

SCROLL DOWN 1828

20TH CONGRESS.]

No. 370.

[2D SESSION.

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN THE YEAR 1828.

COMMUNICATED, WITH THE PRESIDENT'S MESSAGE TO CONGRESS, DECEMBER 2, 1828.

NAVY DEPARTMENT, *November 27, 1828.*

The Secretary of the Navy respectfully submits the following report to the consideration of the President of the United States:

The various laws and resolutions, which were passed at the last session of Congress, connected with the duties of this Department, have received attention and been executed, as far as the means within its control would permit.

The act for the relief of William Barton was executed soon after its passage, viz., on the 21st May, 1828, by the payment to him of \$3,357.54.

The second section of the act of the 26th May last, for the relief of Francis H. Gregory and Jesse Wilkinson, was executed on the 4th June following, by the payment of \$13,237.48.

The appropriation of the 24th May last, for the naval hospital fund, has been nearly expended on the erection of buildings mentioned in the last annual report, and on other objects connected with navy hospitals; a detailed report of which will be made by the commissioners of the fund. Those buildings may be completed in the course of the next year, and will be creditable to the country, and eminently useful to the navy. Heretofore no houses have been erected and no system formed for the accommodation and management of sick and disabled seamen. Yielding constantly, through many successive years, a portion of their monthly pay for this object, they have seen no benefit result from it, and have found only temporary and uncomfortable abodes provided for them, in old age, disease, and distress. For the future, they may look forward to accommodations worthy of the service in which they have labored and bled. But much yet remains to be done. More buildings ought to be erected, and further appropriations made, by the justice and humanity of the nation. I beg to refer to the considerations presented in former reports.

Difficulties have arisen in executing the law of the 24th May last, for the better organization of the medical department of the navy, arising from what is supposed to have been an error in the wording of

the law. The first section prescribes the manner of admission to the rank of assistant surgeon, and requires an examination by a board of naval surgeons, of all the candidates for that office, and an approval by the board. It also requires a service at sea of two years, as assistant surgeon, and an examination before promotion to the rank of surgeon. These provisions of the law are in strict conformity with the previous rules and practice of this Department, since May, 1824. The fourth section declares "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-five dollars a month, and an additional ration a day; and after ten years' service," &c. In acting upon this law, the words "as is hereinbefore provided for," have been construed to apply only to those who have received their appointments after the examination prescribed in the first section, which excluded from the increased pay all the surgeons now upon the list. The first examinations were in 1824, and there are none who have been examined previous to their promotions who have been five years in the service. None have, therefore, received the increased pay, except when at sea, and paid under the fifth section. It is confidently believed that Congress did not intend either to require those who were already commissioned surgeons in the navy to undergo an examination, or to deprive those who have faithfully served the public for many years of the additional pay, while it was allowed to younger officers. Legislative explanation will be necessary to insure them the advantages which the law was probably intended to confer.

The act making appropriation for the erection of a breakwater near the mouth of the Delaware Bay received your prompt attention; and the execution of the law, under your supervision, was confided to the Secretary of the Navy. Immediate measures were taken to advance the work. C. C. Biddle, of Philadelphia, was appointed the agent for the disbursement of the money, and instructions were given for his guidance and direction. He has executed a bond, with sufficient sureties, for the faithful performance of his duties, in the penalty required of navy agents, and will receive the compensation allowed by law to them. His accounts will be transmitted to and settled quarterly by the Fourth Auditor of the Treasury. The fund, and the expenditures under it, will be kept separate and distinct from all others.

On the 9th of June Commodore Rodgers, General Bernard, and William Strickland, Esq., were appointed commissioners to select a site and prepare a plan and estimates for the work, for the approval of the Executive; and naval officers placed under their control to make the necessary soundings and surveys. They have been employed in discharge of the duties assigned to them, and their report is daily expected, and will be submitted for approval. William Strickland has been appointed the engineer to superintend the erection of the work. Advertisements have been issued and contracts are now under consideration for a part of the materials. These contracts will, in a few days, be executed. Preparations will be made during the winter, and in the course of the spring and summer materials will be delivered, and the work progress to the extent of the appropriation. An additional appropriation will be required during the ensuing session.

Out of the sum of \$30,000, appropriated by the "act making an appropriation for the suppression of the slave trade," passed 24th May, 1828, \$8,009.20 were paid to the representatives of Taliaferro Livingston, under the authority of the second section of that act. Of the balance, the sum of \$19,903.55 have been expended in the support of the agency on the coast of Africa, and on other objects. (See paper A.) There are claims still pending and unsatisfied, which will probably consume the residue. It was my intention to have annexed to this report a full and minute statement of all the expenditures connected with this agency, from its establishment; but Mr. Ashmun, who has several times been the acting agent, and by whom the greater part of the expenditures have been made, and especially since the death of Dr. Peaco, died during the last summer, on his return to this country. The condition in which his papers were left, and the want of verbal explanations, have created obstacles to the prompt settlement of his accounts, but the Fourth Auditor is now employed in adjusting them; when this is completed, the claims upon the appropriation can be more accurately stated.

The concerns of the agency are believed to be in a prosperous condition. There are few, if any, Africans at it, who occasion expense to the government. The houses and other property are in a good state of preservation, and will hereafter require but small expenditures.

On the death of Mr. Ashmun, Dr. Randall was appointed agent. He sailed from New York for the agency on the 12th of November. So many of the agents had died, and so many difficulties had arisen from that cause, both in the proper care of the business and property of the agency, and in rendering and settling the accounts, that it was thought expedient to appoint an assistant agent, at a small salary, to accompany Dr. Randall. Dr. Mechlin was selected for this purpose.

There are at this time in the United States only two persons coming within the description of our laws, subjecting them to removal to the agency. These were brought into the port of Mobile, in the year 1819, and being very young, were, by the then Secretary of the Treasury, placed under the care of the collector of that port. Orders have recently been given to send them to Baltimore, with a view to their transportation under the law.

On the 30th April last a message was sent by the President of the United States to Congress, giving information that 121 Africans had been landed at Key West, from a Spanish slave-trading vessel, stranded within the jurisdiction of the United States, while pursued by an armed schooner in his Britannic Majesty's service, and to which it was not believed that the law of March 8, 1819, or any of the other acts prohibiting the slave trade, applied. No provision was made by Congress for removing them from the territory of the United States, or disposing of them in any other manner. They still remain in the custody of the marshal of Florida. He was advised to hire them out, or otherwise dispose of them, in such manner as to cause least expense, until legal provision should be made on the subject. It is presumed that he has done so. In the course of the present fall he presented to this Department a claim to the amount of \$———, for their maintenance and support. The amount seemed to be unreasonably large; but no effort was made to adjust and settle it, because the Africans did not come within those provisions of the law which entrust this Department with the direction and control of Africans brought within our jurisdiction, and direct them to be sent to the agency on the coast of Africa. The Secretary of the Navy does not feel authorized to devote to this object any portion of the money appropriated for the suppression of the slave trade. It is important that some authority be given, by law, to dispose of these Africans, and settle the accounts of the marshal.

The law of the last session, for extending the term of certain pensions chargeable to the navy and

privateer pension funds, has created some embarrassments, and rendered it necessary to strike many names from the list of pensioners. In doing this, the only construction has been placed upon the law of which its words seemed naturally susceptible.

For the history and condition of the privateer fund, I beg leave respectfully to refer to a letter from the Secretary of the Navy to the chairman of the Naval Committee of the House of Representatives, dated February 21, 1828, document No. 244, and to the reports referred to in that letter. The laws upon the subject are dated 26th June, 1812, which create the fund; 13th February, 1813; 2d August, 1813; 4th March, 1814; 16th April, 1818; 9th and 26th April, 1824; and 23d May, 1828, which describe the persons to be admitted to pensions; and are the same, in substance, except as relates to children after the age of sixteen years. Numerous pensions were granted and renewed under each of the acts of 1814, 1818, and 1824. There were 203 granted under the acts of 1814, and they generally expired in or before 1820. Under the act of 1818, 186 were granted, and they expired in or before 1825; under the acts of 1824, 159 were granted, which will expire in or before 1830.

It will be perceived by this statement, that at the date of the act of last session (23d May, 1828), and for one year preceding it, there were no persons in the receipt of a pension under the acts of 1814 and 1818, the pensions under those acts having expired two or three years preceding. Now the second section of this law provides for the renewal of pensions only to those who received them under those last-mentioned acts, viz., of 1814 and 1818, and does not provide for those receiving them under the acts of 1824.

The commissioners of the fund have, consequently, refused to renew any pensions which were not received under the acts of 1814 and 1818. By this decision much complaint has been excited. The law holds out the expectation of a renewal of pensions to widows, and by this necessary construction of it, that expectation has been disappointed. It is not known whether the omission to recite the acts of 1824 was intentional or accidental. The effect of the omission is to exclude widows from any further benefit from the fund, and to leave the balance which now remains for the comfort and enjoyment of the seamen who were actually wounded and still survive. For them it would be sufficient. It amounts to \$63,270.50, and there are but 107 of them now surviving. Their situation demands the first attention, and these pensions may be continued probably during their lives, if the omission of the acts of 1824 was intentional, as the commissioners have presumed that it was, and have so constructed the law; although, by this construction no pension to any widow can be renewed. If the omission was accidental, and it was intended to renew the pensions to widows, then the fund would be destroyed within the first and second year, and nothing remain for the surviving seamen, unless Congress make an appropriation for that object. Of the 159 pensions granted under the acts of 1824, 41 expired in 1827; 26, in 1828; 20 will expire in 1829; and 72 in 1830. The effect of renewing them all will be the destruction of so small a fund as \$63,270.30. It may, perhaps, be proper to add that the widows have already received, or will receive under the law, as it is now construed, pensions for fifteen years. It is for Congress to decide whether they will make an appropriation that they may be further renewed.

The usual reports respecting the *navy pension fund* will be made. The laws regulating navy pensions have given rise to some doubts, which it would be satisfactory to have removed. With a view to exhibit the construction which has been placed upon them, that error may be corrected if it exist, the following points of practice on this subject are stated: 1st. The law of 3d March, 1817, provided pensions for the widows and children, under 16 years old, of officers, seamen, and marines, who should die hereafter, or should have died since 18th June, 1812, in consequence of disease contracted, or of casualties or of injuries received while in the line of their duty. This law was repealed by the second section of the act of 22d January, 1824. Since the repeal, deaths by disease, casualty, or injury have not been considered causes for granting pensions to widows and children, except in cases where the deaths occurred during the last war. Applications, which have been numerous, have therefore been uniformly refused, except in the cases specified. 2d. By the terms of the law of the last session (23d May, 1828), pensions are to be renewed "to the widows and children of officers, seamen, and marines who were killed in battle, or who died in the naval service of the United States during the late war," so that they may receive 20 years' pension. The words apply only to the cases of those who died "during the late war." The widows and children of no others can, under it, receive pensions. Under other laws some pensions have been granted and renewed to widows and children of those who have died since the war. These remain in the hope of some expression of legislative opinion on the point. No new ones will be granted. 3d. The pensions to children in all cases terminate when they arrive at the age of 16. The navy pension fund now amounts to about \$900,652.14.

By the 3d section of the act making appropriations for the support of the navy, for the year 1828, the sum of \$10,000 was directed to be taken out of the fund for the gradual improvement of the navy, for the purchase of such lands as the President might think necessary and proper to provide live oak and other timber for the navy. In virtue of this provision purchases have been made of several adjoining tracts of land on Santa Rosa Sound, and in the rear of the Navy yard at Pensacola, amounting, in all, to about 3,650 arpens, and costing about \$9,000. A part of this land has been placed under the care of suitable persons, and arrangements have been made to prosecute the planting and cultivation of the live oak upon it. Inquiries have also been made respecting other tracts, which it might be supposed the interest of the government to retain from sale or purchase. Examinations have also been continued on the western coast of Florida, with a view to the same object.

Trespasses continue, in some extent to be made on the timber on the public lands. Every means has been taken, both by this and the Treasury Department, to repress them, and with some success. But the inlets are so numerous and the coast of Florida so extensive, that the vessels in the navy and revenue service are not competent to watch every part of it without an entire neglect of other duties.

On the 21st of May, 1828, the House of Representatives passed a resolution requesting the President of the United States "to send one of our small vessels to the Pacific ocean and South sea, to examine the coasts, islands, harbors, shoals, and reefs in those seas, and to ascertain their true situation and description;" and authorizing the use of such facilities as could be afforded by the Department, without further appropriation during the year. To this resolution it was your earnest wish that early and full attention should be paid.

There was no vessel belonging to our navy which, in its then condition, was proper to be sent upon this expedition. The Peacock was therefore selected and placed at the Navy yard at New York, to be repaired and supplied with conveniences suited to the object. Her repairs and preparation are now nearly completed, and she will be ready to sail in a few weeks.

In looking to the great purpose for which this resolution was passed, and the difficulties and dangers which must necessarily be encountered, it seemed to be both unsafe and inexpedient to send only one vessel. But the Department did not feel that it had the authority, either to purchase another or to detach one more of the small vessels of the navy to be joined with the Peacock. Nor, indeed, is there another in the service suited to this peculiar employment. But the opinion and wish of the Department being known, an offer was made to it of such a vessel as was desired, being of about 200 tons burden, and calculated for cruising in the high southern latitudes, and among the ice islands and reefs which are known to exist there. This vessel has been received and placed at the navy yard, upon express agreement that a recommendation should be made to Congress to authorize its purchase, and if the recommendation was not approved, that it should be returned to its owner. No money has been expended under this arrangement. That satisfactory evidence might be had, both of the fitness of the vessel and its value, directions were given to Mr. Eckford, of New York, and Mr. Hartt, the naval constructor at Brooklyn, to examine it and report on these points. Their report fixes the value at \$10,000. I cheerfully discharged my obligation under the agreement by an earnest recommendation that Congress authorize the price to be paid. Should this not be done the vessel will be returned.

Measures have been taken to procure information of the present state of knowledge in our country, on the subjects pointed out in the resolution, from our citizens who have been employed in the navigation of those seas, and who possess information derived from experience, which is confined very much to themselves and their log books and journals. An agent has been usefully and successfully engaged in this object, and has found few obstacles thrown in his way. Those who have been most acquainted, by business and interest, with that portion of the globe, feel the deepest solicitude for the success of the enterprise. The expedition will be enabled to sail with better guides than are usually possessed by those who embark in similar undertakings.

With a view to give the most useful character to the enterprise, it is important that persons skilled in the various branches of science should partake in it. Correspondence has, therefore, been held with scientific men, and some selections have been made, and others are now making, by the Department, of astronomers, naturalists, and others, who are willing to encounter the toil, and will be able to bring home to us results which will advance the honor and promote the interests of the nation.

Master Commandant Jones will command the Peacock, and other suitable officers have been designated.

The resolution was understood to authorize the use of the naval appropriations to furnish facilities for the expedition; and they have been used for all those objects which come within the terms in the bill of appropriation, as pay, subsistence, instruments, books, &c. But there are indispensable objects which do not come within any of the items of the bill, and for which provision is required. A bill on the subject was reported by the Naval Committee, at the last session of Congress, and placed on the list of business to be acted on, but was not reached before the close of the session. Its passage is necessary to accomplish the purposes designed by the resolution. It does not seem proper to detail the "facilities" which it is the intention of the Department to afford. One of them should be, a vessel to carry provisions, in order that upon the arrival of the expedition at the scene of operation, the exploring vessels may be supplied in such a manner that they may not be driven from their employment at too early a period, and that they may subsequently, from time to time, be further supplied from distant stations, so that no cause, but the elements may arrest their labors, but they may, at all times and seasons, be at liberty to pursue their investigations without interruption. Other and obvious uses may be made of such a vessel, in the relief which it will afford should disease or death make serious inroads on their numbers. A vessel suited to this object is within the control of the Department, and will be either chartered or purchased, as the means furnished by Congress may permit. The importance of the expedition, in all its aspects, and especially in its commercial relations, has augmented, in the view of the Department, by all the inquiries and investigations which have been made; and an anxious desire is felt that nothing should be omitted which can tend to its ultimate success.

Several resolutions have at various times been passed, directing the Department to cause surveys to be made, to ascertain the practical facilities of Charleston, Beaufort, Savannah, and Brunswick, for naval purposes. They have been made during the last three years, and the results communicated to Congress as they were received. They are now completed, and it will be my duty to make a report upon the whole. These surveys, although executed as well as the circumstances in which the officers were placed would allow, and have probably been sufficient to answer the object of the resolution, yet they do not afford materials for an accurate chart of the harbors, and the approaches to them, and assist but little towards a perfect knowledge of our coasts, which can only be acquired by that scientific survey of the whole, the importance of which I have heretofore ventured to urge, and would again respectfully suggest.

All these harbors may, at times, in the future progress of our country, afford protection and comfort to a portion of our cruising vessels; but they are not believed to be places where large naval establishments can advantageously be made. Nor is it believed that it would be wise to increase the number of those establishments which we now have. These are already sufficient for the building, repairs, and equipment of our navy, as authorized by law, and such as it will probably be for many years to come. It would be productive, both of economy and efficient action, if our means were more concentrated at two or three well selected positions. A great error was committed in the early part of our naval history, in selecting, without adequate caution, our numerous navy yards; estimating them rather for temporary and local objects, than as permanent and extensive sources of defence. Immense sums of money have been wasted upon them, and necessarily so, for want of a regular system for their improvement. It will be recollected, that this evil induced an appropriation, on the recommendation of the Department, the object of which was to secure well arranged plans, by which all future improvements should be made.

The board of officers appointed to examine the navy yards, and prepare these plans, have executed their duties at Norfolk, Washington, Philadelphia, Charleston, and Portsmouth. Their work has been examined by the Secretary of the Navy and the Board of Naval Commissioners, and approved by the President. If these plans be well filled up, all of them will promote convenience and economy; some of them will exhibit establishments inferior to none in the world. It is probable experience will show, that some additions and improvements may be made to them, which will add to their value. Among these, it is believed that the one at Gosport may be rendered more important, by the introduction of the water of Lake Drummond, either directly from the lake or from the Dismal Swamp canal. Desirous to ascertain the practicability and expense of doing it, a skillful engineer was requested to make the necessary examin-

ations, surveys, and estimates. His report will be received in a short time. Should it be found practicable, at a moderate expense, and I do not doubt that it will, the use of that water for the docks, the machinery, all the wants of the yard, and for watering our ships, will be a rich remuneration.

In examining the Navy yard at Brooklyn, it was found that the nature of the soil, the confined limits, the narrowness of the channel, and the claims of individual landlords who adjoin it, were such that a plan could not be prepared which promised such usefulness; and that it would be especially difficult to form, at some future period, when Congress should see fit to authorize it, docks suited to the future and growing wants of the navy in that neighborhood. The board was therefore directed to omit forming a plan of that yard; and examinations were instituted for another location. The result was unsatisfactory. Under these circumstances, application was made to the War Department for a transfer of Governor's Island, which was believed not to be, in any respect, essential to the army. This transfer being made, the present navy yard, and that island, will afford all the accommodation which is required. And no further delay will take place, in forming and executing a plan which will promote both convenience and economy.

The Navy yard at Pensacola is the only remaining one for which a permanent plan is to be formed. Its distance from the seat of government, and the state of the yard, have heretofore prevented, not only this, but also the examinations required to decide on the expediency of erecting a railway, which the President has been authorized to cause to be erected, if he considered it proper and expedient. The yard was established only two years ago, and is at the distance of six miles from the town of Pensacola, and from all comfortable accommodation for the officers and others employed at it. It was therefore necessary in the first place to erect buildings for their accommodation, that they might be where their duties called them; and such wharves, &c., as were required by our vessels upon the West India station, when they entered the port for repairs or other objects. The improvements there have not progressed rapidly, but they are now in a state in which it would be proper that the plan should be made. It is the intention of the Department that fit persons shall, in the course of the next month, execute this duty, and make report, both as to the navy yard and the marine railway.

Those parts of the service which are under the direction and control of the Board of Navy Commissioners have been economically and judiciously managed. The reports called for, from them, will be found annexed, marked G. In the building, equipment, and preparation of our vessels for sea, increasing skill and economy are manifested; and although further improvements will no doubt continue to be made, we have the satisfaction of believing that we suffer no disgrace, when our vessels are compared with those of the most maritime and naval nations. Our navy is yet small in numbers, though we hope not feeble in efficiency. Including the vessels built, and building, and for which provision has been made by law, there are twelve ships of the line, twenty frigates, sixteen sloops-of-war, and four schooners. These are sufficient for the present wants and interest of the nation; and their increase, to any great extent, will probably not be required for a long period in our future history. No condition of either our commercial or political relations will permit its diminution. No probable change can demand a large augmentation. Under wise and efficient administration, our coasts and commercial interests may always be protected by an active force, not much, if anything, beyond eighteen ships of the line, twenty frigates, thirty sloops and smaller vessels, and ten or twelve steam batteries. Our safety lies in our peculiar position, and in having our small navy in the most perfect state of efficiency and action. It is gratifying to add, that the best hopes are afforded by its present condition, and that a gradual advance in the improvements now making in the erection of docks, and in other respects, will enable it, with certainty, to reach that state at a period not very distant.

The discipline in the service has generally been commendable, during the past year. In the few instances of a contrary character, the unfitness of the individual officers for the service has been exhibited, rather than a general relaxation or want of energy in the whole. The calls of the navy on this point, consist of a law for its organization; a law for its government, containing a criminal code, as a substitute for that now in force; a law establishing a naval school; and a revised body of rules and regulations. The three former have been presented to Congress in reports enclosing the substance of bills corresponding with the views of the Department; to which reference is now requested. The latter has been prepared, and, after leisure for examination and correction, will be approved.

The disbursing and accounting officers connected with this Department have performed their duties in a satisfactory manner; and, so far as information has been received, there has been no misapplication or squandering of the public money. In the settlement of the accounts, it often occurs that disbursing officers, and others, have claims resulting from the depreciation of Treasury notes during the last war. These claims generally arise from the notes having been placed in their hands as funds to be disbursed, and having been charged to them at their nominal value. When called to disburse them, it could, in many cases, be done only at a reduced amount. They were thus charged by the government with one sum, when, in reality, for all purposes of paying claims, making purchases, &c., they had received another. When their accounts have been presented for settlement, the Department has not felt itself authorized to make the allowances which the plainest evidence proved to be just. They thus stand as debtors on the books, and have been, I believe, in some instances published as defaulters. The records are in this mode encumbered, accounts remain unsettled, and inconvenience is created. Congress have passed acts, declaring that salaries or compensations should not be withheld when the balances against individuals were caused solely by the depreciation of Treasury notes; which has enabled those so situated to receive their salaries or compensations, and thus far afforded relief to them; but it does not relieve the accounting office from the difficulty created by this circumstance. Could authority be given, in some form, to adjust these claims, much benefit would result.

The organization of the disbursing department may be considered good, except, perhaps, in some matters relating to the pursers, in which a change would be useful. These, depending principally on the rules and regulations of the navy, ought to be remedied when they are revised.

In the active operations of the naval force during the year, there has been much to applaud, and but little to give pain. Health has prevailed, with few exceptions, and these not of an uncommon character. On this point, there is very slight, if any difference, in the several stations on which our vessels are employed.

Our squadrons have been kept on the footing indicated in the last annual report. A condensed view of them, both for the past and ensuing year, will be found in paper B. They have all accomplished the purposes for which they have been maintained.

In the Mediterranean, piracy, which excited the fears of our mercantile fellow-citizens, and induced

Congress, at the last session, to increase our force, has been diminished by various causes. The activity of our vessels; the presence of fleets belonging to several of the principal powers of Europe; the restraints of the existing authorities in Greece; and the system of convoy which has been pursued, have all operated to this desirable result. Still there is danger to be apprehended, and our squadron cannot be diminished. This danger does not arise so much from piratical cruisers, as from vessels being becalmed in the night, near the shores of some of the small islands, from which attacks are made in boats by the lawless inhabitants. Against this species of attack, it is impracticable, always, to guard by any assiduity in our naval officers. There is for it but one remedy, that of convoy, which cannot, in every instance, be afforded, and is not always sought by our merchant vessels, on account of the delay which it sometimes occasions. In other respects, our relations in that sea have called for no exercise of force.

Peace has generally prevailed among the nations on the western coast of South America, and no incident has occurred there worthy of particular notice. Our commerce is not molested on the ocean. There are no public ships to interrupt or annoy it. Should this state of things continue, our vessels will have an opportunity to extend their cruises to those portions of the Pacific most occupied by our merchant ships, and be useful to them in their pursuits. A relief squadron is now in preparation for that station, and orders will be sent to one of our vessels to return by the Society and Sandwich Islands and the Cape of Good Hope. Objects of much interest, connected with our seamen and commerce at those islands, call for the frequent presence of a portion of our armed force.

In the West Indies, no piracies have been committed. That scourge of our commerce has been entirely repressed. Occasional rumors of renewed acts of piracy, have created uneasiness; but in almost, if not entirely all the cases, these rumors were founded on misrepresentation. The annexed extracts from the commanding officer, mention some cases of this kind.* The only unpleasant occurrences have arisen from the condition of things on the land, and from vessels wearing an acknowledged and authorized flag. The commanders of two vessels, under Mexican colors, and belonging to the Mexican navy, have used the port of Key West as a place of rendezvous, from which to carry on their belligerent operations; and, in other respects, so conducted that they were ordered to depart, and a call was made on one of our vessels to enforce the order. Subsequent obedience rendered actual force unnecessary.

Another incident created some apprehension of injury to our commerce. In November, 1827, the commander of the Mexican naval forces issued a proclamation inviting those who were disposed to fit out privateers to cruise against the enemies of Mexico, to apply to him for commissions; and that every vessel on board of which might be found effects of the enemy should be conducted to Vera Cruz for condemnation or acquittal. Our commanding officer promptly communicated with this government, and with our minister in Mexico, and adopted efficient means to avoid the evil likely to result from this cause. Fortunately very few commissions were issued; and the treaty subsequently formed with Mexico, by adopting more liberal principles, relieved us from apprehended inconvenience.

The commanding officer of that squadron has expressed an opinion that the reduction of the Spanish naval force at Havana, which was said to be in contemplation, would discharge so many seamen who had been taken into service by impressment, and whose previous occupations had been in many instances those of depredation on the water, that there would be danger of the revival of piracy. Should this reduction be made, renewed zeal must be exercised and thereby serious calamities prevented.

The convulsions, also, in several of the countries bordering on the gulf, and the want of regularly organized governments in many of the ports, offer so many causes of apprehension for the safety of our commerce and property of our citizens, as to forbid any diminution of our force or relaxation in their exertions.

The continuance of the war, until very recently, between Brazil and Buenos Ayres, and the system adopted by the former in sustaining their blockades by a force at times inadequate to the object, and requiring bonds of those who entered their ports that they would not afterwards enter the ports of their enemy, have given unceasing employment to our naval force in the neighborhood of those nations. The commanding officer has been in almost daily correspondence with the existing powers respecting our vessels and seamen. A faithful view of this correspondence could not be presented without transmitting voluminous copies of letters. It is believed to embrace every instance of injustice, oppression and wrong to our citizens which was brought to his notice, and to have been productive of relief almost in every case which was not submitted to the organized tribunals of the country. Upon the ratification of peace between those governments, he returned home; a relief squadron being in preparation for that station. The continuance of our small force there, will be necessary; for, although interruption to our commerce will not arise from a state of war, the numbers who will be thrown out of employment, both on the land and on the water, will probably create injuries of a different character.

The distance from the United States at which all our vessels (except those in the West Indies) cruise, and the difficulty in transmitting money to them, induced the Department to establish a credit in London, so as to enable the commanding officers to draw, either on that city or on the Department, as should be found most advantageous. This provision has, during the present year, prevented any inconvenience to our squadrons on this point, and produced some saving of the public money.

Both in enlisting and discharging seamen, the usual difficulties have been found. The ordinary length of our cruises is three years; but in consequence of the slow manner in which they are enlisted, it is impracticable to send a vessel, especially a large one, to sea, manned with those who all have three years to serve. About one-fourth of all our crews, when they leave the United States, are bound to serve from three months to a year less than that period. The vessel must therefore be recalled before that time expires, or a portion of them be entitled to their discharge before its return. It is unpleasant, both to themselves and the government, to give them a discharge in a foreign country; but when they are entitled to it, our officers have been instructed to give it, if demanded, and there is an unwillingness to enter for the remainder of the cruise. Some are always so discharged, and others enlisted in their places. The only remedies are either enlisting for a longer, or recalling our vessels in a shorter period. The former would violate the law; the latter would create a large expense to the government. It is gratifying to state that no serious evil has, as yet, resulted from this cause, although it has sometimes placed our officers in an unpleasant situation, and should, as far as practicable, be avoided.

When seamen demand their discharges abroad, and their places are to be supplied, foreigners of every nation are taken; and from the manner in which our ordinary enlistments are made, many such

* The case of the Carraboo, of which reports have recently been received, may form an exception to these remarks.

are found among our crews at all times. They are a distinct class of people from those useful citizens who have sought protection under our institutions, and made our country their home. Very few of them have their interest located here, or are bound to us by one of all the ties which connect man with his country. They produce a large proportion of the offences and insubordination of which we have to complain; and, when their time expires abroad, seldom return—for their home is not here. Instructions have been given to avoid them in enlistments; and it is hoped that the time is not distant, when wise *legislative enactments* will raise up an abundance of seamen, acquainted with and attached to the service, whose interests and hopes are centred in our country. I have heretofore submitted my ideas on this subject, and respectfully refer to them. Legislative action upon it is demanded by high and imposing considerations.

The situation of all South America, for several years past, has offered temptations to some of our seamen to leave their country for a time, and adventure in the service of another. They have uniformly had cause to regret the folly of their course. A part of them have been found by our vessels in want and distress. An uniform course of kindness to them has been prescribed to and exercised by our officers, and many have been restored to the country, and will not be likely again to desert it.

A few years since, many complaints, some of them very unjust, found their way to the public, respecting the carrying of specie in our public vessels. The subject attracted the attention of the Department, and instructions were given, in 1824, designed to correct any error or misconduct which might exist in the exercise of the right admitted, and of the duty imposed by law in that matter. It is gratifying to state that, during the past year, no complaint on this point has reached the Department, and it is believed that in the few instances in which specie is now carried in our public ships, it is equally beneficial to the country and fair and legal in our officers.

The marine corps remains in the condition in which former reports represented it; and no new suggestions respecting its organization and interest will now be offered. The number of our navy yards and vessels in commission is so great, that the corps cannot supply full guards for them. An order was therefore prepared to withdraw those from the navy yards at Philadelphia and Portsmouth, and substitute watchmen. This order has been suspended for the present, but it will probably be found necessary to issue it after a short time.

A list of deaths, resignations, and dismissions is added. (Paper C.)

The usual estimates for the navy and marine corps are enclosed. (Papers D, E and F.) They embrace the same number of yards, stations, vessels, officers and men, as those of last year, and vary from them in very few particulars. Explanatory remarks on some of the items are added. In addition to those on the ninth item, it may be proper to suggest that the original estimates, for the number of vessels named in the law for the gradual increase of the navy, were made at a time when less accurate knowledge was possessed of the actual cost of the vessels than subsequent experience has afforded; that from the manner in which our navy yards were arranged, it was not practicable to keep separate the materials procured for different objects, so as always to prevent the incorrect use of them; that the wants of the service often demanded the use of materials on hand, (for whatever purpose procured,) to fit vessels for sea, and avoid an extravagant waste of public money by their detention; and that these materials could not always be promptly and accurately replaced. These inconveniences, it is confidently believed, may hereafter be entirely avoided, under the plans now in existence and the system which is in operation.

The amount of pay estimated is greater than it was last year, which arises from the laws increasing the pay of lieutenants, surgeons and surgeons' mates, and from the number of passed midshipmen. These classes of officers are the most numerous, and a small addition to their pay necessarily swells the estimate more than a like increase to the other grades would do. I would respectfully suggest that these laws, just in themselves, and meeting, as they did, the approbation of a large majority of Congress, have created an inequality which ought to be remedied. The pay of the oldest captain in the service, while in command of the largest squadron, is but \$2,660; of a captain in command of a frigate, but \$1,930; while the surgeon of a squadron, of twenty years' standing, receives \$2,420; and of ten years \$2,300. The youngest lieutenant receives, within a few dollars, as much as a master commandant; a surgeon of ten years more. Other inequalities, not less striking, will be perceived on an examination of the law. This advanced pay of the inferior ranks, though not complained of by others, cannot fail to produce unpleasant and painful feelings. It violates the only true principles upon which compensation is made to public officers—that it should be graduated by length of service, rank and responsibility. A proportionate addition to the pay of the other grades would increase the amount of the appropriations much less than it was increased by these laws, and is called for by justice and propriety. In no nation, not even in our own, has the pay of any officers, civil or military, been so low as that of some of the grades in our navy. It is unequal to their services and responsibilities. No officer can support his family at home and maintain himself upon it, without involving himself in difficulty; to avoid which there is a strong temptation to seek stations on land.

The form of the estimates in one respect is calculated to lead into error, and has heretofore produced some complaint. They embrace the least number of officers actually at sea and engaged at the yards, &c., and all others are stated to be waiting orders or on furlough. It is hence inferred that large numbers of them are idle and unoccupied. Such is not the fact. It almost always happens that more are necessarily employed than are stated in the estimates, even in our vessels at sea; the lowest possible number being named. The item for those waiting orders and on furlough embraces all who are not at sea and at the navy yards; all the sick; those who have returned from cruises of one, two or three years' duration; those who have short leaves of absence to attend to important private business; those who are preparing for active service at sea; those at the naval schools, and those preparing for and attending examinations; of which last number there are at this moment about seventy. It will, on inquiry, be found that in no service are there fewer officers who may be termed idle and unoccupied.

In closing this report, I beg leave again respectfully to call your attention to views heretofore presented, on several topics of deep and increasing interest to the navy. A survey of the coast; an organization both of the navy and marine corps; a criminal code; an increase of rank; a naval school; a change in the form, not the substance, of the appropriation; a suitable provision for naval hospitals; a passage across the isthmus to the Pacific; a system for forming and educating American seamen sufficient for our wants, are all subjects which hourly augment in importance. They have been so repeatedly presented by this Department, that it is feared a repetition of the considerations by which their

importance is sustained, might induce a charge of urgency unbecoming the nature of this report. But the greater part of them are so essential to the naval service, that a sense of duty impels me once more to suggest them; and I must seek in the conviction which I have of their value an apology for the repetition. They embrace interests much too dear not to be urged, even to the verge of importunity. Prudent regulations on those subjects would advance everything that is precious in our naval establishment. Our navy, during the short period of its existence, has rendered incalculable service to the defence, prosperity and glory of the nation, and never fails to find its place in our fondest anticipations of the future. It deserves to be sustained, by devoted attention to its wants, by wise laws and liberal appropriations.

Respectfully submitted.

SAMUEL L. SOUTHARD.

A.

A statement of the expenditures under the appropriation for "the prohibition of the slave trade," since the 1st of December, 1827.

1827.			
Dec.	18.	John W. Peaco—Salary as principal agent, for the month of March, 1857	\$133 33
1828.			
Jan.	29.	Frederick Lewis—Compensation as assistant to the U. S. agent for recaptured Africans, from 11th June to the 18th of December, 1827, six months and eight days, at \$400 per annum.	\$208 89
		Traveling expenses, and expenses on shore.	85 00
			<hr/>
			293 89
Feb.	11.	Miles King, navy agent—Gunpowder, &c.	25 12
March	14.	John Hodges—Balance due for wages as boat builder, from 17th February to 18th August, 1826, at \$75 per month	\$323 17
		Camwood and trade goods	178 05
			<hr/>
			501 22
April	14.	J. M. Berrien, proctor for J. Jackson, commander of revenue cutter—Bounty allowed by act of Congress of 3d March, 1819, on 54 Africans imported in the Ramirez, at \$25 each.	1,350 00
May	5.	Baring, Brothers & Co.—Commission on drafts at 2½ per cent.	303 61
May	26.	John W. Peaco—Salary as principal agent, from 1st April to 24th May, 1827.	\$240 00
		Passage from Monrovia to Holmes' Hole, 1826	100 00
		Traveling from Philadelphia to Washington and back, in November, 1826	41 10
			<hr/>
			381 10
June	2.	T. Livingston, formerly marshal of Alabama—Maintenance of fifty-five Africans, (captured in the Constitution, Marino, and Louisa, in 1818,) from 27th February, 1821, to 1st January, 1824, 57,090 days, at 15 cents per day	\$8,563 50
		Deduct received for hire	3,627 15
			<hr/>
			\$4,936 35
		Allowance for medicine, clothing, blankets, and hire of guard.	3,072 85
			<hr/>
			8,009 20
June	17.	George P. Todson—Compensation from 11th June, 1827, to 14th April, 1828, ten months and four days, at \$1,600 per annum.	\$1,351 11
		Traveling from Washington to Norfolk, in June, 1827.	34 35
			<hr/>
			1,385 46
July	5.	Miles King, navy agent—Shingles	89 12
August	2.	Miles King, navy agent—Freight of 1,337 barrels flour, at \$1.50.	\$2,004 50
		Passage of 129 grown persons, including provisions, at \$28 each.	3,612 00
		Passage of 14, under 10 years, at \$14.	196 00
		Passage of Dr. Todsen out and home.	200 00
		Passage of assistant.	100 00
		Thirty days' demurrage, at \$20	600 00
			<hr/>
			6,712 50
Sept.	6.	Freight to Liberia.	200 00
Sept.	17.	James Laurie—Medical services rendered by Lott Carey to liberated Africans at Liberia, for 3 years, up to April, 1826, at \$50 per year	150 00
Nov.	5.	George P. Todson—Allowance for stores and expenses on the voyage to Africa.	200 00
Nov.	11.	Richard Randall, principal agent—Medicine and instruments	\$150 00
		Stationery	20 00
			<hr/>
			170 00
			<hr/>
			\$19,904 55

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, Nov. 26, 1828.*

B.

List of vessels of the United States navy, in commission during the year 1828.

MEDITERRANEAN STATION.

Delaware, 74 guns.....	Commodore W. M. Crane, since March.
Java, 44 guns.....	Captain J. Downes, the whole year.
Constitution, 44 guns.....	Captain D. T. Patterson, arrived at Boston about the 1st July.
Lexington, 18 guns.....	Master Commandant Hunter, the whole year.
Warren, 18 guns.....	Master Commandant Kearny, the whole year.
Fairfield, 18 guns.....	Master Commandant Parker, sailed from New York in August.
Porpoise, 12 guns.....	Lieutenant J. H. Bell, the whole year.

The squadron will remain the same during the next year, with the exception of the Constitution.

PACIFIC STATION.

Brandywine, 44 guns.....	Commodore J. Jones, the whole year
Vincennes, 18 guns.....	Master Commandant Finch, the whole year.
Dolphin, 12 guns.....	Master Commandant Rousseau, the whole year.

During the next year the squadron will consist of the—

Guerriere, 44 guns.....	Captain C. C. B. Thompson.
St. Louis, 18 guns.....	Master Commandant Sloat.
Dolphin, 12 guns.....	Lieutenant Zantzinger.

BRAZIL STATION.

Macedonian, 36 guns.....	Commodore J. Biddle, arrived at Norfolk in October.
Boston, 18 guns.....	Master Commandant Hoffman, will return early in the spring.

The squadron next year will consist of the—

Hudson, 44 guns.....	Commodore J. O. Creighton.
Vandalia, 18 guns.....	Master Commandant Gallagher.

WEST INDIA STATION.

Commodore Charles G. Ridgely.

Natchez, 18 guns.....	Master Commandant Budd, the whole year.
Erie, 18 guns.....	Master Commandant Turner, the whole year.
Hornet, 18 guns.....	Master Commandant Claxton, the whole year.
Falmouth, 18 guns.....	Master Commandant Morgan, sailed in March.
Grampus, 12 guns.....	Lieutenant Latimer, the whole year.
Shark, 12 guns.....	Lieutenant Adams, has lately sailed for the coast of Africa, and thence to the West Indies.

The squadron will remain nearly or quite the same during next year.

EXPLORING EXPEDITION.

Peacock, 18 guns.....	Master Commandant Jones.
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C.

List of deaths in the navy of the United States, since the 1st December, 1827.

Name and rank.	Date.	Cause.	Place.
CAPTAIN.			
Robert Henley	October 7, 1828 .....	.....	Charleston, S. C.
MASTER COMMANDANT.			
Benjamin W. Booth	July 26, 1828.	Consumption	Gibraltar.
LIEUTENANTS.			
Frederick W. Smith.....	June 4, 1828.....	.....	New York.
William M. Robins.....	May 18, 1828.....	.....	Baltimore.
Geo. B. McCulloh	December 31, 1827 ..	.....	Mediterranean.
Allen Griffin	September 18, 1828..	.....	Baltimore.
SURGEONS.			
A. M. Montgomery.....	January 3, 1828.....	.....	New York.
Samuel R. Marshall	May 20, 1828 .....	.....	do
Benjamin P. Kissam	October 6, 1828.....	.....	Portsmouth, N. H.
SURGEONS' MATES.			
Henry C. Pratt	March 10, 1828 .....	.....	At sea.
Charles Wayne.....	August 19, 1828.....	.....	Cole's Ferry, Va.

C.—List of deaths—Continued.

Name and rank.	Date.	Cause.	Place.
PURSERS.			
John B. Timberlake	April 2, 1828 .....	.....	Mahon.
Nathaniel Lyde	July 7, 1828.....	Fall from a gig.....	Portsmouth, N. H.
CHAPLAIN.			
John Cook	August 21, 1828 .....	.....	.....
MIDSHIPMEN.			
Frederick Rodgers.....	April 5, 1828	Drowned	Norfolk.
William J. Slidell.....	do	do	do
Robert M. Harrison	do	do	do
Henry K. Mower.....	do .....	.....	Mediterranean.
Quinton Ratcliffe	October 1, 1828.....	.....	Baltimore.
Bushrod W. Turner	September 30, 1828..	Yellow fever.....	West Indies.
Terrill M. Crenshaw.....	October 2, 1828.....	do	do
John Fisher.....	November 11, 1828..	do	do
SAILINGMASTERS.			
Biscoe S. Doxey	May 20, 1828.....	.....	Baltimore.
Peter Carson.....	.....	.....	Norfolk.
D. S. Stellwagen.....	.....	.....	Philadelphia.
BOATSWAINS.			
James Thayer.....	January 9, 1828	Consumption	Norfolk.
David Vestlery	November 6, 1828...	Dropsy	do
CARPENTER.			
Henry Whittington	January 28, 1828....	Sore throat.....	Portsmouth, Va.
NAVY AGENT.			
Enoch G. Parrott	June 15, 1828.....	.....	Portsmouth, N. H.

NAVY DEPARTMENT, December 1, 1828.

List of resignations in the navy of the United States, since the 1st December, 1827.

LIEUTENANTS.

Henry C. Newton
 April 29, 1828. |

Archibald R. Bogardus.....
 October 21, 1828. |

Edgar Freeman
 November 14, 1828. |

SURGEON.

W. W. Buchanan.....
 December 8, 1827. |

CHAPLAINS.

James Brooks.....
 January 7, 1828. |

John Addison.....
 February 25, 1828. |

MIDSHIPMEN.

Levi M. Harby.....
 December 4, 1827. |

Thomas S. Wayne.....
 December 18, 1827. |

James W. M. Jenkins.....
 January 22, 1828. |

John W. Hunt, jr.....
 January 25, 1828. |

Charles W. Gay.....
 April 11, 1828. |

John W. Palmer
 April 15, 1828. |

Robert J. Livingston.....
 April 30, 1828. |

Joseph Cohen.....
 May 1, 1828. |

James B. Sullivan.....
 May 10, 1828. |

Robert H. Nichols.....
 April 1, 1828. |

Henry Amelung.....
 May 21, 1828. |

John B. Muse.....
 June 3, 1828. |

Houghton B. Robinson
 June 4, 1828. |

Samuel N. Green.....
 July 9, 1828. |

Samuel Penhallow.....
 September 6, 1828. |

Allen Asher
 November 1, 1828. |

Francis Stone.....
 November 27, 1828. |

CARPENTER.

Charles P. Smith
 December 4, 1827. |

NAVY DEPARTMENT, December 1, 1828.

List of dismissions from the navy of the United States, since 1st December, 1827.

MASTER COMMANDANT.

William Carter December 5, 1827.

LIEUTENANT.

William Foster December 21, 1827.

MIDSHIPMEN.

Charles B. Childs May 1, 1828.
 William S. J. Washington May 1, 1828.
 H. A. N. Morris December 22, 1828.
 Geo. B. Wingerd November 6, 1828.

LIEUTENANT OF MARINES.

William A. Randolph October 17, 1828.
 NAVY DEPARTMENT, *December 1, 1828.*

D.

General estimate.

There will be required for the navy, during the year 1829, three millions six thousand two hundred and seventy-seven dollars and forty-nine cents, in addition to the unexpended balances that may remain on hand on the 1st day of January, 1829.

1. For pay and subsistence of officers, and pay of seamen, other than those at navy yards, shore stations, and in ordinary.....	\$1,212,592 07	
Less this sum appropriated by act of Congress, of 24th May, 1828..	294,078 00	
		\$918,514 07
2. For pay, subsistence, and allowances of officers, and pay of seamen at navy yards, shore stations, hospitals, and in ordinary.....	\$209,191 67	
Less this sum appropriated by act of Congress, of 24th May, 1828..	46,258 00	
		162,933 67
3. For pay of superintendents, naval constructor, and all the civil establishment at the several navy yards and stations.....	\$59,552 50	
Less this sum appropriated by act of Congress, of 24th May, 1828..	14,775 00	
		44,777 50
4. For provisions.....	\$450,551 87	
Less this sum appropriated by act of Congress, of 24th May, 1828..	126,250 00	
		324,301 87
5. For repairs of vessels in ordinary, and for wear and tear of vessels in commission.....	\$550,000 00	
Less this sum appropriated by act of Congress, of 24th May, 1828..	118,750 00	
		431,250 00
6. For medicines, surgical instruments, and hospital stores.....	\$27,000 00	
Less this sum appropriated by act of Congress, of 24th May, 1828..	6,750 00	
		20,250 00
7. For ordnance and ordnance stores.....	\$50,000 00	
Less this sum appropriated by act of Congress, of 24th May, 1828..	12,500 00	
		37,500 00
8. For repairs and improvements at navy yards.....	\$429,291 00	
Less this sum appropriated by act of Congress, of 24th May, 1828..	26,250 00	
		403,041 00
9. For arrearages prior to 1st January, 1829.....	\$468,709 38	
Less this sum appropriated by act of Congress, of 24th May, 1828..	3,750 00	
		464,959 38
10. For defraying the expenses that may accrue during the year 1829, for the following purposes, viz:		
For freight and transportation of materials and stores of every description; for wharfage and dockage, stores 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, 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 for persons attending courts-martial and courts of inquiry, and to officers engaged on extra service beyond the limits of their stations; for printing and for stationery of every description, and for books, maps, charts, nautical and mathematical instruments, chronometers, models and drawings; for purchase and repair of steam and fire engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage; for cabin furniture of vessels in commission, and furniture for officers' houses at navy yards; for taxes on navy yard and public property; for assistance rendered to persons in distress; for incidental labor at navy yards, not applicable		

C.

Estimate of the pay, rations, and all other allowances of officers and others, at the navy yards and stations, for the year 1829.

PORTSMOUTH, N. H.

	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.	Amount of 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
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
									\$14,199 00
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$3,492 75
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to commandant, to do duty as clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$5,400 00
Total									\$23,091 75

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	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	.....	20	20	1	.....	1,412 25
Surgeon's mate	1	30	2	\$145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 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
									\$16,663 25
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	.....	12	9	.....	1	651 75
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$11,703 75

C.—*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.	Amount of pay, rations, and allowances per annum.
<i>Hospital.</i>									
Surgeon	1	\$60	4	\$200	20	20	1	.....	\$1,612 25
Surgeon's mate	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
									<u>\$3,902 50</u>
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	30	.....	.....	.....	.....	.....	.....	360 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									<u>\$8,080 00</u>
Total									<u>\$40,349 50</u>

PHILADELPHIA.

<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 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	70	4	200	20	20	1	.....	1,732 25
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 75
									<u>\$15,483 50</u>
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	90	12	9	.....	.....	741 75
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,267 50
									<u>\$4,577 75</u>
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	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
									<u>\$4,029 75</u>
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder	1	25	.....	.....	.....	.....	.....	.....	300 00
Inspector and meas. of timber	1	.....	.....	.....	.....	.....	.....	.....	700 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									<u>\$6,150 00</u>
Total									<u>\$30,241 00</u>

C.—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.	Servants at \$6.	Amount of 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	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 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
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$19,297 50
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	90	12	9	.....	1	741 75
Carpenter's mates	2	19	1	.....	.....	.....	.....	.....	638 50
Boatswain's mates	2	19	1	.....	.....	.....	.....	.....	638 50
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$12,432 25
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	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 department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	30	.....	.....	.....	.....	.....	.....	360 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,080 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$43,712 25

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
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	\$250	12	9	.....	1	1,141 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

C.—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.	Amount of 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	\$90	12	9	.....	1	741 75
Carpenter's mate.....	2	19	1	.....	.....	.....	.....	.....	638 25
Boatswain's mate	2	19	1	.....	.....	.....	.....	.....	638 25
Able seamen.....	20	12	1	.....	.....	.....	.....	.....	4,705 00
Ordinary seamen.....	30	10	1	.....	.....	.....	.....	.....	6,337 50
									\$14,688 25
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate.....	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 department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant.....	1	30	.....	.....	.....	.....	.....	.....	360 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	35	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber..	1	.....	.....	.....	.....	.....	.....	.....	1,050 00
Keeper of magazine	1	.....	.....	.....	.....	.....	.....	.....	480 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,710 00
Total									\$46,238 25

PENSACOLA.

<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 25
Lieutenant.....	1	50	4	.....	.....	.....	.....	.....	965 00
Master.....	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Purser.....	1	40	2	200	20	12	1	.....	1,141 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
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$15,827 25
<i>Ordinary.</i>									
Carpenter	1	20	2	90	12	9	.....	1	\$741 75
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen.....	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen.....	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$3,269 50
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Surgeon's mate	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

C.—*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.	Amount of pay, rations, and allowances per annum.
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder	1	\$25	.....	.....	.....	.....	.....	.....	300 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,100 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$28,796 75
BALTIMORE.									
Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	.....	.....	.....	.....	.....	662 50
									\$6,276 50
CHARLESTON, S. C.									
Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	.....	.....	.....	.....	.....	662 50
									\$6,276 50
SACKETT'S HARBOR.									
Master	1	\$40	2	\$200	20	12	1	.....	\$1,141 75

Recapitulation.

	Naval, 2d item.	Ordinary, 2d item.	Hospital, 2d item.	Civil, 3d item.	Aggregate.
Portsmouth	\$14,199 00	\$3,492 75	.....	\$5,400 00	\$23,091 75
Boston	16,663 25	11,703 75	\$3,902 50	8,080 00	40,349 50
New York	19,279 50	12,432 25	3,902 50	8,080 00	43,712 25
Philadelphia	15,483 50	4,577 75	4,029 75	6,150 00	30,241 00
Washington	14,126 25	5,686 75	3,600 00	14,032 50	37,445 50
Norfolk	18,937 50	14,688 25	3,902 50	8,710 00	46,238 25
Pensacola	15,827 25	3,269 50	3,600 00	6,100 00	28,796 75
Baltimore	6,276 50	.....	.....	.....	6,276 50
Charleston	6,276 50	.....	.....	.....	6,276 50
Sackett's Harbor	1,141 75	.....	.....	.....	1,141 75
Naval constructor .....	.....	.....	.....	3,000 00	3,000 00
For pay, &c., of lieutenants, allowed by act of Congress of May 24, 1828, to Dec. 31	2,174 42	.....	.....	.....	2,174 42
	\$130,403 42	\$55,851 00	\$22,937 25	\$59,552 50	\$268,744 17

Papers B, D, E, and F compose the first item of general estimate.

The naval, ordinary, and hospital estimates, on paper C, make 2d item; and the civil estimates, on paper C, the 3d item.

Paper G explains the 4th.

RECEIVING VESSELS.

Estimate of the number, pay, &c., of officers, &c., required for five receiving vessels, for the year 1829, as part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total number.	Amount.
Masters commandant	1	1	1	1	...	4	\$4,705 00
Lieutenants	3	3	2	3	2	13	12,675 00
Masters	1	1	...	1	...	3	1,987 50
Pursers	1	1	...	1	...	3	1,987 50
Surgeons' mates	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	4	4	2	4	2	16	1,152 00
						108	\$36,083 25

RECRUITING STATIONS.

Estimate of the pay, &c., of officers attached to recruiting stations, for the year 1829—a part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	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 department.

One captain..... \$1,930

Exhibit of the officers, &c., awaiting orders and on furlough—part of first item of the general estimate.

	Captains.	Masters commandant.	Lieutenants.	Surgeons.	Surgeons' mates.	Pursers.	Chaplains.	Midshipmen.	Masters.	Boatswains.	Carpenters.	Sailmakers.	Amount.
Waiting orders	17	5	104	12	11	9	1	75	...	2	6	10	\$195,135 00
On furlough .....	...	...	2	1	...	...	...	2	2	1	...	...	2,549 25
													\$197,684 25

NOTE.—The principal part of these officers have but recently returned from foreign service. Many are now waiting for examination.

Estimate for provisions required in the year 1829.

For vessels in commission..... 4,512 persons.
 Marines on board 651 persons.
 Receiving vessels..... 82 persons.
 5,245 persons.

At one ration per day, is 1,914,425 rations, at 25 cents each, is.....	\$478,606 25
For relief ships for three months	852 persons.
Marines.....	110 persons.
	962 persons,
at one ration each, at 25 cents, for three months, is	21,945 62
	\$500,551 87
From which may be deducted this sum, as a balance will probably remain unexpended of the appropriation for the present year	50,000 00
	<u>\$450,551 87</u>

There will be required for the support of the navy, for the first quarter of the year 1830—

For pay and subsistence of officers, and pay of seamen, employed in the navy, afloat.....	\$303,148 02
For pay, subsistence, and allowances to officers, and pay of seamen at navy yards, shore stations, hospitals, and ordinary.....	52,291 92
For pay of superintendents, naval constructors, and all the civil establishment at the yards and stations	14,888 12
For provisions	112,637 96
For repairs of vessels	137,500 00
For medicines, surgical instruments, and hospital stores	6,750 00
For ordnance and ordnance stores.....	12,500 00
For repairs and improvements of navy yards	107,322 75
For contingent expenses for 1830, embracing the items enumerated for that object in the act of March 2, 1827	63,750 00
For contingent expenses, not enumerated, for 1830	1,250 00
	<u>\$812,044 77</u>

NAVY COMMISSIONERS' OFFICE, *November 24, 1828.*

SIR: In explanation of the 9th item in the estimate, the Commissioners respectfully state that the fund for the gradual increase of the navy, is so far exhausted as to make it necessary to suspend further progress towards completing those vessels, until the sums which have been borrowed from that appropriation be repaid, or some other means provided.

The heavy draft upon it by the purchase of the frigate *Liberator*, now the *Hudson*, amounting to \$41,310, under the act of Congress, of 17th May, 1826; the substitution of iron water tanks for casks, making a difference of rather more than \$200,000, which experience in our navy, and in those of Europe, has shown to be in the end the most economical, and the most conducive to health; with the application, in cases of urgent necessity, by the commandants of navy yards, of materials belonging to it to other objects, have produced this deficiency.

Cotemporaneously with the steps taken by the Commissioners of the Navy to carry into effect the law for the gradual increase, or very soon after, they directed that all materials procured under that law should be kept distinct from those which might be procured for other purposes, and that they should on no account be used for any other than their legitimate object. In a few instances, and only those in which the public service would be essentially promoted, the Commissioners have authorized a departure from these directions; accompanying their authority, however, by an order to replace immediately the articles thus used, and charge the amount to the appropriation under which they were expended. The delay in doing this, occasioned sometimes by inability to procure the materials at the moment, and at others by the low state of the funds to which they were chargeable, makes it necessary that provision should now be made for them, in addition to the above-mentioned items; and the Commissioners have therefore included in the estimates for the ensuing year, under the head of "arrearages," the amount for that purpose.

I have the honor to be, with great respect, sir, your obedient servant,
(Signed)

JOHN RODGERS.

Hon. SAM'L L. SOUTHWARD, *Secretary of the Navy.*

E.

Estimate of pay for officers, non-commissioned officers, musicians, and privates, and subsistence for the officers of the United States marine corps, for the year 1829.

PAY.

One lieutenant colonel commandant, \$75 per month.....	\$900 00
Five lieutenant colonels, \$60 per month	3,600 00
One paymaster, \$50 per month.....	600 00
One quartermaster, \$60 per month	720 00
Nine captains, \$40 per month.....	4,320 00
Sixteen first lieutenants, \$30 per month.....	5,760 00
Sixteen second lieutenants, \$25 per month.....	4,800 00
One surgeon, \$50 per month.....	600 00
One surgeon's mate, \$40 per month	480 00
One sergeant major, \$10 per month	120 00
One quartermaster sergeant, \$10 per month	120 00

One drum major, \$9 per month	\$108 00
One fife major, \$9 per month	108 00
Seventy-one sergeants, \$9 per month.....	7,668 00
Seventy-three corporals, \$8 per month	7,008 00
Twenty drummers, \$7 per month.....	1,680 00
Twenty fifers, \$7 per month	1,680 00
Seven hundred and fifty privates, \$6 per month	54,000 00
Extra pay to the adjutant and inspector, \$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
Extra pay to Lieut. Colonel William Anderson, from May 24, 1828, to December 31, 1828, at \$20 per month, (not before appropriated).....	145 34
Amount paid to 115 marines, from the year 1822 to the year 1828, inclusive; these being extra troops over and above the number allowed by law to the marine corps for that time, and for which no appropriation has been heretofore made, (see report of the adjutant and inspector, for this item, which is herewith submitted).....	8,280 00
	<u>\$104,257 34</u>

SUBSISTENCE.

One lieutenant colonel commandant, 12 rations per day, 4,320 rations, 20 cts. . .	\$876 00
Five lieutenant colonels, five rations each, 9,125 rations, 20 cts.....	1,825 00
One paymaster, four rations, 1,460 rations, 20 cts.....	292 00
One quartermaster, four rations, 1,460 rations, 20 cts.....	292 00
Nine captains, three rations each, 9,855 rations, 20 cts.....	1,971 00
Sixteen first lieutenants, four rations each, 23,360 rations, 20 cts.....	4,672 00
Sixteen second lieutenants, three rations each, 17,520 rations, 20 cts.....	3,504 00
One surgeon, two rations, 730 rations, 25 cts.....	182 50
One surgeon's mate, two rations, 730 rations, 25 cts.....	182 50
Two additional rations per day, allowed to Lieut. Colonel William Anderson, from May 24, 1828, to December 31, 1828, is 222 or 444 rations, at 20 cts. per ration, (this amount not before appropriated)	88 80
	<u>\$13,885 80</u>
	\$118,143 14
Deduct amount already appropriated for the first quarter of 1829	27,341 94
	<u>\$90,801 20</u>

(Signed)

JOS. L. KUHN, *Paymaster Marine Corps.*

Estimate of pay for officers, non-commissioned officers, musicians, and privates; and subsistence for the officers of the United States marine corps, for the first quarter of the year 1830.

PAY.

One lieutenant colonel commandant, \$75 per month.....	\$225 00
Five lieutenant colonels, \$60 per month.....	900 00
One paymaster, \$50 per month	150 00
One quartermaster, \$60 per month	180 00
Nine captains, \$40 per month.....	1,080 00
Sixteen first lieutenants, \$30 per month.....	1,440 00
Sixteen second lieutenants, \$25 per month.....	1,200 00
One surgeon, \$50 per month.....	150 00
One surgeon's mate, \$40 per month.....	120 00
One sergeant major, \$10 per month.....	30 00
One quartermaster sergeant, \$10 per month.....	30 00
One drum major, \$9 per month.....	27 00
One fife major, \$9 per month.....	27 00
Seventy-one sergeants, \$9 per month.....	1,917 00
Seventy-three corporals, \$8 per month.....	1,752 00
Twenty drummers, \$7 per month.....	420 00
Twenty fifers, \$7 per month.....	420 00
Seven hundred and fifty privates, \$6 per month.....	13,500 00
Extra pay to the adjutant and inspector, \$30 per month.....	90 00
Pay for five clerks, viz: one for the lieutenant colonel commandant, one for paymaster, one for the adjutant inspector, and two for the quartermaster, at \$20 per month for each ...	300 00

SUBSISTENCE.

One lieutenant colonel commandant, 12 rations per day, 1,080, at 20 cents.....	216 00
Five lieutenant colonels, 5 rations per day, 2,250, at 20 cents.....	450 00
One paymaster, 4 rations per day, 360, at 20 cents.....	72 00
One quartermaster, 4 rations per day, 360, at 20 cents.....	72 00
Nine captains, 3 rations per day, 2,430, at 20 cents.....	486 00
Sixteen first lieutenants, 4 rations per day, 5,760, at 20 cents.....	1,152 00
Sixteen second lieutenants, 3 rations per day, 4,320, at 20 cents.....	864 00
One surgeon, 2 rations per day, 180, at 25 cents.....	45 00
One surgeon's mate, 2 rations per day, 180, at 25 cents.....	45 00
	<u>\$27,360 00</u>

JOS. L. KUHN, *Paymaster Marine Corps.*

Estimate for expenditures in the Quartermaster department of the United States marine corps, for the year 1829.

SUBSISTENCE.

For 370 non-commissioned officers, musicians, privates, and washerwomen, serving on shore, at one ration per day each, is 135,050 rations, at twelve cents per ration, is	\$16,206 00	
Deduct amount appropriated for the first quarter of 1829.....	3,252 15	
	<hr/>	\$12,953 85

CLOTHING.

For 938 non-commissioned officers, musicians, and privates, at \$30 each, is	\$28,140 00	
For 100 watch coats, at \$6 ²⁵ / ₁₀₀ each, is.....	625 00	
	<hr/>	\$28,765 00
Deduct amount appropriated for the first quarter of 1829.....	7,191 25	
	<hr/>	21,573 75

FUEL.

For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for the public offices and armory.....	\$9,098 00	
Deduct amount appropriated for the first quarter of 1829.....	3,049 00	
	<hr/>	6,049 00

CONTINGENCIES.

For traveling expenses of officers, and transportation for 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; expenses of burying deceased persons belonging to the marine corps; printing and stationery; postage on public letters; forage; expenses in pursuing deserters; keeping in repairs the barracks at the different stations; straw for the men; barrack furniture; spades, axes, shovels, picks, and carpenter tools; and for no other purpose whatever.....	\$14,000 00	
Deduct amount appropriated for the first quarter 1829	3,500 00	
	<hr/>	10,500 00

MILITARY STORES.

For the purchase of 1,500 set of accoutrements, at \$2.40 per set.....	\$3,600 00	
For keeping arms in repair, armorer's pay, armorer's tools, drums, flags, fifes, and ordnance stores	2,000 00	
	<hr/>	\$5,600 00
Deduct amount appropriated for the first quarter 1829	750 00	
	<hr/>	4,850 00

MEDICINES.

For medicines, hospital stores, and instruments for officers and marines, serving on shore	\$2,369 71	
Deduct amount appropriated for the first quarter of 1829.....	592 25	
	<hr/>	1,777 46

Appropriation required for the first quarter of the year 1830, agreeably to the foregoing estimate:

For subsistence	\$4,051 50	
For clothing.....	7,191 25	
For fuel	2,274 50	
For contingencies.....	3,500 00	
For military stores.....	500 00	
For medicines	592 42	
	<hr/>	18,109 67

For one year's subsistence of 115 marines, being the number maintained, more than estimated for, as per the accompanying statement of the adjutant and inspector, is 41,975 rations, at 12 cents per ration.....

For clothing for the same	\$5,037 00	
For fuel for the same.....	3,450 00	
For contingencies for the same	690 00	
	<hr/>	1,715 35
	<hr/>	10,892 35

\$86,706 08

Respectfully submitted.

E. J. WEED, Q. M. M. C.

HEAD-QUARTERS MARINE CORPS, *Quartermaster's Office, Washington City, November 25, 1828.*

Statement showing the average strength of the marine corps a month, for the annexed years.

	Sergeants.	Corporals.	Music.	Privates.	Years.	More than allowed by law.				Whole number more.	Less than allowed by law.				Whole number less.
						Sergeants.	Corporals.	Music.	Privates.		Sergeants.	Corporals.	Music.	Privates.	
In 1822, each month averaged.....	59	60	41	708	} 1822										
Add officers' servants				58											
				766											
Deduct servants for officers at sea.....				4											
	59	60	41	762	} 1822				12		14	7	1		10
Allowed by law	73	73	42	750											
In 1823.....	66	70	45	749	} 1823										
Add officers' servants				58											
				807											
Deduct servants for officers at sea				7											
	66	70	45	800	} 1823			3	50	43	7	3			
Allowed by law ²	73	73	42	750											
In 1824	70	72	45	732	} 1824										
Add officers' servants				58											
				790											
Deduct servants for officers at sea				11											
	70	72	45	779	} 1824			3	29	28	3	1			
Allowed by law	73	73	42	750											
In 1825.....	70	70	40	706	} 1825										
Add officers' servants				58											
				764											
Deduct servants for officers at sea				12											
	70	75	40	752	} 1825		2		2		3		2		1
Allowed by law	73	73	42	750											
In 1826	78	71	42	731	} 1826										
Add officers' servants				58											
				789											
Deduct servants for officers at sea.....				13											
	78	71	42	776	} 1826	5			26	29		2			
Allowed by law	73	73	42	750											
In 1827	82	67	41	717	} 1827										
Add officers' servants				58											
				775											
Deduct servants for officers at sea.....				15											
	82	67	41	760	} 1827	9			10	12		6	1		
Allowed by law	73	73	42	750											
1828, to 31st July, seven months.....	85	68	38	719	} 1828										
Add officers' servants				58											
				777											
Deduct servants for officers at sea				16											
	85	68	38	761	} 1828	12			11	14		5	4		
Allowed by law	73	73	42	750											
More than was allowed by law in 1823, 1824, 1826, 1827 and 1828										126					11
										12					12
Less than the law allowed in 1822 and 1825.....										1,512					132
										132					
										1,380					

PARKE G. HOWLE, Adjutant and Inspector.

HEAD-QUARTERS OF THE MARINE CORPS, Adjutant and Inspector's Office, Washington, September 30, 1828.

Statement showing the number of men in the marine corps more than allowed by law, from 1822 to 1828.

Years.	Over the No. authorized by law.	Less than No. authorized by law.
1822 .....	.....	10
1823	43	.....
1824	28	.....
1825 .....	.....	1
1826	29	.....
1827	12	.....
1828 (to 31st July).....	14	.....
Deduct number less.....	126 11	11
Over	115	

(Signed) PARKE G. HOWLE, *Adjutant and Inspector.*
 HEAD-QUARTERS OF THE MARINE CORPS, *Adjutant and Inspector's Office, Washington, August 1, 1828.*

F.

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the year 1829.

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	
		10,200 00
Messenger and assistant messenger		1,050 00
Contingent expenses		3,000 00
		\$20,250 00

Substitute proposed and respectfully submitted.

One chief clerk, at \$2,000.....	\$2,000
Two clerks, each at 1,600.....	3,200
Two clerks, each at 1,400.....	2,800
One clerk, at 1,200.....	1,200
Two clerks, each at 1,000.....	2,000
	\$11,200

Comparative view of the number of clerks employed in each of the principal departments, and their compensation.

	Number in each, at—						Total number in each office.	Aggregate amount of compensation.
	Chief clerk, \$2,000.	\$1,600.	\$1,400.	\$1,150.	\$1,000.	\$800.		
Department of State.....	1	2	4	2	1	2	13	\$17,300
Department of Treasury.....	1	2	4	1	1	.....	9	12,950
Department of War.....	1	3	5	.....	8	1	18	22,600
Department of Navy.....	1	1	2	.....	3	1	8	10,200

Estimate of the sums required for the support of the office of the Navy Commissioners, for the year 1829.

Commissioners of the Navy.....	\$10,500
Secretary.....	2,000
Clerks and draftsman, per acts of April 20, 1818, May 26, 1824, and March 2, 1827.....	7,750
Messenger	700
Contingent expenses.....	1,800
	\$22,750

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the first quarter of the year 1830.

Secretary of the Navy	\$1,500 00
Clerks, per acts of April 20, 1818, May 26, 1824, and March 2, 1827.....	2,550 00
Messenger and assistant messenger	262 50
Contingent expenses	750 00
	\$5,062 50

Estimate of the sums required for the support of the office of the Navy Commissioners, for the first quarter of the year 1830.

Commissioners of the Navy	\$2,625 00
Secretary.....	500 00
Clerks and draftsman, per acts of April 20, 1818, May 26, 1824, and March 2, 1827.....	1,937 50
Messenger.....	175 00
Contingent expenses	450 00
	\$5,687 50

G.

Statement showing the present state and condition of the United States vessels-of-war now on the stocks, and those in ordinary and repairing at the several yards.

PORTSMOUTH.

Alabama—ship of the line. This ship can be prepared for sea in about three months. Her hull is in good order, and some considerable further progress has been made since the last report, in finishing her masts and spars, and particularly in her inboard works.

Santee—44 of the first class. This ship can also be prepared for sea in three months. Her hull is in good order; her masts and spars have been completed, with the exception of a few spare spars, and considerable progress has been made in her inboard works, &c.

Concord—sloop-of-war of the first class. This ship can be ready for sea in twenty days; has been recently launched, and is progressing in her preparation for sea service.

BOSTON.

Virginia—ship of the line. This ship can be prepared for sea in one hundred and twenty days. Her hull is nearly complete, and in good order. Considerable progress has been made in her gun carriages, and masts and spars; bulkheads and other inboard works advanced; and the square sails, one suit made; tanks, ballast, cannon and anchors provided.

Vermont—ship of the line. This ship may also be prepared for sea in one hundred and twenty days. Her condition and state of advancement nearly the same as the *Virginia*, and the progress made in both alike.

Cumberland—frigate, first class. This ship is planked inside and outside to the spar-deck port sills, except the strakes left out for air; orlop, berth, and gun decks are in, and nearly all laid; spar deck is framed and kneed. The masts and spars have considerably progressed, and one suit of square sails made; boats are under way, and tanks, ballast, cannon, and anchors are provided. This ship can be completed for service in 90 days.

Columbus—ship of the line. The hull of this ship is generally sound, but would require considerable repairs to fit her for sea; a part of her wales should be replaced, her bottom examined, perhaps coppered, and caulking throughout. She may be equipped for sea in 75 days.

Independence—ship of the line. The frame of this ship is believed to be sound, but she will require new decks and planking outside, with stem plank and head, &c. She will require coppering and caulking throughout.

Constitution—frigate, first class. The frame generally is believed to be sound, but will require new planking, from the wales inclusive to the rail; new ceiling in the hold, and new berth deck and orlop decks, beams and knees; spar deck new planked, galleries and head, &c.; caulking and coppering throughout.

PHILADELPHIA.

Pennsylvania—ship of the line. Her state and condition is but little altered from last report; some progress has been made in faying and bolting the riders in the hold, and in the iron work preparing for

her equipment; one suit of sails are made, and the preparation of the timber, for masts and spars, considerably advanced, &c. She may be prepared for sea in 12 months, or less.

Raritan—frigate, of the first class. The hull of this ship is nearly completed. The head, galleries, port shutters, and rudder only to make. Inboard works are in a state of great forwardness. To complete her will require about 12,000 days' work; she may be finished in from 3 to 5 months.

Sea Gull—receiving ship. In good order.

Cyane—corvette, built of British oak. In ordinary; requiring, as in last report, extensive repairs, and to be commenced at an early day.

NEW YORK.

Sabine—frigate, of first class. Is nearly complete in her hull; masts and spars finished, and the joiners' work all prepared for putting up. She can be launched in 60 days.

Savannah—frigate, of first class. Is also nearly complete in her hull. The masts and spars are made, and the joiners' work ready for putting up. It will require 4 months to complete and launch the ship.

Peacock—Has been thoroughly repaired and fitted for special service, and is now ready to be sent to sea immediately.

Ohio—ship of the line; in ordinary. Has never been fitted out. The outside plank, above the water, and inside, a part of the clamps and ceiling, are decayed. She will require considerable repairs.

Washington—ship of the line; in ordinary. The hull of this ship, partly of British oak, is unsound in many places, and will require a thorough repair, and to be new coppered, which will take six months to complete.

Franklin—ship of the line; in ordinary. Is in about the same condition as the *Washington*, and will require about the same repairs, and the same time to complete them.

United States—frigate, first class; in ordinary. Requires very considerable repairs. The ceiling in the magazine, and the clamps below the orlop deck, beams and knees, and the wales, are partially decayed. She will require to be caulked throughout, and her copper repaired. Gun carriages are unfit for service, and masts and spars are defective. Seventy days will be required to complete this ship.

Ontario—sloop of war; now under repair. This ship, built of white oak, will also require extensive repairs in her hull, masts, and spars. Four months will be required to complete her for sea.

Fulton—receiving ship. This ship is known to be much decayed, and although she may answer, for a long time, the purpose for which she is employed now, the cost of repairing her, for any other service, would be attended with more expense than her present condition would warrant.

WASHINGTON.

Potomac—frigate, first class; in ordinary. This ship is complete in her hull, masts, and spars; gun carriages, boats, &c., nearly complete; sails to be made. Can be fitted for sea in about four months.

Congress—frigate, second class. This ship is so far completed in her repairs, that she may be sent to sea in fifty days.

GOSPORT.

New York—ship of the line. To complete the hull of this ship, several strakes of plank, in each of the decks and bottom, are required. In all the other departments of her construction and outfit, some progress has been made. She may be prepared for launching in three months.

St. Lawrence—frigate, first class. The timbering of this ship has been finished since last report, and six strakes of plank and wales put on. She may be launched in five months.

North Carolina—ship of the line. The oakum has been taken out of the seams throughout, and some defects discovered. She will require some repairs.

Constellation—frigate, second class. Is now under repair, and will be completed in all the month of December.

John Adams—corvette. Is now stripped for repair, which will be commenced as soon as those making on the *Constellation* are completed.

Macedonian—frigate, second class; built of British oak. Just returned from foreign service—requiring a thorough and extensive repair.

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

Under the contracts reported by the Commissioners in their letter of the 30th November, 1827, to have been made for the live oak frames of five ships of the line, five frigates, and five sloops-of-war, there has been delivered as follows:

	For 74.	44.	Sloops.
At Boston, cubic feet	11,783	11,841	7,674
At Philadelphia, cubic feet . . . . .	.....	8,208	5,662
At Washington, cubic feet . . . . .	.....	5,052	11,678
At Norfolk, cubic feet	13,500	7,992	2,180
There has also been delivered since the 3d March, 1827, under the contracts with Ties & Vanhook, Waller & Taber, and R. F. Scofield, the following live oak timber for the frames of frigates of 44 guns, viz:			
At Boston . . . . .	.....	16,734	
At New York . . . . .	.....	13,719	
At Philadelphia . . . . .	.....	14,197	
Cubic feet	<u>25,283</u>	<u>77,743</u>	<u>27,194</u>

Making together:

	Cubic feet.
Ships of the line	25,283
Frigates	77,743
Sloops	27,194
Total	<u>130,220</u>

For which has been paid the sum of \$156,187.85.

For the preservation of such of this timber as cannot be secured under the sheds heretofore erected at the several navy yards, the construction of one shed at each of the yards at Boston, New York, Philadelphia, and Washington, and of two at the Navy yard, Norfolk, has been directed. The contractors are progressing in the fulfillment of their engagements, and it is hoped that the deliveries of all the timber will be completed within the time stipulated in the contract.

With respect to the dry docks authorized by the fourth section of the act referred to, the Commissioners have to state that contracts have been made for a great part of the materials, &c., required in their construction, and they feel gratified in being able to state that the difficulties which were encountered in the early stage of the work have been happily overcome; the nature of the soil at the yard at Norfolk has not presented obstacles, which, from the same cause, the engineer had to contend with at the Boston yard.

The works at both places are progressing satisfactorily, and with the dispatch consistent with the durability as well as the economy of their construction.

There has been expended for labor and materials on the dock—

At Boston	\$56,904 97	\$64,063 86
And on that at Norfolk	37,638 94	33,511 64
Total	<u>\$94,543 91</u>	<u>\$97,580 50</u>

Making together, on account of the docks, the sum of one hundred and ninety-two thousand one hundred and twenty-four dollars and forty-one cents.

Mr. Baldwin, the engineer, has been active and vigilant in discharging the duties assigned to him; and, so far as the works have progressed, has given entire satisfaction.

H.

Extract of a letter from Commodore Jacob Jones to the Secretary of the Navy, dated—

UNITED STATES SHIP BRANDYWINE, *Callao Roads, December 21, 1827.*

Mr. Cooley, our chargé, has a discussion with this government respecting some American seamen who have been lately impressed in their service. This government claims the right to their services, in consequence of their having become residents by sailing under their flag for a considerable time; and impressment is the principal mode used here to man their navy or to increase their army.

There will, I apprehend, be frequent complaints of this sort, as the number of our seamen in their service is increasing fast, and composes the greater number of hands employed in their coasting trade. The wages given here, in their merchant vessels, is \$17, which is a great temptation to our seamen, and it seldom is the case that a man discharged here will return home, until so disabled by disease that he can no longer obtain employment.

Extract of a letter from Commodore Jacob Jones to the Secretary of the Navy, dated—

U. S. SHIP BRANDYWINE, *Callao Roads, March 17, 1828.*

The complaint of impressment will be removed to-day by the discharge of all the seamen that are in the employment of this government, and their frigates laid up. It is to be hoped that our seamen, sailing under a foreign flag, finding themselves thereby liable to be impressed, will be induced to return home, for three-fourths or more of the sailors employed by Chili and Peru are from the United States. The wages here is a great temptation, being from seventeen to twenty dollars per month, and the voyages of a kind particularly agreeable to them, as they are never more than a month out of port.

Extract of a letter from Commodore Jacob Jones to the Secretary of the Navy, dated—

U. S. SHIP BRANDYWINE, *Callao Roads, June 23, 1828.*

I have the honor to inform you that we arrived here two days since from Panama, having on our passage touched at Payta.

The Vincennes and Dolphin are also now in port with us, and all well. The former will, in a few days, proceed along the coast to the southward, having lately returned from as far north as Payta, and the latter will sail for the northern ports of Peru and Columbia.

The rage for war which violently beset this government a few weeks ago has somewhat abated; but so violent is party spirit, and the desire of office, that I believe in a short time the present administration will be displaced, and the constitution, which was sworn to the other day, declared inoperative.

Extract of a letter from Commodore William M. Crane to the Secretary of the Navy, dated—

U. S. SHIP JAVA, *Port Mahon, January 6, 1828.*

The Java is in excellent order. The crew are expert in their exercises, but the materials are not good. There are many foreigners amongst them, and men with broken constitutions. Every possible attention is paid to their health. We have lost two men by disease.

Extract of a letter from Charles G. Ridgely to the Secretary of the Navy, dated—

PENSACOLA, July 25, 1828.

The public prints, I observe, announce some piracies to have taken place on the south side of Cuba. The one of the French packet ship was not that of a pirate, but of her own crew, having mutinied and murdered their officers and passengers, and after running the ship on Cape Corientes, and dividing the spoil, (a large quantity of specie, between three and four hundred thousand dollars,) they dispersed; two of them went to St. Jago de Cuba, and having a private dispute, one of them informed of all the circumstances. The case of the other, the American being fallen in with a British man-of-war brig, I believe, has no foundation in fact, as Captain Latimer could learn of no such report, either at St. Jago or Kingston, Jamaica, where the British brig-of-war had arrived. I am particular in stating these circumstances, in order to correct any false impressions. There has not been an instance of piracy since I have had this command; and as I am desirous none shall be, the squadron is kept actively and usefully cruising where it is supposed piracies might occur.

I will avail myself of this opportunity to say to you the squadron are in excellent health and discipline; and what may be truly considered an extraordinary fact, out of the great number of men (from twelve to fifteen hundred) that have been and are attached to the squadron, within the last twenty months, only two officers and two men have died.

Copy of a letter from Commodore Charles G. Ridgely to the Secretary of the Navy, dated—

PENSACOLA, August 11, 1828.

I had the honor to address you on the first instant, and advised you of the information I had learned from Capt. Claxton relative to some transactions of a man-of-war brig, called the Hermon, Captain Hawkins, holding a commission in the service of the republic of Mexico, and of the privateer called the Molestadore, commanded by a man named Hopner, also under the Mexican flag. Both these commanders are native citizens of the United States; and as their acts have been of so flagrant a character, particularly when within our waters, as to justify the capture of one of them, and driving from without our jurisdiction the other,—and as it is probable the subject may be matter of negotiation between the Government of the United States and that of Mexico, I take leave to lay before you, in as brief a manner as possible, all the circumstances connected with the transaction.

In the first instance, I will premise by stating that the privateer in question, and her commander, are the same that I called your attention to as far back as the 10th of August, 1827, letter No. 31, marked private, and who was then sailing under Colombian colors, but changed colors and commission for those of Mexico, in sight of Key West, as admitted by Commodore Porter, of the Mexican navy.

In the latter part of June, the Natchez, Captain Budd, arrived at Key West, in conformity with my instructions, for his last cruise, where he found lying at anchor the Mexican brig-of-war Hermon, Capt. C. E. Hawkins, who addressed him letter A. On the receipt of letter B, from the collector, (Mr. Pinkney,) Captain Budd immediately ordered Captain Hawkins to leave our waters. (See letter C.) On the following morning the Hermon sailed, but returned the next day, in consequence of some Spanish vessels-of-war giving him chase. The Spanish vessels-of-war having disappeared, on the receipt of letter D from the collector, Captain Budd caused the Hermon again to sail.

On the 6th of July, the Natchez (having been on a short cruise off Matanzas,) returned to Key West, and on the 7th July, the collector, Mr. Pinkney, addressed him letter E, and on the 10th July, letter F; in consequence of which, Captain Budd dispatched two boats, under charge of Lieutenant Johnson, who returned on the 22d July, bringing with him the private armed schooner Molestadore, and her prize, which were given in charge to the collector. (See letter G.)

A few days after which the Hermon came again off Key West, and the commander came on shore in a boat, when he was arrested by the collector and bound over in the sum of one thousand dollars to appear before the first court to be holden at that place; after which he was permitted to sail, taking with him the officers and crew of the Molestadore.

In giving you the above statement of all the facts having any connection with the result, I take this occasion to say I commend the prudence of Captain Budd in not having put in execution the entire wish of the collector, by capturing the Mexican brig Hermon, although she had forfeited her neutrality.

But I would respectfully suggest that on her commander (Hawkins) there should be exemplary punishment required from his government for his repeated violations of the neutrality of the United States.

A.

Copy of a letter from Charles E. Hawkins, to Master Commandant Budd, commanding the United States ship Natchez, dated—

KEY WEST, June 24, 1828.

I arrived here on the 20th instant much distressed for want of water, having but a few gallons remaining, and very little wood. I have been since that time occupied in filling my water and completing my stores, being in want of many things indispensable to a cruising vessel.

B.

Copy of a letter from William Pinkney, Esq., to George Budd, Esq., commander of the United States ship Natchez, dated—

COLLECTOR'S OFFICE, *District of Key West, June 22, 1828.*

The Mexican brig of war Hermon, Charles E. Hawkins, commander, having repeatedly entered this port in violation of the neutrality of the United States, and having here augmented her force, to the injury of a power with whom the United States are in amity, I beg leave to request that you will be pleased to compel her instantaneous departure from the port, and by the use of force should the same be necessary.

C.

Copy of a letter from Master Commandant George Budd, to Charles E. Hawkins, commanding Mexican brig Hermon, dated—

UNITED STATES SHIP NATCHEZ, *Key West, June 23, 1828.*

The collector of this port, William Pinkney, Esq., has officially informed me that the Mexican brig-of-war Hermon, under your command, has repeatedly entered the port of Key West, in violation of the neutrality of the United States, by augmenting your force to the injury of a power at amity and peace with the Government of the United States.

Your letter of this day states that you arrived here on the 20th instant, in distress for water and some other things indispensably necessary to a cruising vessel. I must now request that, as soon as your supply of water and provisions be obtained, or a sufficiency thereof to enable you to reach one of your own ports in safety, that you will leave the port of Key West without delay.

It is distinctly understood that you will neither receive nor exchange any munitions of war, or any military stores whatever.

D.

Copy of a letter from William Pinkney, Esq., to Captain Budd, United States ship Natchez, dated—

COLLECTOR'S OFFICE, *Key West, June 27, 1828.*

I feel indignant at the renewed insult offered to-day by Mr. Hawkins, commanding the Mexican brig Hermon.

I now call upon you, as the commander of an ample force, to compel the instantaneous departure of the brig Hermon from the waters of the United States, and I consider it highly necessary that Mr. Hawkins should be made to understand that he can no longer trample on our laws with impunity.

E.

Copy of a letter from William Pinkney, Esq., to Captain Budd, commanding the United States ship Natchez, dated—

COLLECTOR'S OFFICE, *Key West, July 7, 1828.*

The Mexican brig-of-war Hermon, Captain Charles E. Hawkins, having violated the revenue laws of the United States, so that she has become forfeited thereby, I have to request of you that you will seize her as she comes within the waters of the United States. It is proper that the seizure should be made *only* within the jurisdiction of the United States.

F.

Copy of a letter from William Pinkney, Esq., to Captain Budd, commanding the United States ship Natchez, dated—

COLLECTOR'S OFFICE, *District of Key West, July 10, 1828.*

Having received information that the Mexican private armed schooner Molestadore and Mexican brig Hermon are now in the neighborhood, with prizes captured on the coast of Cuba, and contrary to the laws of nations brought within the waters of this district, I have to request that you will detach a suitable force from your ship to ascertain the fact, and detain any such vessels, as well as all vessels found violating the laws.

G.

Copy of a letter from Lieutenant Edward S. Johnson, of the U. S. Ship Natchez, to George Budd, Esq., commander of the Natchez, dated,

U. S. SHIP NATCHEZ, KEY WEST, July 22, 1828.

I have the honor to report that, agreeably to your order of the 12th, I took charge of the 1st cutter; Midshipman Thompson, Sailmaker Murphy, eleven men, one boy, and one marine, sixteen in all, made the crew, and proceeded to the westward in search of the vessel by you described, until the weather obliged me to anchor, in company with the 2d cutter of this ship, manned by an officer and ten men from the revenue cutter Florida. We got under sail together on the following morning at daylight, making necessary stay at several of the keys. Monday, made sail for Tortugas Keys, where we arrived about 1.30 A. M. On Tuesday, boarded the schooner Prudence, examined her, found Captain C. C. Hopner, of the Mexican private armed schooner Molestadore, his crew, officers and armament, on board the Prudence; many articles were on shore, such as sails, sweeps, spars, hams, casks, awnings, &c. On examination, found the Molestadore filled with water; at the particular request of Captain Hopner, permitted him to raise his vessel, at the same time requiring him to proceed with the prize to Key West, which he promised to do. When preparing to leave the harbor, a dispute took place; Captain Hopner gave orders for his men to stop their work; I immediately took possession, fitted with all possible dispatch, and left Wednesday morning, at 10 A. M., or about that hour. Our men required rest, which prevented my working them during the night. After discharging the pilot, hauled to the eastward for this port, where I arrived at 3 o'clock Thursday morning, in the Prudence. Mr. Truxton, in charge of the privateer, sailed in company, but lost sight of him in the night.

I took on board with me, Captain Hopner, his 1st lieutenant, and two men; the 2d lieutenant, and remainder of his crew, were put on board the privateer, with Sailmaker Murphy to assist Lieutenant Truxton.

Hoping my duty to have been performed to your satisfaction.

Copy of a letter from Master Commandant Alexander Claxton to Commandant Charles G. Ridgely, dated—

PENSACOLA, October 27, 1828.

I have the honor to report to you my proceedings, since my departure, two months since.

On my arrival at Vera Cruz, I forwarded your dispatch to Mr. Poinsett, and finding the country to be in a very unsettled state, determined to await his answer. In due time it arrived; but, from its tenor, left me no reason for longer delay. In the meantime, the standard of revolution was raised by a distinguished chieftain; the public mind became agitated and alarmed; and the American merchants, partaking in the terror, formally demanded, through our consul, that I should remain to protect their persons and property. I felt it my duty to acquiesce in their wishes. A week had scarcely elapsed before three cases of fever appeared on board; but being mild in its form, excited no alarm. I however decided it most prudent to put to sea; and having waited a day or two longer, by the urgent request of the consul, and favorable intelligence then arriving from the interior, I sailed from Vera Cruz. Encountering a long *norther* soon after I had got to sea, my crew were necessarily exposed to bad weather; and, as a consequence, the fever then lurking in our systems rapidly developed itself. Many of my officers and crew were taken down; and having, at length, but one lieutenant capable of duty, and being destitute of suitable nourishment for the sick, I anchored off Tampico to procure a supply. Here terror was found at its height; for, in addition to the commotion of the interior, the soldiers of the garrison had threatened to sack the houses of our mercantile establishments. At the strong and repeated solicitation of our consul, I was induced to receive on board all the specie belonging to our countrymen. The imminent jeopardy it was placed in, left me no ground for refusal. It amounted to a fraction less than \$40,000.

Happily we obtained a supply of those articles which had become indispensable, and which have, no doubt, saved many lives. I regret to state, that Midshipmen Bushrod W. Turner, and Terrel M. Crenshaw, died of fever. Five of my crew have also died; four of whom of fever, and the fifth of chronic diarrhoea. Doctors Buchmore and Barrington have been unremitting in their attention to the sick, and have given ample evidence that they may be relied on at any future emergency. It may not be deemed irrelevant to state, that in consenting to receive the specie at Tampico, I was, in a great degree, influenced by the opinion of these gentlemen, who declared to me their conviction that a change of climate had become necessary to restore our numerous invalids, and defend us from future contagion.

P. S.—It is highly gratifying to me to state, that the French packet, said to have been captured and robbed by her crew, and the officers and passengers murdered, arrived in safety at Vera Cruz, during my stay there, and the whole story thus happily ascertained to be a false and criminal fabrication.

20TH CONGRESS.]

No. 371.

[2D SESSION.]

ON CLAIM OF HENRY ECKFORD, FOR RENT OF GROUND NEAR SACKETT'S HARBOR, FOR THE USE OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 10, 1828.

NAVY DEPARTMENT, December 8, 1828.

The honorable speaker of the House of Representatives:

SIR: A resolution of the House of Representatives, of the 2d May last, referred the petition of Henry Eckford to the Secretary of the Navy, to report thereon at the next session of Congress.