soundings the whole distance, and indeed might find safe navigation inside the reef.

As to the number and location of the lighthouses, I should presume there ought to be four, one on each extreme of the Florida reef, the other two at intermediate spaces, say one on Cape Florida, another on Key Largo, and the third on Sand Key, (if sufficiently stable,) and the fourth on the southwest Tortugas. A lighthouse is also very much wanted on Canaveral.

I have the honor to be, respectfully, your obedient servant,

M. C. PERRY.

The Hon. SMITH THOMPSON, *Secretary of the Navy.*

B.

Thompson's Island, formerly called Key West, is situated on the southern edge of an extensive shoal bank, off the south shore of East Florida, between that coast and the Florida reef, distant from Cape Sable forty-five miles southwest, and from the reef about seven miles north, in latitude about 24 deg. 34 min. 24 sec. north, and — west longitude from Greenwich, and is the largest of a range of islands or keys which, commencing with the Dry Tortugas west, extend along the southern coast of Florida as far east as Cape Florida, measuring, in a direct line, nearly east and west, four and a half miles in length, and varying from one to two miles in breadth; its greatest elevation above the surface of the sea not exceeding in any part twelve feet.

The foundation or bed of the island is composed of shell or secondary limestone.

The soil on the western part of the island, say about one-third, is from one to four feet deep, apparently formed of alluvial deposit, as shells, exuviae, and the remains of vegetables, &c., intermixed with fragments of calcareous marl; the beach is formed of very minute fragments of shells, the particles worn from the limestone and coral rocks which surround the island.

About the centre of the island there are extensive ponds of water, slightly impregnated with common salt; for the properties of this water, the stone forming the mass of the island, and the qualities of the water in the ponds denominated fresh, I refer to the analysis hereto annexed.

That part of the island comprehended between the west point and a line drawn across, at the west end of the salt ponds, is susceptible of cultivation, the soil being extremely rich and productive, but so intermixed with masses of limestone as to render the cultivation very laborious, and precludes the use of the plough until removed; sugar, cotton, tobacco, and all the fruits of the West Indies, may be produced in perfection.

The growth of timber is neither large or lofty; I saw no tree exceeding two feet in diameter; the undergrowth is small, but so thick as to be almost impassable; the trees and shrubs generally of the description found on the keys adjacent to the islands in the West Indies, and particularly those around the Island of Cuba; among the shrubs, I noticed the cotton plant in abundance, the paupau, the capsicum or bird pepper, and the prickly pear; the three first were in flower in February. One cotton plant, which I measured about a foot above the ground, was 10 $\frac{2}{3}$ inches in circumference, and about eighteen feet high. I noticed a tree the wood of which resembles the Spanish or Cuba mahogany, and has a fine, close grain.

The growth of wood gradually diminishes in size and decreases in quantity towards the eastern end of the island, that is, from the commencement of the salt ponds.

The salt ponds commence about two miles from the southwest point of the island, and extend to a bay or inlet which makes into the eastern end of the island from the passage between it and the next key; and are separated from this inlet only by a narrow and low strip of land, over which the sea flows in blowing weather and at high tides. There is also an inlet from the bay on the western side of the island to these ponds, which are about two feet deep in the middle, and from a quarter to half a mile wide. The island on the west side of these ponds is low, flat, and rocky; on the side next the sea is a sand or shell bank, from eight to ten feet high, having little soil, and that of the poorest description.

Nothing like crystallization of salt could be discovered on the borders of the ponds, nor could we perceive any indication or evidence of salt having been produced there by the effects of the sun; nor, until the water from the sea and bay is prevented from flowing into the ponds at high tides and during gales of wind, can salt be produced by evaporation: of the relative strength of the water in the ponds and that of the ocean, I refer to the analysis.

The fresh-water springs, or wells, as they are termed, were five in number, each of which I visited, and tasted the water. The first examined was a well that had been recently sunk, on the highest part of the island, nine feet deep, through a strata of rich soil four feet, and five feet into the solid limestone bed of the island; had a few inches water in it, clear, but brackish, though represented to have been very good when the well was first sunk. The water in the second, third, and fourth wells bad, and in very small quantities; the third well about seven feet deep; the fourth four feet; these three are situated nearly in the centre of that part of the island susceptible of cultivation. The fifth, or, as it is called, the south spring, is on the south side of the island, distant from the beach about two hundred yards, with an excellent path leading to it from the beach; this is evidently the only watering place on the island; this spring, if any there is, is situated nearly in the centre and at the lowest part of a marsh of some extent, and appears and tastes more like a collection of rain, than water flowing from a spring, and such we believe it to be, not having been able, on close examination, to discover a spring, though the persons on the island state the existence of a spring at that place, and that, in dry seasons, when there is no water in the pond or marsh around it, the water can be seen flowing into it almost as fast as it can be taken out; the water when taken from the pond or spring is clear and pleasant, but becomes offensive and unpalatable after being put into a cask two or three days; the quantity when we first visited the spring was very limited, not sufficient to water a frigate, but after a heavy fall of rain the whole marsh was covered with water, and the water in the other wells was so much improved as to be drinkable for a few days; it was evident to me that a supply of water could not at all times be relied upon at this island, as that which can be obtained there will not keep when confined in a cask.

The surf on the south beach, with the wind on shore, is very heavy; the water being shoal for some distance out, and the bottom rocky, renders it both laborious and difficult to water at this spring.

The beach of this and the neighboring islands, and the keys on the Florida reef, are composed of very fine, broken shells, and minute particles of the limestone rock and coral, almost as fine as sand, but not a grain of sand was discovered on any of them.

Of the climate, a judgment can best be formed from an examination of the accompanying copy of a meteorological journal, kept at the island by the agent of Mr. Limonton, showing the prevailing winds and weather, from which, and its geographical situation and formation, I should conclude the island to be healthy.

Thompson's Island is bounded on the west, north, and east, by very extensive shoal banks; on the west by the banks called the Mangrove Islands, the three southernmost of which have white beaches; on the north by the banks on the southern edge of which it is situated; on the east by the Samba Island, on the bank called Bahia Honda. Between this last island and Thompson's Island the channels are narrow and shoal; navigable only for small boats.

The channel called Boca Grande, between the Marquise bank and Mangrove Islands, was represented to me as having two fathoms water through it, but intricate, and having a dangerous middle-ground.

DAN'L T. PATTERSON, *Captain United States Navy.*

Analysis of the stone which forms the basis of Key West.

Physical character.—After long exposure to the atmosphere, of a grayish white appearance, cleft or fissured; white when taken from under the surface; globular crystals; cohesion of the grains variable; fracture dull; strata inclined; hardens on exposure to the atmosphere.

Chemical character.—When submitted to the *blow-pipe* it became readily phosphorescent, but infusible; yielded an odor of lime, with a mixed color of black and white; partially dissolved in common water, with a sensation of heat; with *nitric acid* effervescent. Its specific gravity lessened one-eighth, from the application of the *blow-pipe*; with the oxalic acid a powder was formed which was insoluble in water, and proved to be the oxalate of lime.

In addition to this mass of secondary limestone, which constitutes the largest portion of the island, there are also extensive fragments of *calcareous marl*.

The soil on some portion of the key is from two to three or four feet in depth; it is apparently formed of alluvial deposit, as fluviatile shells, *exuviae*, and the remains of vegetables.

About the centre of the island there are extensive *ponds of water*, slightly impregnated with the *muriate of soda*, or common salt. The specific gravity of this water was found one and a half grains in each fluid ounce. One fluid pound of this water yielded to evaporation one-sixteenth of discolored and very impure *muriate of soda*, or common salt.

There are other ponds of water on the island that are denominated fresh water; but they are believed (with a single exception) to be somewhat impregnated with saline particles.

Water from a well on the island, when submitted to the *oxalate of ammonia*, yielded a white precipitate, which was ignited, and appeared to be the *carbonate of lime*, held in solution by an excess of the acid.

C.

Extract of a letter from Commodore Porter to the Secretary of the Navy, dated—

OCTOBER 27, 1823.

My experience convinces me that, from the middle of July to the middle of October, the lee side of Thompson's Island is an unfit residence for man; for the rest of the year, no place within the tropics can be more healthy. Those who have resided on the weather side of the island have at all times been exempt from the sickness with which those to leeward have been afflicted. As a place of deposit for our stores, and of repair for our vessels employed on the coast of Cuba, no place can be better adapted; but while the same causes for disease exist, and they must ever exist, it cannot be prudent to make it a permanent station, where many men would be exposed to the baneful influence of the sickly season. As we are now happily situated with regard to the authorities of Cuba, the inconvenience of an absence of three or four months from Thompson's Island would not be felt; and the excellent and healthy harbor of Matanzas, where we enjoy every facility and convenience from the local authorities, will obviate all the inconveniences which might otherwise be experienced. The short delay of receiving stores from on board the ships from the island, and the position they may take outside the harbor, free from influence of the poisonous vapor which arises from the ponds, would render them secure from its effects.

D.

UNITED STATES SLOOP FLORIDA, *February 28, 1830.*

SIR: The duties assigned Lieutenant Gedney and myself, in your orders of the 24th August last, having been completed, we have the honor to lay before you a correct survey of the keys and harbors of the Dry Tortugas, accompanied by the following remarks on the most important points to which our attention was directed by your instructions.

The harbors.—The large or outer harbor is in the centre of the whole group of keys and reefs. Its extent is a mile and three-quarters by a mile and a half, and its depth generally eight fathoms. The anchorage is clear of rock, and the holding ground of the first quality. It has three entrances from the sea, with water sufficient for the largest ships, from the S. E., S. W., and N.; the two former are safe and easy of access; that from the north is difficult, being much intersected by shoals, and should never be attempted by large ships but in cases of emergency. It would however be of great importance in time of war. We experienced, whilst at the Tortugas, several very heavy gales from various quarters, and never found sea enough in the harbor to render it an unsafe anchorage. Our own opinion is confirmed by that of the fishermen, who have frequented it for many years.

We have no hesitation, therefore, in recommending it as a safe and commodious man-of-war harbor. The small harbor consists of two basins, the largest of which is twelve hundred yards by seven hundred and seventy, and the smallest six hundred yards by four hundred. The depth of the former is from twenty-eight to forty feet, and the latter from sixteen to twenty-four. The bottom is clear of rock and the holding ground excellent. The entrances are from the outer harbor, by channels of thirty-five feet into the large, and twenty-three feet into the small basin. The two basins are connected by a channel of twenty-three feet, so that vessels may haul from one to the other, without passing into the outer harbor. This harbor is so completely walled in by the keys and flats, that the water, in the heaviest gales, is perfectly smooth, vessels having nothing to contend with but the mere force of the wind. In the last hurricane which was experienced at the Tortugas, two fishing smacks were at anchor in the small basin, one of which rode it out, the other drove on shore, and when the gale was abated was got off without injury. This information was received from a fisherman who was on board the smack which rode out the gale, and who states that, although it was of almost unprecedented violence, there was not sea enough to cause the vessel to pitch. This harbor is in fact a natural dock, as easy of access and as safe when in as can be desired. It is small, but, if vessels should moor, as is usual in docks, so as to occupy as little space as possible, it would accommodate the greater part of our navy.

The health of the keys.—We arrived at the Tortugas on the 3d of October, previous to which our men had been considerably exposed, and several were invalids. We were immediately occupied at work on the flats, standing in the water during the heat of the sun, and in cutting extensive paths through the keys. An officer and several men were in consequence attacked with the intermittent fever, but so slightly that they were readily cured without the aid of a physician. On recovering, they had not in a single instance the sallow appearance generally following southern bilious fevers, but almost immediately recovered their usual appearance and strength. A second exposure invariably brought on a relapse, but even then the disease was so mild as to be checked without difficulty. We have not, during the whole cruise, lost a man, nor is there a person sick on board the vessel. The family of the keeper of the light-house, consisting of five, (all northern constitutions,) have enjoyed uninterrupted health, and we were assured by the fishermen that they had never heard or known that the keys were otherwise than healthy, and, to use their own words, "that they never consider it necessary, when there, to be particularly careful of their health."

There is indeed nothing to cause disease; no ponds, no deposit of sea weed, as at Key West. They are as healthy as the deck of a ship in the same latitude. The health of this year may be considered as a fair criterion by which to judge it generally; for the neighboring parts of the Florida reef have been more unhealthy than usual. At Key West, the mortality has been so great that sixty-five of the inhabitants died out of one hundred and fifty, and, of the whole population, very few escaped sickness entirely.

Susceptibility of defence.—On this point we can merely venture an opinion, as our profession does not lead us to any accurate knowledge of the subject; as a mere matter of opinion, however, we would say that the outer harbor could not be so defended as to prevent the entrance of an enemy, although the forts for the protection of the basin would prevent its occupation. There can be no difficulty, we think, in fortifying the basins so as to render them perfectly secure. Should the keys not furnish sufficient space, the flats would afford as much as could be required. They are dry in some places, and have generally

but from two to three feet water on them. They are well located for this purpose, do not shift, and appear to be suitable foundations for the heaviest works. We refer you, sir, to the journal of the survey, accompanying the report, for our further views in relation to this subject. The opinion that some have entertained, that the keys are overflowed in heavy gales, is certainly erroneous. This did not occur in the hurricane above alluded to. Their location is very different from that of Sullivan's Island, and other islands on our coast, which have been subject to this inconvenience. They have no mainland near them to back the water, which, meeting with no obstacles, flows freely through them.

The height of the keys which would be fortified is from three feet nine inches to four feet one inch above the level of the highest tides which we experienced in four months.

The facility of supplying the place in the event of war.—By a reference to the chart, it will be seen that the keys and reefs occupy a circumference of thirty miles; that the three channel ways from the sea, for large ships, are all in opposite directions; and that there are numerous passages through the reefs, by which vessels of light draught of water might enter the harbor. To these advantages may be added the excellent navigation for small vessels through the whole Florida reef, where they could be protected by convoys to within seventy miles of the Tortugas, and the vicinity of the gulf stream to the latter, which would subject blockading vessels to be frequently drifted from their stations. It would appear, therefore, that if the station could be effectually blockaded at all, it would require a much larger force than any power could devote to this single object.

The importance of the position.—We can furnish but little information on this subject which the Department does not already possess. Its importance, as the doubling point of our commerce to and from the Gulf of Mexico, is shown by the fact that, in a little over three months, one hundred and thirty-one vessels, principally square-rigged, passed in sight during the day, and it is presumable that an equal number may have passed at night. In this number, the smacks and other vessels frequenting the Tortugas are not included. We would, however, suggest one point of view in which its occupation may prove of great importance. The vicinity of St. Domingo to Cuba, and the nature of the population of the two islands, render it by no means improbable that, at a future day, their political condition may be the same. In this event, the proximity of Cuba to Florida, which must always be the weakest portion of the southern country, may be attended with imminent danger, particularly should we be engaged in a war with a naval power disposed to encourage a descent on the coast. A fortress at the Tortugas, looking directly into the port of Havana, in conjunction with a naval force, would be a strong, if not an effectual check on such a disposition, and give us at all times the control of the island. The principal disadvantage under which the position would labor is the want of fuel; that of water could be remedied by tanks, and in this respect it would be in no worse condition than Gibraltar, and some other important fortresses. The flats would afford for this purpose as much surface as could be required. Fuel might be supplied from the continent, or neighboring keys on the reef. The want of fuel, however, does not appear to be a sufficient ground for not occupying the position, for, if it can be supplied at all, it can as easily be supplied with one article as another. Owing to the mildness of the climate, the expenditure of fuel would be less than on the continent. It would be required only for cooking.

On all minor points, sir, connected with the subject, we beg leave to refer you to the journal.

I am, sir, with great respect and consideration, your obedient servant,

JOSIAH TATNALL.

The Hon. JOHN BRANCH, *Secretary of the Navy.*

CHESTER, December 29, 1829.

SIR: In consequence of your application to me for my opinion of Thompson's Island, or Key West, I have to state, in reply, that since the year 1823 I have, from time to time, been making myself acquainted with the Florida coast and keys, part of the time in command of the United States squadron, and subsequently in command of the Mexican force in that quarter; and, perhaps, there is no man living better qualified than myself to give an opinion on the subject, as my information is derived from actual observation and practical experience.

The harbor of Key West is, in my opinion, the best harbor within the limits of the United States, or its territories, to the south of the Chesapeake:

1. For its easy access and egress, at all times, and with all winds

2. For the excellent anchorage and security it affords, both in the inner and outer harbor, for ships of the largest class. Leading to the harbor of Key West are several excellent channels, some affording water for the largest class of ships, the others suited to vessels drawing ten and twelve feet water.

The advantages which Key West affords, in a commercial point of view, are:

1. Its vicinity to the Island of Cuba and port of Havana, having a ready market for all articles placed there in deposit, or left by the wreckers, of whom this is the rendezvous of those on the coast.

2. It being a convenient touching place for all vessels bound to and from the Gulf of Mexico, Bay of Honduras, and the coasts of Louisiana and Florida.

As a Naval station, Key West has, decidedly, the advantage over all others I have ever known:

1. In its susceptibility of fortification.

2. The ease and number of its approaches with all winds.

3. The difficulty of blockade, as I have proved while in command of the Mexican squadron; it requiring a blockading force equal to three or four times the force to be blockaded to keep up an efficient blockade.

4. The ease with which supplies may be thrown in, in despite of the presence of the enemy.

5. Abundance of wood and water.

In speaking of Key West as a naval station, I have reference only as to its being employed as a depot for stores, and a rendezvous for our ships-of-war: but even as a place for the establishment of a navy yard, it has, most decidedly, the advantage over Pensacola, and every place south of the Chesapeake:

1. On account of the depth of water.

2. Its more central situation, and facility of communication with, and deriving all the advantages by water of supplies from, the northern and southern sections of our Union, viz: provisions from Louisi-

ana; spars and live oak from the Floridas and Georgia; cordage, canvas, iron, gunpowder, shot, &c., from the north. The distance from either being short, the time, risk, and expense of furnishing them must necessarily be reduced in proportion.

3. Its salubrity of climate, being equal in every respect to that of New Providence, or any of the Bahamas.

The malady with which the naval forces under my command for the suppression of piracy were afflicted, had its origin in the excessive severity of the duty performed, and the total absence of every description of comfort. The disease was contracted among the haunts of the pirates on the coast of Cuba, and not, as is generally supposed, at Key West.

It is found that the salubrity of Key West improves yearly, by the filling up of the ponds and clearing the woods; and, by adding to the comfort of those who reside there, it will not be surprising if it should hereafter become a place of resort to the inhabitants of our southern section during the prevalence of the sickly season.

These facts and opinions are stated after an experience of nearly seven years.

The advantages of its location, as a military and naval station, have no equal except Gibraltar:

1. It commands the outlet of all the trade from Jamaica, the Caribbean sea, the Bay of Honduras, and the Gulf of Mexico.

2. It protects the outlet and inlet of all the trade of the Gulf of Mexico, the whole western country of Louisiana, and the Floridas.

3. It holds in subjection the trade of Cuba.

4. It is a check to the naval forces of whatever nation may possess Cuba. It is to Cuba what Gibraltar is to Ceuta.

It is to the Gulf of Mexico, &c., what Gibraltar is to the Mediterranean.

Among its advantages, as a military position, may be enumerated an abundance of freestone for building, which, being a concrete of coral and shells, is easily converted into lime. The island is low, not being more than fifteen or twenty feet above the level of the ocean. The channel into the inner harbor runs bold to its western part, which makes wharves easy of construction. The soil is rich, being formed of a vegetable decomposition, mixed with sand and shells. It produces all the plants and fruits of the tropics, with the exception of coffee, and yields abundantly.

On the eastern part of the island is a very extensive natural salt pond, which, from every appearance, I should judge, from a moderate capital and enterprise, might be made to vie with any of those in the British Bahamas.

Stock of every description live and thrive well on the island, without requiring any care whatever, which has been abundantly proved by those which I imported, on account of the United States, from the Cuba and Bahamas.

The thick growth of wood with which the island is covered, and which affords timber suitable for the construction of small vessels, is filled with small deer and other game, and the seas abound in the finest fish in the world.

In making this statement respecting Key West, I am actuated by no other feeling than the desire that my country should not, by the prejudices, partialities, interested views, and errors of others, be induced to lose sight of the great advantages it presents, whether looked at in a military or a commercial point of view. An effort is now making to form a naval establishment on the insulated cluster of sand keys called the Dry Tortugas, which may easily be surrounded by a small enemy's force, exposed to his cannon without entering the harbor, which afford neither wood nor water, nor scarcely any kind of vegetation, and have the insuperable objection of not affording a sufficient area of land on which to form a naval establishment of even a very limited extent.

Nature seems to have formed it for a place of deposit for the eggs of the turtle and the sea birds, and the art of man can make very little more of it.

Key West has been tried, and is proved to possess all the advantages which are desirable in a naval depot and rendezvous. It is proved that the only objection, insalubrity of climate, has no foundation in fact. Where, then, is the necessity of making further disbursements or useless experiments, when one has already been made in Key West, and has proved satisfactory?

With great respect, your obedient servant,

DAVID PORTER.

24TH CONGRESS.]

No. 637.

[1ST SESSION.]

ON THE EXPEDIENCY AND NECESSITY FOR THE ESTABLISHMENT OF A NAVAL SCHOOL OR ACADEMY.

COMMUNICATED TO THE SENATE MAY 14, 1836.

Mr. SOUTHARD, from the Committee on Naval Affairs, to whom were referred the resolutions of sundry officers of the navy, in relation to a naval school, reported:

The subject to which the attention of the committee has been directed by these resolutions is not new to them. In discharge of the duties assigned by the Senate, they have anxiously deliberated upon it, and before the reference which calls for this report, they had resolved to present it to the consideration of the Senate, and directed their chairman to report a bill for the establishment of a naval school.

In coming to this decision, the committee take leave to refer to the course of others who have preceded them in their action upon this interesting subject.

Upon the earnest recommendation of the Executive, provision was proposed by the Senate for the establishment of a naval school, in the bill for the gradual improvement of the navy, which was approved on the 3d March, 1827, but was lost by a very small majority. At the last session of the Senate, a bill was introduced for this object, and subsequently reported by the committee, but was not finally acted

upon. In again presenting it to the Senate, the committee are influenced by a strong and decided conviction of its indispensable necessity to the public interests, and to the honor, usefulness and efficiency of the navy.

The sense entertained and expressed by the officers, whose resolutions were referred, of the value of education to naval officers, and the impossibility of their obtaining it under the present system, meet the entire approbation of the committee, and they refer the Senate to them as expressing sentiments and opinions worthy of respectful regard.

The nature and situation of the naval service exhibit strongly the necessity for the proposed measure.

Our navy visits every land and every ocean. It protects a commerce at this moment as *valuable* as that of any other nation, though less than one other in amount of men and tonnage—scattered over the whole habitable globe, and exposed to dangers of every possible description. In the protection of this commerce, our naval officers are often brought in contact with the governments and official agents of every civilized nation, and are often obliged to have intercourse with them upon subjects which can only be properly treated by well educated and well informed men. They are, indeed, our national representatives in all other countries, and from them much of the estimate of us, as to our manners, intelligence, and character as a nation, must be drawn. It is not possible that their duties can be performed in the manner in which we should desire them to be performed, without science, intelligence and knowledge. Besides, we are a growing nation, and it is our interest and duty to draw from every other region every species of knowledge which can be useful to us. This can be more effectually and usefully accomplished by this, than by any other class of our citizens. But how can all these be accomplished by them without proper practical and useful education? and when are they to receive this education? They are appointed when mere boys, generally between the ages of fourteen and seventeen, when it is not possible that they should be well-informed and disciplined scholars. Their situation and duties in the service render it equally impossible that they should make extensive literary and scientific acquirements beyond the mere practical duties of the seaman. They have not pay enough at that period of their service to purchase the means of instruction, nor time enough to acquire it; their employments are too active and steady.

The only mode by which it can be secured is by the establishment of a school, which shall combine literary and scientific instruction with practical performance of a portion of their duties; and this may be accomplished by competent teachers, and by connecting with the school one or more small vessels, in which they may be compelled, under proper guidance, to perform, in turn, all the services of the common sailor, with those, also, which belong to office and command.

The expense of such an establishment need not be large; with it, we may dispense with the present inefficient and almost useless system of instruction on board our cruising vessels, and the money expended upon it would go far towards supplying the means necessary for the support of a school.

So many considerations enter into the selection of a place for a naval school, and it is so properly the duty of the Executive, that the committee have thought it proper to leave the selection to the Executive.

They report a bill.

24TH CONGRESS.]

No. 638.

[1ST SESSION.]

STATEMENT OF THE TRANSFER OF APPROPRIATIONS IN THE NAVAL SERVICE, IN 1836,
UNDER THE ACT OF JUNE 30, 1834.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 17, 1836.

NAVY DEPARTMENT, *May 17, 1836.*

Sir: In accordance with the act of Congress, approved 10th June, 1834, entitled "An act to authorize the President of the United States to direct transfers of appropriations in the naval service, under certain circumstances," I have the honor to transmit a special account of moneys thus transferred, and of their application during the present session of Congress.

I have the honor to be, very respectfully, your obedient servant,

M. DICKERSON.

Hon. JAMES K. POLK, *Speaker of the House of Representatives.*

A statement of transfers of naval appropriations, made during the months of February and May, 1836, under the act of Congress, approved 30th June, 1834, entitled "An act to authorize the President of the United States to direct transfers of appropriations in the naval service, under certain circumstances."

Feb. 24, 1836. There was transferred from "pay and subsistence of the navy," to "pay of marine corps"	\$30,000 00
May 3, 1836. There was transferred from "pay and subsistence of the navy," to "provisions"	40,000 00
	<u>\$70,000 00</u>

24TH CONGRESS.]

No. 639.

[1ST SESSION.]

ON CLAIM OF MASTER COMMANDANT JOHN P. ZANTZINGER, FOR EXTRA PAY WHILE ACTING AS "FLAG CAPTAIN" ON THE COAST OF BRAZIL.

COMMUNICATED TO THE SENATE MAY 21, 1836.

Mr. SOUTHWARD, from the Committee on Naval Affairs, to whom was referred the memorial of John P. Zantzinger, a master commandant of the United States navy, praying additional compensation on account of expenses incurred as "flag captain" in the squadron on the coast of Brazil, reported:

The memorialist claims pay as flag captain, from the 1st of September, 1834, to the 3d of March, 1835, being six months and three days, when the act entitled "An act to regulate the pay of the navy of the United States" was passed. This pay is forty dollars per month, in addition to his pay as master commandant. During the period for which this pay was claimed, he was a master commandant in command of the sloop-of-war Natchez, then in active service on the coast of Brazil. He was appointed flag captain by Commodore Woolsey, who was then in command of the squadron on that coast. His appointment was sanctioned by the Secretary of the Navy.

Commodore Woolsey remained on board with his flag, during the period for which the pay is claimed. On the 1st of September, 1834, an order of the Secretary of the Navy went into operation, which forbade the allowance of the pay claimed; but the petitioner considers himself entitled to the pay, because the commanding officer of the squadron with his flag continued on board, and he was subject to the additional responsibilities and expenses for which the extra compensation of forty dollars per month was allowed.

The committee cannot concur in opinion with the petitioner. The regulation of the Department on this subject is in the following words: "Every commander of a squadron, upon a foreign station, is authorized to appoint a flag captain, or to select any officer to perform the duties, under the sanction of the Secretary of the Navy. The appointment without such sanction is prohibited."—July 21, 1817. "A commodore or commander of a division, having under his command four ships, of a rate not below that of a frigate, shall be entitled to an officer of the rank of master commandant, who shall, while performing this service, receive the pay and emoluments of a captain of a frigate of the second class."

The force under the command of Commodore Woolsey did not, by these regulations, justify the appointment; and as the petitioner was apprised by the Department, by letter of the 4th June, 1834, that the increased pay could not be allowed, (see letter annexed,) the committee are of opinion that the claim of the petitioner ought not to be allowed, and offer the following resolution:

Resolved, That the prayer of the petitioner be not allowed.

NAVY DEPARTMENT, June 4, 1834.

SIR: Since the printed regulations of 1818, no commander of a squadron is authorized to appoint a flag captain, so as to give him increased pay, unless the force under his command be larger than that on the coast of Brazil.

But as you probably may have been induced on this subject to expect my approbation, in consequence of some former precedents, and of a clause in the rule of A. D. 1817, without adverting to the subsequent regulation of 1818, virtually modifying all former rules, and as increased expenses under the same error may have been incurred by those selected, I hereby sanction your appointment of flag captain, to continue to the 1st of September next.

But after that date, no appointments of flag officers on any station, which may give increased pay, will be authorized, continued or sanctioned, except under circumstances described in the thirty-sixth page (octavo edition) of the printed regulations of 1818.

Respectfully,

LEVI WOODBURY.

Com. M. T. WOOLSEY, *commanding United States Squadron, Coast of Brazil.*

24TH CONGRESS.]

No. 640.

[1ST SESSION.]

ON CLAIM OF THE WIDOW OF A LIEUTENANT OF THE NAVY, FOR ARREARS OF PENSION FROM THE DEATH OF HER HUSBAND, AND FOR AN INCREASE OF THE PENSION, TO CORRESPOND WITH THE INCREASED PAY OF LIEUTENANTS OF THE NAVY.

COMMUNICATED TO THE SENATE MAY 21, 1836.

Mr. ROBBINS, from the Committee on Naval Affairs, to whom was referred the petition of Hannah Caldwell, reported:

The petitioner is the widow of William M. Caldwell, a lieutenant in the navy of the United States, who died in September, 1825, of the yellow fever, contracted in the West Indies, in the naval service of the United States. The petitioner has received a pension, granted under and by virtue of the pension act of Congress, passed the 30th of June, 1834, to take effect from the passing of said act, as is required by said act, and which has been and is duly paid to her accordingly. Her petition now prays to have granted to her a sum equal to that she would have received if her pension had been granted to take effect

from the death of said husband; and also a further sum, equal to the difference between the half pay of a lieutenant, at the time her said husband deceased, and the half of the pay and emoluments of a lieutenant at the present time. All which would be in direct violation of the said pension act, of the 30th of June, 1834, in virtue of which her pension has been granted.

The committee therefore report the following resolution, and recommend its adoption:
Resolved, That the prayer of said petition be not granted.

[24TH CONGRESS.]

No. 641.

[1ST SESSION.]

ON THE CLAIM OF A CARPENTER IN THE NAVY FOR A PENSION, ON ACCOUNT OF INJURIES RECEIVED IN THE LINE OF HIS DUTY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 31, 1836.

Mr. JARVIS, from the Committee on Naval Affairs, to whom was referred the petition of John March, reported:

That the petitioner represents that he belonged to the carpenter's crew on board the United States ship Adams, commanded by Captain Morris, in the year 1814; and in the month of September of that year, whilst in the performance of his duty, he fell from the berth deck into the lower hold of that vessel, and badly fractured his right shoulder blade and collar bone, and dislocated the same; that he had no recollection of anything which took place for a number of hours, when he found himself on shore, in great pain, and was informed that his wounds had been dressed; that he remained in the house to which he had been removed until after the Adams was destroyed, and had sufficiently recovered to be able to proceed to his home. After his arrival there he continued for several weeks under the care of two physicians, until he was able to proceed to Portsmouth and rejoin his shipmates on board the frigate Congress, from which he was discharged in March, 1815.

He further represents that he has never recovered from the injury which he received. His shoulder is greatly enlarged, and the fractured bone so distorted as to render his right arm almost useless. He would have applied sooner for a pension, but was told it could not be obtained without going to Washington, for which he had not the means. This statement of the petitioner is corroborated by the testimony of five of his shipmates, who, as well as the petitioner, are represented to be men whose declarations may be relied on; and is further supported by the certificates of the physicians, under whose charge he was after his return home. On the other hand, the surgeon and surgeon's mate of the Adams both assert positively that no such accident occurred.

The only way to reconcile such conflicting testimony is by supposing that in the hurry and confusion occasioned by the destruction of the vessel, and the escape of the officers from the enemy, the accident of March may have made so slight an impression as to be entirely erased from their memories, and this explanation is adopted by the committee. They therefore report a bill for the relief of the petitioner.

[24TH CONGRESS.]

No. 642.

[1ST SESSION.]

ON THE CLAIM OF CAPTAIN JOHN DOWNES, OF THE NAVY, TO BE ALLOWED A CREDIT FOR AN AMOUNT IMPROPERLY CHARGED TO HIM ON THE BOOKS OF THE TREASURY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 2, 1836.

Mr. TALLAFERRO, from the Committee on Claims, to whom the bill and report in the case of John Downes, of the United States navy, was recommitted, reported:

That it is represented, by the memorialist, that he stands improperly charged on the books of the Treasury in the amount of \$723.60. That this charge against him is sustained by the accounting officers on the allegation that the \$723.60 had been twice paid to Captain Downes, once to the order of Captain Downes, at the Treasury, again, on the draft of Tobias Watkins, drawn in favor of Captain Downes, on Amos Binney, navy agent at Boston, which draft the memorialist admits was paid to him by A. Binney, but improperly debited to him, the memorialist, at the Treasury.

The facts in this case are fully set forth in the official statements furnished the committee by the Navy Department, and which accompany this report. In these documents it is represented that, in the summer of 1825, the account of Captain J. Downes was settled at the office of the Fourth Auditor, and a balance of \$723.60 found due to him.

Captain Downes gave an order to the messenger in that office, on which to receive the \$723.60, due as above; subsequently thereto, Captain Downes, being about to leave Washington for Boston, received from T. Watkins his draft on Amos Binney, navy agent at Boston, for \$723.60, payable to Captain John Downes. This draft was dated 27th of August, 1825, and is as follows: "Sir: You will be pleased to pay, to the order of Captain John Downes, seven hundred and twenty-three dollars and sixty cents, and charge the same in your next account, under the head of pay," &c., &c. Upon this draft Captain Downes received the amount from the navy agent in Boston, who returned it as a voucher in his next account, on a settlement of which, the \$723.60 was admitted to the credit of the navy agent, on the 24th December, 1825; and the same amount was then charged to the account of Captain Downes on the books of the Treasury. Of this charge so made against Captain Downes, he had no information till some time in the

year 1829, when the then Fourth Auditor directed the purser to detain the amount from the pay of Captain Downes, which was accordingly done; and that sum is still retained from the pay of Captain Downes. These appear to be all the material facts in this case; upon a full consideration of which, and of the legal authority, obligations, and responsibilities of the Fourth Auditor and navy agent, respectively, *as such*, the committee can perceive no legal or just ground for the charge made against Captain Downes on the books of the Treasury for the sum received by him, from the navy agent, on the draft of the Fourth Auditor as aforesaid.

The office of Fourth Auditor was created by an act of Congress in 1817, which act defines the duties of that officer. He is to receive the accounts accruing in the Navy Department, or relative thereto, to examine, certify the balances thereon, and transmit them, with the vouchers and his certificate, to the Second Comptroller for his decision.

To an inquiry propounded by the committee to the present Fourth Auditor, "whether the Fourth Auditor, as such, had authority to draw bills for the payment of money, in favor of an individual, on a navy agent, as such, and to direct the navy agent, on paying such bills, to what account to debit the amount paid?" the present Fourth Auditor, in a written communication appended to this report, says: "From an examination of the law defining the duties of Fourth Auditor, and from the present practice in this (the Fourth Auditor's) office, and the reasons of that practice, I should not hesitate to say, in reply to the inquiry of Mr. Taliaferro, that the Fourth Auditor, as such, has no authority to draw bills for the payment of money, in favor of an individual, on a navy agent, and to direct him, on paying such bills, to what account to debit the amount paid. An agent, therefore, who would pay money upon the separate order or certificate of the Fourth Auditor, would pay it, in my opinion, wholly upon his own responsibility."

And in reply to another inquiry, made by the committee, of the Fourth Auditor, he says: "In reply to the last question propounded by Mr. Taliaferro, I answer, that it is the duty of the navy agent to apply the funds placed in his hands to specific objects; and it is not one of those objects, in my opinion, that he should pay drafts drawn on him by the Fourth Auditor. The agent has, for his government, the laws of Congress, the regulations of the Navy Department, and the instructions which may be given him from this office, approved by the Second Comptroller. But I apprehend that neither the *regulations*, nor the *instructions*, are *binding* on him, unless they are in conformity with the *laws*." In this view of the Fourth Auditor, of the powers and duties of an auditor and navy agent, under the law, the committee concurs; and, in accordance with that opinion, the committee comes to the conclusion that the draft in question, drawn by T. Watkins on Amos Binney, and paid by him to Captain Downes, gave to the navy agent no legal claim to a credit for the amount in the settlement of his account with the government. That the amount so paid by the navy agent was properly chargeable to T. Watkins, the drawer, and to no other. The committee cannot perceive on what principle of law or justice the amount of an unauthorized order, drawn by the Fourth Auditor, in favor of an individual, on a navy agent, can be charged to such individual in any transactions he may happen, subsequently, to have with the government.

In the investigation of this case, the committee has ascertained by a communication from the Navy Department, hereto appended, the following facts. The communication referred to states that \$750, being the amount of a draft drawn by T. Watkins, Fourth Auditor, in favor of C. Fowler, of Washington, on James K. Paulding, navy agent at New York, was charged to the United States by J. K. Paulding, as navy agent, in his account of the first quarter of 1828, received at the office of the Fourth Auditor the 5th May, audited the 20th, and admitted by the Second Comptroller, 5th of June, 1828. But in the settlement, the charge of \$750 was suspended, for the want of a voucher to support it.

Subsequently, however, a receipt in favor of the navy agent, together with his check on the Bank of the United States, were received at the office of the Fourth Auditor, and on the 3d of June, 1829, the then Fourth Auditor, A. Kendall, directed the amount to be passed to the credit of the said agent by charging the same to T. Watkins.

It further appears, by evidence derived from the same source, that T. Watkins, as Fourth Auditor, drew two other drafts at or about the time aforesaid for \$500 each, on the said J. K. Paulding, as navy agent, payable to C. Fowler, which amount, after the same proceedings had on these as on the draft for \$750, was charged to T. Watkins on the books of the Treasury.

In like manner T. Watkins drew three several drafts in favor of C. Fowler on R. R. Harris, navy agent at Boston; that is to say, one draft dated on or about the 14th of August, 1827, for \$300; a second draft on or about the 4th of September, 1827, for \$500; a third draft for \$500, on or about the 19th of the same month; and a fourth draft for \$700, on or about 3d of October, 1827; all which drafts were paid, but suspended from the credit of the navy agent, in the settlement of his account, from the first quarter in the year 1828 to the 3d of June, 1829, when, by order of the Fourth Auditor, A. Kendall, these several items, amounting to \$2,000, were admitted to the credit of Harris, the navy agent, and charged to T. Watkins on the books of the Treasury. The committee can suggest no good reasons why all these drafts, drawn by T. Watkins on the navy agents at New York and at Boston, should be charged on the books of the Treasury to T. Watkins; while the draft drawn by him, in favor of Captain Downes, on the navy agent, Amos Binney, should be charged on the same books to Captain Downes.

After a careful examination of this case, the committee is of opinion that the draft in question for \$723.60, drawn, as aforesaid, by T. Watkins, in favor of Captain Downes, on A. Binney, as navy agent, and paid by the navy agent, presents a transaction in which the government, whose agents the drawer and drawee were, had no manner of interest or concern.

The Fourth Auditor, officially, has no control over the public money. A navy agent gives bond and security to disburse the public funds confided to him for specific objects. To pay drafts drawn by the Fourth Auditor on him, as navy agent, is not one of the objects to which he is permitted to apply the public funds in his hands. The committee can see the matter in no other aspect than as an individual transaction between T. Watkins and Amos Binney, in which government could in no wise be affected; nor is it possible for the committee to perceive how Captain Downes can be so implicated as to make him debtor to the government for the amount of a draft drawn by T. Watkins, without official authority, in his favor, on a navy agent, who, without official authority, paid the draft. The following resolution is adopted:

Resolved, That the proper accounting officers of the Treasury be required to allow to Captain John Downes, of the United States navy, a credit for the sum of \$723.60, in the settlement of his account; that sum having been heretofore erroneously charged to him, on account of a draft in his favor, drawn by T. Watkins on Amos Binney, navy agent, at Boston.

24TH CONGRESS.]

No. 643.

[1ST SESSION.

STATEMENT OF THE USUAL AMOUNT OF DISBURSEMENTS MADE BY PURSERS AT NAVY YARDS, ON VESSELS OF DIFFERENT CLASSES, THE COMPENSATION AND PROFITS UNDER EXISTING LAWS, AND PROBABLE AMOUNT, AT THE RATE OF THREE AND A HALF PER CENTUM UPON THEIR DISBURSEMENTS.

COMMUNICATED TO THE SENATE JUNE 11, 1836.

NAVY DEPARTMENT, June 10, 1836.

SIR: In answer to your letter, received the 3d inst., requiring statements of the usual annual disbursements made by pursers at navy yards, &c., I send you a letter from the Fourth Auditor, and a tabular statement accompanying the same, which contain all the information, upon the subject of your inquiries, in the possession of this Department.

The bill "to establish and regulate the navy ration, and for other purposes," is returned. Not having before me the information upon which the bill was reported, I do not think I could offer any important suggestions as to the provisions of the same.

I am, very respectfully, your obedient servant,
HON. SAMUEL L. SOUTHARD, *Chairman Naval Committee, Senate.*

M. DICKERSON.

TREASURY DEPARTMENT, *Fourth Auditor's Office, June 10, 1836.*

SIR: Upon the letter of the Hon. Samuel L. Southard, chairman of the Naval Committee of the Senate, addressed to you on the 31st ultimo, asking information concerning the disbursements made by the pursers of the navy, and which has been referred to this office, I have honor to report as follows:

The first column of the enclosed exhibit shows the amount of the expenditures at the navy yards, in 1835; and also the probable annual expenditure, on every account, except provisions, in each class of vessels, whilst in commission.

The expenditures at the navy yards vary greatly, as the annual appropriations, from the nature of the case, are not and cannot be uniform. It would be difficult, therefore, to say, with much precision, what the usual annual disbursements are.

The sums set down as expenditures in the vessels are but approximations to the exact amounts expended, but it is believed that they do not vary materially from the average annual expenditures. The result has been obtained by taking the expenditure for a cruise, or for two cruises, and dividing it by the years and months the vessel has been in commission. There is often, however, a very considerable difference in the expenditures in vessels of the same class for cruises of the same length. This may be occasioned by a variety of causes and occurrences which it does not appear to be necessary to enumerate in this report: they are such as affect the contingent expenses of a vessel.

The second column shows the amount of annual expenditures in vessels, including expenditures for provisions.

The third column shows the amount of the annual compensation of the pursers, exclusive of their pay and rations. This allowance is for house rent, fuel, and servant hire, and is the same at all the yards; except at Baltimore, being limited at that station to two hundred dollars. This column shows also the profits supposed to be received at present by pursers when at sea in public vessels.

The fourth column shows the amount that will be received annually by the pursers under the three and a half per centum mentioned in the bill which accompanied Mr. Southard's letter, supposing the expenditures in the vessels to correspond with the sums in the first column.

It is difficult to estimate the disbursements on account of provisions with much precision. The issues of provisions, in consequence of the commutation of the ration which is allowed, are irregular, and may vary greatly, according to circumstances, in the same vessel, and with the same number of persons on board. According to a regulation of the Navy Department, the complement of men, including officers and marines, is fixed: For a ship of the first class, at 777; for a ship of the line of the second class, at 722; for a frigate of the first class, at 467; of the second class, at 368; for a sloop of the first class, 196; of the second class, 165; for a schooner, at 70. But in ships of the line, and often in frigates, the number is usually greater, and may be assumed to be, on an average, in a ship of the line of the first class, about 900, and about 750 in the second class. The number often varies considerably during a cruise, and in calculating expenditures on account of provisions, I cannot fix upon any number that seems to be a nearer approximation to the truth.

In a ship with a crew of 900, including officers, supposing one ration to be issued daily to each individual, the number of rations required yearly would be 328,500. Those, at 20 cents each, the present commutation price, would amount to \$65,700. But, as the officers receive money in lieu of the ration to which they are entitled at sea, and the men, also, to a considerable extent, for the spirit part of the ration, and even for complete rations, deductions must be made before the actual expenditure can be ascertained, or rather before it can be approximated; for it would be extremely difficult to fix upon any sum that could be relied on as certainly correct. Estimating the ration at 20 cents, it does not appear that the annual issues, in a 74 of the first class, would exceed fifty-four thousand dollars; and this sum, added to the expenditure of the first column, gives the result in the second. The calculation for commuted rations is made from the amount paid by the purser of the "Delaware," for undrawn rations during her last cruise; and this amount of \$54,000 has been assumed as data for calculating expenditures of provisions in other vessels, supposing the complement of a second rate to be 750; of a frigate of the first class, 500; of the second class, 400; of a sloop, 200; and of a schooner, 80.

The expenditure in a 74 of the first class has been calculated from the accounts of the expenses of the two cruises of the "Delaware" in the Mediterranean, adding eleven thousand dollars per annum on account of the increased pay of the officers, (by the act of the 3d March, 1835,) which increase has been calculated in the same ratio for all the other vessels.

The expenditure in a 74 of the second class is taken from an estimate of the Navy Commissioners, after deducting 20 per centum from their estimate for provisions, and fifteen thousand dollars for contingencies. I estimate the ration at 20 cents, the present commutation price. They estimate it at 25 cents, the former commutation price. The contract price for the year 1835 was, when averaged, about 15 cents. I have not been able to ascertain the contract price for the present year.

No 74 of the second class has been to sea since the "Franklin" returned from the Pacific in 1824. Her annual expenses, including provisions, were \$164,290.33, which is much below the sum that may be assumed as an average annual expenditure at present for a vessel of her class. It is to be accounted for as follows: her account for contingencies was very moderate, and the pay of the officers has been much increased since. The Commissioners of the Navy, in their estimates, make a difference in the expenses of a first and second rate of \$29,241; it may be set down in round numbers at \$30,000, though the difference is greater in the exhibit herewith transmitted.

The expenditure in vessels under the size of 74 has been averaged from two cruises of each, and the result, I think, may be relied on as tolerably correct, with the exception that the difference in the expenditures of frigates of the first and second class appears to be rather great, and is more, in my opinion, than could be fairly assumed as an average difference at all times.

The pursers at the navy yards now receive (all pay, emoluments, and allowances included) the sum of \$1,064, except at Baltimore, where he receives \$200 less. It is impossible to estimate with precision the profits received by them when at sea. In 1832, my predecessor (Mr. Kendall) estimated their "net gains," at sea, as follows: In a ship of line (74) of the first class, at \$5,381; of the second class, at \$5,000; in a frigate of the first class, \$3,257; in a sloop of the first class, \$2,000; in a schooner of the first class, \$1,217; of the second class, at \$1,140.

The profits considered by Mr. Kendall as "net gains," are such as accrue to the purser after allowing for clerk hire, and for certain losses that he may be supposed to sustain from various causes; this may be set down from \$1,200 to \$1,500 in a first rate, and from \$800 to \$1,000 in a frigate. He allows nothing for clerk hire in sloops and schooners. This estimate for the 74's and frigates appears to me to be rather low; but it was made for a 74 upon a complement of 700 persons. I would estimate the profits in those vessels at 15 per centum more, after allowing for clerk hire, as he did, and for incidental losses that might or might not be sustained. For the other vessels his estimates appear to be sufficiently high, and I have adopted them without adding any per centum.

I am satisfied that the profits of the purser are generally overrated, and that they do not acquire fortunes either with the celerity or the certainty that many suppose they do. The profits are never very considerable, except in ships of the line and in frigates; and, as our navy is at present organized, and with but one first-rate generally in commission, no purser can reasonably expect a vessel of that class more than once in his life. And, upon a supposition that the active naval armament will not be increased, and that only one 74 will be kept in commission for many years to come, a purser now entering the navy has not even a very flattering prospect of once getting a vessel of that class. There are, in the navy, forty-two pursers, and only five have had 74's within the last twenty-two years.

Nor is a purser entitled regularly to a frigate, until after ten or twelve years' service at navy yards and in smaller vessels, though through good fortune they sometimes get them sooner; or he may be a portion of the time without employment, waiting orders, and will then receive for his whole annual compensation only \$624; if at the navy yard, he will receive but \$1,064, though he may disburse for the government hundreds of thousands of dollars, as he frequently does. And if he disbursed millions, the compensation would be no more than if he disbursed nothing.

Mr. Southard's letter and bill are herewith returned.

I have the honor to be, very respectfully, your obedient servant,

J. C. PICKETT.

Hon. M. DICKERSON, *Secretary of the Navy.*

Exhibit showing the amount of the usual disbursements made by the pursers at the navy yards, and in each class of vessels while in commission; showing also an estimate of the profits received by the pursers in each class of vessels, and at navy yards, at this time; and also the probable amount which will be received by them under a per centum of three and a half on the amount of their disbursements.

	Amount of annual disbursements without provisions.	Amount including provisions.	Estimate of profits received at this time.	Probable amt't which will be received at 3½ per cent. on disbursements.
Navy yard, Portsmouth, N. H.	\$66,167 96	.....	\$440 35	\$2,315 88
Navy yard, Boston	202,466 13	.....	440 35	7,086 31
Navy yard, New York	207,842 24	.....	440 35	7,274 47
Navy yard, Philadelphia	128,506 76	.....	440 35	4,507 71
Navy yard, Washington	150,852 20	.....	440 35	5,279 82
Navy yard, Norfolk	371,498 03	.....	440 35	13,002 43
Navy yard, Pensacola	68,192 88	.....	440 35	2,386 74
Baltimore station	48,574 08	.....	200 00	1,700 00
Seventy-four, first class	176,059 79	\$230,059 79	6,188 00	8,052 09
Seventy-four, second class	153,977 25	198,977 25	5,750 00	6,964 20
Frigate, first class	103,732 55	133,732 55	3,744 00	4,680 63
Frigate, second class	83,115 12	107,115 12	2,900 00	3,749 02
Sloop-of-war, first class	47,134 47	59,134 47	2,000 00	2,069 70
Schooner, first class	20,286 39	25,086 39	1,217 00	878 02

24TH CONGRESS.]

No. 644.

[1ST SESSION.]

ON THE CLAIM OF LIEUTENANT COLONEL GAMBLE, OF THE MARINE CORPS, FOR AN ALLOWANCE FOR THE PERFORMANCE OF STAFF DUTIES WHILE IN COMMAND OF A POST IN THE MARINE CORPS, AND PAYMENT FOR CERTAIN RATIONS FURNISHED TO CERTAIN SEAMEN, MARINES, AND PRISONERS OF WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JUNE 15, 1836.

Mr. ELISHA WHITTLESEY, from the Committee on Claims, to whom was referred the bill from the Senate for the relief of John M. Gamble, reported:

That the first section of the bill is as follows: "That the Secretary of the Navy be, and he is hereby, authorized and directed to cause to be paid to John M. Gamble, out of any moneys not otherwise appropriated, at the rate of twenty dollars per month, for certain disbursements made, and other staff duties performed by said John M. Gamble, from the thirty-first day of December, eighteen hundred and seventeen, to the thirty-first day of December, one thousand eight hundred and twenty-two, while in command of a post in the marine corps."

The committee wrote a letter to the Secretary of the Navy, a copy of which is herewith presented, marked A. His answer, marked B, accompanied by a report from the Fourth Auditor, marked C, are received and made a part of this report.

It appears there was no order from the Navy Department directing the petitioner to disburse the money, for the doing of which he now asks a compensation, nor was he in any way accountable to the United States for the money he received, nor did he render any vouchers in his own name for the money he paid out.

Paymaster Desha received a credit for \$37,076.36, and Paymaster Kuhn for \$6,572.02, for the warrants drawn in favor of the petitioner. The Secretary of the Navy says it is presumed the assignment of the staff duties to the petitioner was merely accidental, and a matter of arrangement between himself, as commanding officer, and the staff officers, in paying and supplying the detachment under his command.

The Fourth Auditor says Colonel A. Gale, formerly of the marine corps, made "application for the additional allowance for staff duties from the 6th of August, 1806, to May, 1817, while commanding the marines at Philadelphia, which claim has not been granted. Col. Gamble succeeded Col. Gale in command at Philadelphia, but it does not appear he ever presented at this office any claim for staff duties. Should his claim, however, be sanctioned, the commanding marine officers at the several posts or stations, who have had similar command, and who, it is presumed, have performed similar services to some extent, will no doubt present similar claims."

The committee think this part of the claim should be rejected.

If the commanding officers at stations were paid for performing staff duties, when a competent number of staff officers are in service, the number of staff officers would be virtually increased beyond the authority of the law, and an unnecessary burden imposed on the Treasury.

The second section of the bill directs the Secretary of the Navy to pay to John M. Gamble twenty-five cents for each ration furnished by him to seventeen seamen and four marines, together with six prisoners of war under his command, when left by Commodore Porter in charge of prizes in the Pacific ocean during the years 1813 and 1814.

This committee concur in recommending the payment proposed in this section, on the presentation of proof to the Secretary of the Navy that the rations were furnished; and will recommend the amendment of the bill to meet the views expressed.

A.

WASHINGTON, June 3, 1836.

SIR: I am directed by the Committee on Claims to transmit to you the petition and papers of Lieut. Col. John M. Gamble, and to ask for a statement as to the amount disbursed by him on public account for the purposes mentioned in the petition.

The committee wish to know whether he stands charged by the United States with the money he alleges in his petition he disbursed, and whether he is credited with the sum certified from his books by Archibald Sloane, or any part of it.

Was he accountable directly to the United States for the money disbursed; or did he receive the money from a disbursing officer, who was directly bound to account for the money to the United States?

The committee desire to report on the circumstances of the case as fully as is within the power of the Navy Department to give.

What lineal duties did the petitioner perform at Philadelphia?

When was application first made for the additional allowance?

Are there other officers having claims of the character of the one presented by the petitioner, or who are equally entitled to similar compensation from having performed similar services?

You will perceive the inquiries are made in reference to the claim for disbursements, and do not come within those made by the Committee on Naval Affairs of the Senate.

Very respectfully, yours,

E. WHITTLESEY.

HON. MAHLON DICKERSON, *Secretary of the Navy.*

B.

NAVY DEPARTMENT, *June 9, 1836.*

SIR: I have the honor, in reply to your letter of the 3d instant, in the case of Brevet Lieut. Colonel Gamble, to enclose a report of the Fourth Auditor upon the accounts of Lieut. Colonel Gamble, dated the 6th instant, which contains the desired information, as far as the records of that office will afford it.

Lieutenant Colonel Gamble was, in lineal rank, a captain from the 18th of June, 1814, to the 1st July, 1834, when he was promoted to be a major. He was, however, breveted as a major on the 19th of April, 1816, and as a lieutenant colonel on the 3d March, 1827.

It is not known to the Department who assigned the staff duties to him, but it is presumed it was merely incidental, and matter of arrangement between himself, as commanding officer, and the staff officers, in paying and supplying the detachment under his command.

The papers which you sent are all returned.

I am, very respectfully, sir, your obedient servant,

M. DICKERSON.

Hon. ELISHA WHITTLESEY, *Chairman Committee on Claims, House of Representatives.*

TREASURY DEPARTMENT, *Fourth Auditor's Office, June 6, 1836.*

SIR: In reply to the letter of the Hon. E. Whittlesey, of the Committee on Claims in the House of Representatives, dated the 3d instant, making certain inquiries relative to the claim of Lieut. Col. John M. Gamble, of the marine corps, referred, with the papers and memorial of Colonel Gamble to Congress, from your Department to me on the 4th instant, I have the honor to state that Colonel Gamble has not been charged, on the books of this office, with any moneys during the years 1817, 1818, 1819, 1820, 1821, 1822, except \$200, which sum was accounted for on the 27th of January, 1820; but as the sums under contingent expenses for the years before mentioned, in the exhibit made from Colonel Gamble's book, are in gross amounts, there is no means in this office of ascertaining whether the amount credited to him in his account, settled at this office the 27th January, 1820, say \$843.68, forms any part of the sums stated in the exhibit from his books.

During the years 1817, 1818, 1819, 1820, 1821, and 1822, or nearly all that period, Colonel Gamble was a captain and brevet major, and the commanding marine officer at Philadelphia; and warrants on the Treasury, to the amount of \$43,648.38, were issued in his favor, by order of the then paymasters of the marine corps, by the Secretary of the Navy; of which sum \$37,076.36 was charged on the books of this office to Paymaster R. M. Desha, and \$6,572.02 was debited to Paymaster J. L. Kuhn. These paymasters being held accountable to the government for the money, the vouchers for disbursements of the marine corps at Philadelphia, by Colonel Gamble, were returned to the paymasters who directed the remittances, and they obtained credit for them accordingly; and hence, it does not appear that Colonel Gamble was made "accountable directly to the United States for the money disbursed," he having "received the money from a disbursing officer, who was directly bound to account for the money to the United States."

This office has no knowledge of "who assigned the staff duties to him," Colonel Gamble, while commanding marines at Philadelphia.

During the session of Congress of 1827-'28, Colonel A. Gale, formerly of the marine corps, made "application for the additional allowance" for staff duties, from 6th August, 1806, to May, 1817, while commanding the marines at Philadelphia, which claim has not been granted. Colonel Gamble succeeded Colonel Gale in the command at Philadelphia, but it does not appear that he ever presented at this office any claim for staff duties. Should his claim, however, be sanctioned, the commanding marine officers at the several posts or stations, who have had similar command, and who, it is presumed, have "performed similar services," to some extent, will no doubt present similar claims.

The letter of Mr. Whittlesey, together with the papers accompanying it, is herewith returned.

I have the honor to be, with great respect, sir, your obedient servant,

J. C. PICKETT.

Hon. M. DICKERSON, *Secretary of the Navy.*

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