

DOCUMENTS

COMMUNICATED TO CONGRESS BY THE PRESIDENT OF THE UNITED STATES,
AT THE OPENING OF THE TWENTY-FIRST CONGRESS,

ACCOMPANYING THE

REPORT OF THE SECRETARY OF THE NAVY.

*SCHEDULE of papers accompanying the Report of the Secretary of
the Navy, December 1st, 1829.*

- A. Statement of the United States' vessels of war, now in commission, their disposition, &c.
- B. Statement shewing the present state and condition of the United States' vessels of war on the stocks, and those in ordinary, and repairing at the several Navy Yards.
- C. Report of the Commissioners of the Navy, dated 19th October, 1829, in answer to inquiries of the Secretary of the Navy.
- D. Report of Commodore John Rodgers, dated 3d of July, 1829.
- E. Copies of papers in relation to Cotton Canvass.
- F. Statement shewing the relative rank, pay, &c. of officers of the Army and Navy.
- G. Report of the Commissioners of the Navy, dated 31st March, 1829, respecting appropriations for the Navy.
- H. Letter from the Secretary of the Navy, dated 10th November, 1829, on the state of the accounts of the Navy.
- I. Report of the Fourth Auditor of the Treasury, in reply to the Secretary of the Navy.
- K. Estimates for the Navy for the year 1830, and 1st quarter of 1831.
- L. Ditto for the Marine Corps for the same period.
- M. List of Deaths in the Navy since 1st December, 1828.
- N. Ditto of Dismissions from the Navy during same period.
- O. Ditto of Resignations in the Navy during same period.
- P. Letter from the Secretary of the Navy, dated 13th November, 1829, to the Commissioners of the Navy; and their reply, dated 23d of the same month.

A.

STATEMENT of the United States' Vessels of War now in commission, their disposition, &c.

IN THE MEDITERRANEAN.

Delaware 74, Commodore Wm. M. Crane, sailed on the 19th February, 1828: ordered home.

Java 44, Commodore James Biddle, sailed on the 7th June, 1827.

Constellation 36, Captain A. S. Wadsworth, sailed on the 12th August, 1829.

Warren 18, Master Commandant Charles W. Skinner, sailed on the 22d February, 1827.

Lexington 18, Master Commandant Wm. M. Hunter, sailed 19th May, 1827.

Ontario 18, Master Commandant Thomas Holdup Stevens, sailed 21st August, 1829.

Fairfield 18, Master Commandant Foxhall A. Parker, sailed 20th August, 1828.

IN THE PACIFIC.

Guerriere 44, Commodore Charles C. B. Thompson, sailed 14th February, 1829.

Vincennes 18, Master Commandant Wm. B. Finch, sailed 31st August, 1826.

St. Louis 18, Master Commandant John D. Sloat, sailed 14th February, 1829.

Dolphin 12, Lieutenant Commandant John P. Zantzinger, sailed in 1821.

IN THE WEST INDIES.

Hornet 18, Master Commandant Otho Norris, sailed 5th February, 1829.

Erie 18, Master Commandant David Conner, sailed 2d November, 1829.

Peacock 18, Master Commandant Edward R. M'Call, sailed 26th September, 1829.

Natchez 18, Master Commandant Alexander Claxton, sailed 9th July, 1829.

Falmouth 18, Master Commandant C. W. Morgan, sailed 20th January, 1828.

Grampus 12, Lieutenant Commandant Wm. K. Latimer, sailed 24th May, 1828.

Shark 12, Lieutenant Commandant Thomas T. Webb, sailed 5th November, 1828.

ON THE COAST OF BRAZIL.

Hudson 44, Commodore Stephen Cassin, sailed 27th September, 1828.

Vandalia 18, Master Commandant John Gallagher, sailed 16th December, 1828.

NAVY DEPARTMENT,

1st December, 1829.

B.

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 Navy Yards.

PORTSMOUTH, NEW HAMPSHIRE.

ALABAMA.—Ship of the Line. This ship requires thirty strakes of plank on each side to complete the Carpenters' work of the Hull. Masts and spars nearly finished. Progress has been made in finishing her inboard works. She can be prepared for sea in about three months.

SANTEE.—Frigate of the first class. This ship requires twenty-three strakes of plank on each side to complete the carpenters' work of the hull. Masts and spars complete, excepting a few spare spars. Progress has been made in her inboard works: she can be prepared for sea in about three months.

CONCORD.—Sloop of the first class. This ship is finished, and has her lower masts in. She can be ready for sea in ten days.

BOSTON.

VIRGINIA.—Ship of the Line. This ship can be prepared for sea in four months. Her hull is nearly complete. Progress has been made in her gun carriages, masts, spars, and inboard works. One suit of square-sails made. Tanks, ballast, cannon, and anchors provided.

VERMONT.—Ship of the Line. This ship can also be prepared for sea in four months. Her state and condition is nearly the same as the Virginia.

CUMBERLAND.—Frigate of the first class. This ship is planked inside and outside to the spar deck sills, excepting a few strakes left out for the circulation of air. Orlop, birth, and gun decks nearly laid. Spar deck framed and kneed. Progress has been in the masts and spars, one suit of square-sails made, boats partly built; tanks, cannon, ballast, and anchors provided. This ship can be completed in three months.

COLUMBUS.—Ship of the Line. The hull of this ship requires considerable repairs to fit her for sea. Her bottom requires examination, and perhaps coppering: to be caulked throughout. She may be equipped for sea in seventy-five days.

INDEPENDENCE.—Ship of the Line. The frame of this ship is believed to be sound, but she will require new decks, outside plank, galleries, head, and part of inside plank, new spars, caulking, and coppering.

CONSTITUTION.—Frigate of the first class. The frame, generally, is believed to be sound, but she requires new outside plank, from the wales inclusive, to the rail, new ceiling in the hold, new birth and orlop decks, beams, and knees, spar deck plank, galleries, head, caulking and coppering.

NEW YORK.

SABINE.—Frigate of the first class. Is nearly complete in her hull; masts and spars made; joiners' work ready for putting up. It will require four months to complete this ship.

SAVANNAH.—Frigate of the first class. Is nearly complete in her hull; masts and spars nearly finished; joiners' work ready for putting up. It will require four months to complete this ship.

OHIO.—Ship of the line. The outside plank of this ship, from the water

to the rail, and part of the inside plank, are decayed. She requires considerable repairs. It will take five months to repair this ship.

WASHINGTON.—Ship of the line. A part of the frame of this ship being white oak, is decayed. The outside plank, from the water to the rail, and nearly all the inside plank, are decayed: she will require caulking throughout and coppering. Six months will be required to repair this ship.

FRANKLIN.—Ship of the line. The plank on this ship is nearly in the same state as that on the Washington; she will require caulking throughout and coppering. Five months will be required to repair this ship.

UNITED STATES.—Frigate of the first class. Part of the ceiling, orlop deck beams, knees, and wales, are decayed; she requires caulking, and her copper to be repaired: masts and spars defective. 70 days will be required to repair this ship.

BOSTON.—Sloop of war of the first class. Some decay has been discovered in the wales of this ship; she requires caulking, and to have the copper examined. Thirty days will be required to repair this ship.

PHILADELPHIA.

PENNSYLVANIA.—Ship of the line. This ship is planked to the spar deck port sill, excepting a few strakes left out for air. The orlop, lower, and middle gun decks are laid; the upper gun deck and spar decks are partly laid; the laying of the decks, planking between the spar deck ports, building the head and galleries, making the port shutters and rudder, is the principal work to be done, excepting the caulking and coppering. This ship may be launched in six months.

RARITAN.—Frigate of the first class. The hull of this ship is nearly completed; the head, galleries, port shutters, and rudder, is the principal work now to be done, excepting caulking and coppering; she may be launched in three months.

CYANE.—Sloop of war. This ship requires heavy repairs, inside and outside.

SEA GULL.—Receiving ship. In good order.

WASHINGTON.

POTOMAC.—Frigate of the first class. This ship is complete in her hull, masts, and spars; gun carriages and boats nearly complete; some decay has been discovered in the wales of this ship, and it may be necessary to renew a part of them. Can be fitted for sea in three months.

COLUMBIA.—Frigate of the first class. This ship has fourteen strakes of plank on each side; orlop and birth decks laid, and gun deck partly laid.

NORFOLK.

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 progress has been made. She may be prepared for launching in three months.

ST. LAWRENCE.—Frigate of the first class. Has her gun deck beams in, wales on, and other plank. She may be launched in four months.

NORTH CAROLINA.—Ship of the line. A part of the outside plank of this ship, and decks, are decayed: she will require repairs, and to have her copper examined.

JOHN ADAMS.—Is now stripped for repair, and some progress has been made in the preparation of materials.

MACEDONIAN.—Frigate of the second class. This ship requires a thorough and extensive repair.

CONGRESS.—Frigate of the second class. This ship is so far completed in her repairs, that she may be sent to sea in fifty days.

C.

NAVY COMMISSIONERS' OFFICE,

19th October, 1829.

SIR: The Commissioners of the Navy have given to the subjects, to which, by your letter of the 13th ult. you were pleased to direct their inquiries, all the attention and consideration which their limited opportunity and time admitted; and they now respectfully submit the result.

The plans of the several navy yards indicate the improvements made in each; consisting of officers' quarters, store houses, ship houses, blacksmiths' shops, timber sheds, timber docks, spar sheds, boat sheds, &c. with the dry docks in progress at Norfolk and at Boston; and the paper A will show the number and description of ships in ordinary, and the state and condition of each.

The query, as to the number of navy yards now established and in operation, is one of such importance as to command the most earnest attention and investigation. The Commissioners are fully sensible that its discussion may excite strong local feeling, and they are aware of the responsibility of any opinion they may express upon the subject; but, referring exclusively to the unbiassed dictates of their judgment in the performance of an important official duty, and claiming the indulgence which a liberal community will not fail to extend to honest efforts, looking solely to the advancement of the public good, they approach the question with a confidence proportioned to the sincerity of their convictions.

“Is not the number of navy yards, greater than is consistent either with economy, or the wants of the service?”

To maintain any one yard beyond the number necessary for building and equipping our ships with the utmost despatch, can, in no view, be considered as consistent either with economy or the wants of the service.

It is obvious, that the greater the number of navy yards, the greater must necessarily be the expense. A yard, used for general purposes, that is, for building, repairing, equipping and victualling a navy, requires nearly a full set of officers to superintend it, although it may be only *occasionally* used for such purposes. The principle of accountability in each yard being necessarily the same, the same system of checks must be maintained, whether the amount of the expenditure be large or otherwise. In yards, not constantly used for general purposes, some of the subaltern officers might probably be dispensed with, but not in sufficient number to affect materially the aggregate amount of expenses, if we keep in view the preservation of system.

Were we to disregard economy, plausible reasons might be assigned even for an increased number of yards. It might be urged that multiplying their number would multiply the chances of reaching one of them in cases of emergency, such as distress in storms, or disasters in battle; but when we look to the localities of our present yards, there are but few of them that can claim a decided preference, even in this, the most favorable but certainly fal-

lacious, view of the subject. The harbor of Boston can be entered only when the wind shall happen to be fair; its snow storms in winter, its fogs in Spring and Fall, present serious and frequently insuperable difficulties. The same objections apply with considerable force to Portsmouth, N. H. New York, Philadelphia, and Pensacola, are all objectionable, as neither of them is easily accessible, and the two latter cannot be entered by ships of great draught even at high water.

If the number of navy yards were confined to the number necessary for the service, in peace or in war, many advantages would result. The expenses would be reduced, and efficiency greatly promoted; system and uniformity might be more easily preserved, and the accountability of those having the direction, rendered more certain and precise. By reducing the number of yards, more work would necessarily have to be done at each. This would enable the Government to concentrate artificers, ship carpenters, and other necessary mechanics, and give them *constant* employment; and the Government would have it in its power to select and retain in its service the most valuable, at fixed and moderate wages. We should escape the inconveniences to which we are now exposed, by employing mechanics at so many different points to execute the public works, and discharging them when such works are done. This state of things not only compels us frequently to pay high wages, but to accept the services of inferior men; those possessing the most skill, become discontented when discharged, and will never return unless from necessity. By having few yards, and those judiciously arranged, and provided with the necessary conveniences, much might be gained in the amount of daily labor performed. Ship carpenters and other mechanics, working under cover, can not only do more work per day, but lose no time from rainy or other inclement weather—a consideration important to the Government, and calculated to render employment in its service an object of competition with the best men. While no time would be lost when working under cover, without a cover it is believed that, for six months of the year, the work per week would not average more than 4½ days—thus occasioning a loss of one-fourth of time, to save which, mechanics would readily agree to probably 10 per cent. less wages; while a ship, built under cover, is worth, probably, 25 per cent. more than when built in the open air, constantly exposed to sun and rain.

It would be difficult to estimate fully the value of chosen bodies of mechanics, selected for their skill and industry, and prepared with every necessary convenience, faithfully to execute the public works in the best manner and in the shortest time. In peace, economy would be greatly promoted. In war, the highest interests of our country would be subserved.

Among other considerations claiming attention, it may be observed, that, by reducing the number of navy yards, many materials suitable for the construction of small vessels would, in the building of large ships, be saved. In the present state of things, such materials are distributed among so many yards, that the expense and difficulty of collecting them at any one point frequently exceed their value.

Viewing this question then in reference to the expense, and to the efficiency of our naval establishment, the Commissioners are decidedly of the opinion, that the present number of navy yards is “greater than is consistent either with economy or the wants of the service.”

The question here arises, What number of navy yards does the Navy, viewed in its present and probable future state, require, to secure to it all the advantages and facilities necessary to render it in the highest degree efficient?

To form a satisfactory opinion upon this important point, we must look to our seaboard, and consider well the localities of our harbors. It will be found, that, although numerous, there are but few of them which can be safely entered by ships of the line, or even large frigates; and surely it will be conceded that none other should be selected as a general rendezvous for our Navy.

Our maritime frontier presents two prominent positions, of which a skilful invading enemy would endeavor to gain possession, as enabling him more effectually than any other to harass our coasting and foreign trade, and cut off our internal communication by water, while they would also enable him, with but a small military force, comparatively, to compel us to maintain more than ten times his number of troops to protect points in the very heart of our country, which he might be continually threatening, although he might never seriously design to attack. These positions are precisely those which we should most vigilantly preserve from his grasp. The very reasons which render them objects of great interest to him, render them doubly important to us. If he, possessing them, could thus seriously annoy us, we, having them in possession, could thence most effectually protect our line of coast, and assail him should he attempt a blockade. An enemy, excluded from these positions, can no where upon our coast find more than temporary shelter for his ships. It is, indeed, confidently believed, that, if we had these two points well secured, (and we surely possess amply the means of rendering them so) the inducements to maintain a squadron upon our coast would be so diminished, the difficulties, inconveniences, and hazards, would be so numerous and so serious, that an enemy, even one physically and numerically our superior in force of ships, would find it his interest to avoid such an attempt.

The history of our Revolutionary war, and our experience during the last war with Great Britain, indicate these two positions too clearly for them to be mistaken. Our past sufferings admonish us, that the Chesapeake Bay, and the waters near Rhode Island, are our most vulnerable points; but while this is admitted, there is great satisfaction in the reflection, that they are known to be susceptible of perfect defence; and, from their relative positions to each other, their accessibility at all times to ships of the greatest draught of water, and their greater range of anchoring grounds than are afforded by any other harbors in our whole line of coast, they form, in the opinion of the Commissioners, the two most important and desirable points for the general rendezvous of our Navy, in peace as well as in war; and these, they think, would, in every view, be the most judicious locations for our chief naval depots.

The central position, the mildness and salubrity of the climate, the facilities of ingress and egress, and the almost inexhaustible supplies of ship timber afforded by the Chesapeake and its tributary streams, render it superior to any other place on our whole line of coast, for a great naval station and depot; and next in the order of importance, for such purposes, is Newport, Rhode Island, or some other spot in Narragansett Bay.

Aside of all the considerations which recommend these as the most important positions for naval depots and stations, in reference to the local advantages and facilities they afford for the rendezvous of ships, there are other views which strike our minds with increased force and interest, and conduct us to similar conclusions.

Let us, Sir, for a moment, contemplate a state of war, and suppose these to be the general rendezvous of our *Guarda Còsta*, consisting of line of battle

ships, aided by steam batteries. These, co-operating with the permanent fortifications now in progress, would place those points in a state of security, and enable us to protect extensively, if not effectually, our inland and coasting trade, and to render invasion difficult and hazardous at any point, and probably impracticable at most; while our frigates, sloops of war, and smaller vessels, sailing thence, as they would be able to do at all times, and returning, as they might, in all winds, would annoy the commerce of the enemy in distant seas, even on his own coasts, and at the mouths of his harbors; to protect which, he would necessarily be obliged to draw the larger part of his force from our coast (if stationed there.) We might thus compel him to act on the defensive, while the chances of our merchant and other vessels safely returning into port, would be greatly increased. The importance of a Navy does not depend so much upon the number of ships, as upon their size and efficiency, and a judicious disposition of them, in reference to our own protection and the annoyance of an enemy to the greatest possible extent.

In time of peace, our ships, particularly those of the line and frigates, ought to be laid up in situations where they could be most easily united, and their services most readily commanded, in defensive operations against an enemy coming suddenly upon our coast, and bringing with him, as it might happen, the first intelligence of his having declared war against us. In this view of the subject, the two positions referred to again present themselves as being more desirable than any other for the rendezvous of our Navy, between the Chesapeake and Newport; each being so accessible, so easy of egress and ingress, that a junction of forces, stationed at them, might generally if not all times, be effected in less than forty hours. This is an advantage of vast importance, not possessed by any other two posts fit for the rendezvous of our ships of war, on our whole maritime frontier. Between Boston and the Chesapeake, to form such a junction, under ordinary circumstances, it might take ten days, or even a longer time; but, with adverse winds, and other causes, not unlikely to occur, the detention would be incalculable: for, so long as they should continue, a ship of war might not be able to get out of the harbor of Boston.

But we have incurred great expense in establishing other yards, and what shall be done with them?

At Boston, the buildings and improvements are highly valuable, and the dock now in progress at that yard makes it desirable that it should be retained as an auxiliary establishment. Its dense and active population, its numerous artificers and mechanics, and other resources it affords, give it facilities in the building and repairing of ships. It is understood that a canal is in contemplation between Massachusetts Bay and the waters of Rhode Island; and, should this work be completed upon a scale sufficiently extensive to admit the passage of steam batteries and sloops of war, it would become highly important as presenting the means of affording additional protection to our whole line of coast, East of Cape Cod and Nantuckett South shoal, by a direct, safe, and speedy communication between Boston and Newport; while merchant vessels, bound to Boston, would often, particularly in time of war, avail themselves of this channel to reach their destined port. For our ships rendezvousing at or near Newport, Boston might thus be relied on as furnishing many of the necessary supplies that may be required, either during peace or war.

As has heretofore been observed, Portsmouth, N. H. is liable to particular objections; and its remote position, and Boston intervening, deprive it of

any advantages it might otherwise possess as an auxiliary establishment; New York, Philadelphia, and Pensacola, are neither of them easily accessible; the two latter cannot be entered by ships of great draught of water at any time.

The yard at Washington has been established at great expense; it possesses factories of chain cables, anchors, cambooses, blocks, castings, and laboratory stores generally; and advantages attach to these valuable factories, being conducted under the immediate eye of Government; and, although, like Philadelphia, it does not afford a sufficient depth of water to admit the passage of ships of heavy draught, with their guns and stores on board, yet still, considering its connexion with the Chesapeake Bay, and the facility with which the hulls of ships of the largest class may be towed to Hampton Roads or Norfolk, by common steamboats, it will be seen that it is not destitute of advantages, even as a building yard, if viewed in the light of an auxiliary to a larger and more important establishment in the lower waters of the Chesapeake.

Upon the whole, with respect to the number of yards, viewing the question in all its aspects, the Commissioners of the Navy, with great deference, submit the opinion, that, with the exception of the yards at Boston, Washington, and Norfolk, and another near the Gulf of Mexico, (principally as a place for the deposit of stores) all of our other yards might, in the course of a few years, (allowing time to remove the ships, &c.) be dispensed with, without injury to the Naval service, provided an establishment be made near Newport, R. I.; that the places of general rendezvous, in peace and in war, should be the Chesapeake Bay and the waters at or near Newport; that the yard at Washington should be retained as an auxiliary to the one, and that at Boston as an auxiliary to the other. And the opinion is confidently entertained, that economy and efficiency would be greatly promoted by such an arrangement.

As to the most advisable position near Newport, a satisfactory judgment cannot be formed until a thorough and minute examination shall have been made. It is known that there are several suitable places, but it is not known which is entitled to a preference.

With regard to "the preservation of ships in ordinary from the injuries arising from climate," much has been said and written, by men of practical information, and many theories still exist upon the subject. It is believed, however, that the climate, from the Chesapeake Eastward, does not differ so much as to affect materially the preservation of ships at any one of our yards more than at another; that, if a ship be originally built of the best materials, and be in sound condition and well caulked, when placed in ordinary, she may, by excluding the sun and rain, keeping her thoroughly clean, dry, and well ventilated, and winding her occasionally, be preserved in that state at either of the yards. The great cause of early decay in our ships is confidently believed to be, in their having been planked with timber, sometimes cut in the wrong season, (although always endeavored to be guarded against in the contracts) most generally not well seasoned, and not unfrequently to the union of both causes. The *frames*, being of *live oak*, may almost be considered as imperishable.

These observations apply to all ships placed in ordinary, whether they have been in actual service or not, prior to there being placed there. While in actual service, it is found that ships do not decay as rapidly as they do when lying in ordinary *unprotected* from the weather; but if *protected*, in

the way above suggested, they may be preserved much longer in ordinary than while in service at sea, as they are not subject to the wear and tear, and vicissitudes of climate which vessels in service are exposed to. It would be a difficult task indeed to "estimate the losses sustained under the present system of management, with reference to the quality and condition of the materials used in the construction of our ships." From necessity, ever since the creation of our Navy, we have been compelled to use, to a great extent, unseasoned timber in the construction and repair of our ships; hence, immense expenditures and great loss of time (invaluable in war) arising from the necessity of *frequently* repairing them.

The remedy for this evil consists in providing extensive supplies of ship timber, and placing it in a state to be well seasoned before it shall be used, and by never using, either in the construction or repairs of our ships, timber that shall not be perfectly seasoned. The Commissioners earnestly recommend this subject to your consideration; and they would also respectfully recommend, that our vessels in ordinary be all placed in the state previously indicated, as necessary to preserve them from decay. They cannot be so preserved without being well protected by close coverings or roofs over them. It was, indeed, hoped, that this point, often heretofore urged, would have so far claimed the favorable attention of Congress, as to have induced that honorable body to have made the necessary appropriations.

It may be proper here to submit the result of our observations and inquiries with respect to the modes of seasoning ship timber. As to the best methods, many opinions exist, and it is yet an unsettled point among the most experienced and intelligent. Weighing all these opinions, and referring to our own past experience, we incline to the conclusion, that the following would be found as effectual, if not more so, than any other that could be adopted, viz:

Live Oak timber.—Let it be immersed in water for twelve months, then taken up and placed under cover to protect it against the sun, rain, and high winds; its immersion is recommended by the fact, that it renders it less liable to split or rent.

White Oak timber.—Let it be docked about eighteen months in fresh, or two years in salt water, then taken up and sawed into such sizes as may be required, then placed under cover for two or three years, when it will be fit for use.

Yellow Pine.—Let it be docked for about twelve months, then taken up and sawed to proper sizes for use, then placed under cover for about two years.

Mast timber.—Let it be immersed in water and covered in mud, and continue in that state until it shall be required for use.

All timber ought to be cut, if practicable, when the greatest portion of the sap is arrested in its circulation, (say from the first of November to the last of February,) and after being immersed in water, ought never to be taken out at any other season than early in the Spring, if to be avoided, and it should then, as early as may be practicable, after being sawed or reduced to proper sizes, required in ship building, be put under sheds, so constructed as to admit a free circulation of air, but at the same time to shield it from too much exposure to the sun and strong currents of air. It is believed, if the timber used in the construction of our ships was to undergo a process like this, that their durability would be increased twofold.

The Commissioners entertain no doubt that much loss has been sustained by "launching ships before they are required for service." On the stocks, well protected, a ship can be preserved, almost without expense, for a great number of years—probably as long as the furniture of a house, particularly if built of the best materials and properly ventilated.

Launched, and not protected, *while building*, by a house or other covering, from the weather, as has from necessity been the case with many of our ships, and *continuing unprotected*, their decay soon commences, and becomes destructive, particularly in their planking.

As to the effects of different kinds of water upon copper on ships lying in ordinary, salt water is doubtless more corrosive than fresh. In fresh water, where there is not a strong current, such copper as is used for our ships (32 oz.) would last probably twenty to twenty-five years. In salt water, the effects upon copper, depending probably upon the degree of saltness, differ at different places. The bottoms of our ships, in some situations, soon become barnacled, and even muscles and oysters attach themselves to the copper, and prove very injurious. In other situations, when the water is only a little brackish, a crust is formed on the external surface of the copper, which some suppose protects the interior copper, and it may do so in a small degree. But, the fact admitted, that copper can be preserved longer in fresh, than in salt water, still the contrary is no doubt the case with regard to the timber of ships, which is universally believed to be more durable in salt than in fresh water; and this is a far more important material than copper in the construction of our ships, whether we refer to the cost, or the difficulty of providing it.

Suitable copper may be readily obtained at all times and seasons; but it requires years to procure suitable ship timber. And it may be remarked, as worthy of consideration, that the water is salt in all of our harbors in any way calculated as rendezvous for our Navy.

I have the honor to be,

With great respect,

Sir, your obedient servant,

JOHN RODGERS.

Honorable JOHN BRANCH,
Secretary of the Navy.

D.

WASHINGTON, 3d July, 1829.

Sir: I have the honor to inform you that, in compliance with your instructions of the 6th of April last, I left this city on the 12th of the same month, accompanied by Commodore Patterson, L. Baldwin, Esq. civil engineer, and Mr. George Baldwin, his assistant, but that, owing to unavoidable delays in descending the Ohio and Mississippi rivers, and seven days detention at New Orleans, we were prevented from reaching Pensacola until the 14th of June.

Commodore Patterson was unfortunately taken ill on our passage down the Ohio, and such became his prostration of strength, occasioned by the severity of his disease, said to be inflammatory rheumatism, that, by the time we arrived at New Orleans, all hopes of a speedy recovery, likely to enable

him to accompany us further, had entirely vanished. This untoward event, I can assure you, sir, occasioned me much pain and regret, as well on account of his own sufferings, and those, too, under circumstances of the most aggravated character, as that it deprived me of the many advantages I had promised myself to derive from his advice and assistance.

Arriving at Pensacola, as before mentioned, and having made the necessary preliminary arrangements, our operations were commenced the next day: the engineers on an examination and survey of the Navy Yard and adjacent waters, in reference to their suitableness for the erection of wharves and the construction of a marine rail-way for the repairs of sloops of war and smaller vessels—whilst, at the same time, my own attention was directed to a general examination of the whole establishment, with regard to its police, its expenditures, the number, size, and character of its buildings, and other improvements, &c ; and I now have the honor of submitting to you, for the consideration of the President, a report upon those, and upon all other matters to which your letter of instructions directed my attention.

Plan No. 1 will, on examination, be found to contain a correct and minute delineation of the Pensacola Navy Yard, with all the improvements which have been made therein up to this time—shewing the depth of water at different distances from the shore, including the number and description of houses, and every other appendage now belonging to that establishment. But, before venturing further on the subject of additional improvements, I would respectfully suggest to the President and yourself the propriety of entering, more fully than seems to have been hitherto done, into an investigation and analysis of the geographical position, in regard to the protection of our commerce and the suppression of piracy in the Gulf of Mexico and the West Indies; bearing in mind the small depth of water on *Pensacola bar*, (22 feet 6 inches at high water) the difficulty of ingress and egress at all times; the sterility of the soil in the vicinity of the yard and for forty miles in every direction; the impossibility of preserving salted provisions and bread for any great length of time; and more particularly the high prices of labor and provisions, and the uncertainty and difficulty of obtaining mechanics and laborers from time to time, as the exigencies and nature of the service to be performed may render expedient: These circumstances being considered, and their consequences duly weighed and understood, lead to the conclusion that the President and yourself will, on a closer examination of the subject, perceive that Pensacola, as a naval station, neither possesses, by nature, nor can be made, by artificial means, to supply, in an essential degree, any of the requisites called for in an establishment, the object of which is to afford succor and give efficiency to the operations of a naval force, such as it would be found necessary to employ in giving any thing like efficient protection to so important and extensive a commerce as is constantly to be found passing to and from the Gulf of Mexico, and adjacent seas, from every part of our extensive sea board, from the Mississippi to Maine.

Whether the view I have taken of this subject, in relation to the obstacles attendant on Pensacola being made a principal naval station, even admitting it to be intended only for the security and protection of the immense amount of commercial products to which the Ohio, the Mississippi, the Missouri, and their almost numberless tributary streams are constantly giving vent, has any thing of correctness in it, no person is better capable of deciding than the President himself: for, in addition to his ability to understand the subject fully in all its relations, he is known to be familiarly acquainted with the po-

sition, properties, and localities, of the country to which the preceding remarks are intended to have reference.

In addition to the Plan No. 1, herewith handed you, I shall, in a few days, receive from Mr. Baldwin, another plan of the Navy Yard, such as will serve as a guide in the direction and application of all future expenditures in the erection of quarters for officers, offices, ware-houses, blacksmiths' shops, timber sheds, sail lofts, rigging lofts, joiners' shops, and wharves; also, a report on the practicability and cost of constructing a marine rail-way suitable for the repair of sloops of war and other vessels. These, when received, I shall also have the honor to lay before you.

With respect to the most eligible site that could be found for the erection of a Naval Hospital, at a convenient distance from the Navy Yard, permit me to refer you to paper B, of which the following is a copy :

B.

“The undersigned, with the advice and assistance of L. Baldwin, Esq. civil engineer, examined the lands in the neighborhood of the Pensacola Navy Yard, with a view, in conformity with your instructions, to the selection of a suitable site for the erection of a Naval Hospital, and has the honor to report, that, whatever kind of building it may be deemed expedient to construct for this purpose, between the village of Barrancas and the Navy Yard, distant from the former a little more than a fourth, and from the latter about half a mile, a suitable spot, on land already belonging to the Government, for the location of such an establishment, is to be found—containing nearly, if not all the advantages most desirable in such an institution, viz:

“1st. The site herein recommended is such as to ensure to it complete protection from two forts, intended to be erected to the Eastward of it—one of which is already commenced; the other, preparations are making to commence; the first, on the West end of Santa Rosa Island, the other on an eminence in advance of the Barrancas.

“2d. It has the advantage of casier access than any other place by land, as well as by water, not only with the Navy Yard, but with the shipping in the harbor.

“3d. It stands on a high, airy, and commanding position, affording a fine view of Pensacola bay, and of the sea, to the utmost extent of human vision.

“4th. It lies within forty yards of a never-failing spring of as good water as any to be found in the neighborhood.

“5th. It is situated in the midst of an extensive grove of young thrifty live oaks, pine, black oak, magnolia, and red bay trees.

“6th. Being upon the highest part of a hammock, the land, although not rich, may be made, with but little labor and expense, to produce vegetables in as great abundance as any other spot in its vicinity.

“It is believed that a frame building, the cost of which, not exceeding \$8000, would be found amply sufficient for the accommodation and comfort of any number of officers, seamen, and marines, that our squadron, cruising in the West Indies, would ever find it necessary to send to an establishment of this kind. Such a building, if constructed of good materials, would last, it is thought, 25 or 30 years, without further expense than occasionally a coat of paint, and such trifling repairs as the invalids of the institution could from time to time be able to make.

“The site recommended has already on it the sills of a building, the dimensions of which, and the cost of completing it, you will find described on

paper H. This building, if completed, would, it is thought, answer sufficiently well for the present."

Upon the subject of the lands sold to the Navy Department by Colonel Joseph M. White, on his own account, and as agent for Judge Henry M. Brackenridge and for Francisco and Ferdinando Morino, I spent five days in examining the four tracts. The two first, consisting of 1600 arpents (1200 the property of Col. White,) cost the Department \$2700—(400 belonging to Judge Brackenridge) cost \$2200. These two tracts are bounded on the South by Santa Rosa Sound, and on the East and West by lands belonging to the United States; the Eastern boundary of the first 1200 arpents being six, and the last 400—about four miles distant from the extreme end of Deer Point.

On the tract purchased of Judge Brackenridge (see plat No.) I should suppose, from the best examination I was enabled to make, that one fourth of the whole may be considered what is commonly denominated hammock land—the soil from 12 to 18 inches deep, consisting of decomposed vegetable substances and oyster-shells, intermixed with the fine white sand forming by nature so large a portion of the soil of Florida, particularly that part bordering on the Gulf of Mexico. On one part of these hammocks, one hundred or more live oak trees of large growth are to be seen, and on others, large stumps of the same tree are found—thus furnishing, if not conclusive, strong presumptive evidence that a soil that had once given growth to such timber, might, with care and proper management, be made to produce it again, if not by transplanting young and thrifty trees, at least by sowing acorns taken from trees of large growth while in a sound healthy state. On the adjoining 1200 arpents, purchased of Colonel White, (see plat No.) I am led to believe, taking the whole together, that not more than one sixth part can properly be called hammock lands—this, particularly the hammock land, is similar in quality to that purchased of Judge Brackenridge, and from the number of large stumps to be met with, it is inferred that large live oak trees had once grown on it; at present, however, it has but few, if any, of this description, although it contained several thousand young trees, 12 to 20 and 25 feet in height, and 2, 3 and 4 inches in diameter. The timber on the Easternmost part of this tract consists principally of a stunted growth of pitch pine, intermixed with scrub, black jack, and water oaks.

The improvements on the two tracts are as follows: On that purchased of Judge Brackenridge, a frame dwelling, one story high (not plastered) containing two large, and four small rooms, with a large passage running through the centre, having a portico in front and another in the rear of the house; a log kitchen, a stable, and other small out houses; two gardens, the large one having in it several hundred small orange and peach trees; the other, used principally as a vegetable garden, has some small fruit trees and shrubbery. In addition to these, there are two new rough log buildings, sufficiently capacious to accommodate 20 negroes. On the tract purchased of Colonel White, there are no improvements other than the remains of two small log buildings, said to have been built by General Call.

At the time I visited these lands, there were twenty hands employed in cutting down, and clearing out from among the young live oaks, all the undergrowth and other trees, such as white bay, black jack, scrub, black and water oaks, magnolia, &c.; and in this way, it was judged by Mr. Davis, the overseer who accompanied me, that nearly or quite 200 arpents had already been cleared, in addition to two avenues in a North and South direction, and

another in the centre, running East and West, that had been cut through the woods to give free circulation to the air, and prevent injurious effects from fires, such as these lands had previously been subjected to from Indian hunters and others. On the lands thus cleared, the overseer assured me that there were now growing 173 full grown trees—126 of six inches and over in diameter; 11,635 between two and six inches; and 9965 of two inches and under—making in the whole 22,202, which he had already counted.

From the limited examination I was enabled to make, of these lands, it is impossible for me to say with precision how many acres had been cleared, or how many live oak trees they contained: but, from what I did observe. (and my whole attention was given to the subject) I am strongly inclined to believe that the overseer's statement is nearly if not quite correct.

Colonel White, I found, was at Tallahassee; and as it would have required 20 days for a letter to reach him by due course of mail, I was under the necessity of giving up the expectation of seeing him before my departure; and Judge Brackenridge having left Pensacola for Philadelphia, before my arrival, precluded my obtaining from him an account of the expense that had already been incurred, or of the sums necessary to satisfy existing claims against the lands, for the improvement of which he had been appointed the superintendent.

I now come to the two tracts, one consisting of 1250 arpents, purchased of Col. White, for the sum of \$2,361 11; the other of 800 arpents, purchased through him, as the agent of Francisco and Ferdinando Morino, for the sum of \$3000. In the examination of these lands I spent two days, and was assisted in my researches by Capt. Woolsey of the Navy and a respectable Spaniard, a native of the village of Barrancas, named Cummings or Cummin.

The 1250 arpents (see plat No.) are bounded on the North by the Grand Bayou, South by the Grand Lagoon, East by the Gulf of Mexico. On this tract, which lies about three miles West of the Barrancas, there is a large hammock, of about 150 arpents, that contains some large live oaks, and a considerable number of others, of recent growth, from 3 to 6 inches in diameter, intermixed with pitch pine, red bay, black oak, magnolia, and other trees of a small size. This hammock does not appear to differ in the quality of its soil from those inspected on Santa Rosa Sound; and, from what I was able to observe by passing around it, and into it in two places, as far as the undergrowth would permit me to penetrate, I am led to believe that the number of arpents of hammock it was said to contain does not differ essentially from what has been stated. The remainder of this tract consists, one third, perhaps, of impenetrable swamp, covered with juniper, white bay, and other trees peculiar to such land; the remaining two-thirds of sand, in most places thinly covered by pitch pine, none of which are large enough for spars.

The tract of 800 arpents is bounded on the North by the Grand Bayou, on the West by the village of Barrancas, and on the East by the Navy Yard. This tract has on it two hammocks, one containing perhaps 35 or 40, the other, 20 or 25 arpents; but although it has, like the other hammocks, a large number of small live oak trees, and some large stumps of the same kind of timber, I saw none of large growth. The soil, like all the rest, is generally very sandy, and unfit for cultivation. It is, however, pretty well clothed with small trees, such as pine, red bay, black jack, water oak, and other wood suitable for fuel. Its chief value consists in its vicinity to the Great Bayou—the number of springs of good water it supplies, and the fine

elevated prospect that part bordering on the bay of Pensacola affords of the sea. It is on this ground that the erection of an hospital is recommended, should one be thought expedient.

On my return from Pensacola, in the Eric sloop of war, (which ship, owing to the bad state and condition of her bottom and standing rigging, it was deemed advisable to send to the United States for repairs) I called at the *Dry Tortugas*, where I spent four days in the examination of its singular harbor; and this I was enabled to do effectually by the assistance of Mr. Baldwin and Captain Turner, with the boats of the Eric.

The Tortugas, so called, consists of eleven small islands, or keys, encircled by an immense reef of bank, formed of coral, which breaks off the sea in every direction, and contains within its embrace an outer and an inner harbor—the first of which, besides affording a safe anchorage at all seasons of the year, is sufficiently capacious to ride in security all the navies of Europe; but, what is most singular, there is within this harbor another, still more secure, which, in its character, may be said to be unique—uniting, as it does, sufficient depth of water for ships of the largest class to a narrow entrance, not more than 120 yards wide; ease of ingress and egress; and may be entered or departed from at all times, let the wind be from what point of the compass it may.

This singular harbor, when considered in reference to its geographical position and the defence of our Southern coast, may justly be looked upon as the advance post of that portion of our Southern and Western maritime frontier; and in this light must strike every one as possessing peculiar advantages; lying, as it does, directly in the track of all vessels passing to and fro, not only between the Mississippi, but every part of West Florida, having inter course by sea with our Eastern States—whilst at the same time there is no one spot, on our whole line from North to South, that present the same facilities in communicating with the several ports in the island of Cuba, as well as those in the Gulf of Mexico, even as far South as the Bay of Honduras on the Spanish Main.

These, however, are not all its advantages: for, on referring to the chart, it will be seen that not only the commerce of the Havana and of the island of Cuba generally, but even the homeward bound trade of Jamaica, would be subjected to its grasp, were its natural advantages to be aided by the erection of suitable works for the protection and convenience of a competent naval force.

With all these advantages, it must be confessed that nature has not supplied it with every essential necessary to the perfectibility of such an establishment, inasmuch as no fresh water or fire-wood of any consequence is to be found on either of the keys; water, however, might be supplied by the erection of cisterns, and wood from Key West and the Eastern part of the peninsula of Florida, without much inconvenience or expense.

The base of the whole of these keys is formed of concrete rock, composed of coral and shells, giving to each a foundation of the most solid and permanent kind; seven of them are clothed with a rich grove of mangrove trees of small size, and various shrubbery; but the other four contain little or no vegetable productions, although turtle and fish, in the greatest abundance, are to be met with every where. For a minute delineation of all that relates to these islands or keys, permit me to refer you to the accompanying charts.

All the papers received by me, having any relation to the lands purchased of Col. White and others, are herewith transmitted. It would be difficult to

determine the value of these lands: for, notwithstanding they all contain considerable quantities of timber, suitable for fire wood, and those parts called hammocks might be made to produce live oak, it is believed, still, for the purposes of cultivation, there is but a small part, I should think, that is of any value whatever.

All which is respectfully submitted.

I have the honor to be,
With great respect, sir,
Your most ob't servant,

JOHN RODGERS.

Honorable JOHN BRANCH,
Secretary of the Navy.

☞ The Drawings, Plans, &c. connected with this report, will, when received from the Engineer, be transmitted.

E.

Copy of a letter from Warren R. Davis, Esquire, to the Secretary of the Navy, dated

WASHINGTON, August 12th, 1829.

I take the liberty, partly based on some personal intimacy, but chiefly as one of the Representatives of a neglected portion of this Confederacy, of addressing you on a subject that I consider of public interest.

I respectfully request that you will cause an experiment to be made in the Naval service of the United States, for the purpose of ascertaining the fitness and utility of cotton as the principal element of sails, rigging, &c. and of its comparative cost, strength, durability, advantages, and disadvantages. This request is predicated on information I have received of the results of some partial experiments recently made in the United States' sloop of war the Boston, lately returned from a South American Atlantic station, and on other facts and experiments in the merchant service. That sails, rigging, &c. of cotton fabric, have been long used in the navigation of the Grecian Archipelago, is well known; and the fact that the Austrian as well as the Greek ships in the Levant are clothed entirely with that material, is amply sufficient to prove that cotton is there used, not as a substitute, but in preference to hemp. Hemp is one of the staple productions of that country, and forms an important item in the list of her exports; cotton is not, but is imported from other countries. I am informed that the superior celerity of the Greek ships, and what are usually called the Baltimore clippers, is attributed, in part, to their use of cotton canvass.

The main-topsail of the Boston, which I understand was mostly used and relied on during the long voyage from which she had just returned, was of cotton canvass; and that experiment was abundantly satisfactory to the officers on board, of its strength, durability, and usefulness. An officer of that ship, of skill, science, and the most scrupulous accuracy, has promised me a written statement of the facts referred to, as well, also, of some experiments in the merchant service; these shall be furnished you as soon as received. These facts, together with the certificates subjoined, I hope will be considered sufficient to authorize a full and fair experiment; especially as the cost of an extra set of sails, &c. would be but little, and repay that little by their service. This application is justified not only by its probable important results, but by frequent and recent precedents.

The Navy Department has been repeatedly and pressingly importuned to test the comparative merits of American hemp, sail-duck, &c.; and in 1828 the Naval Board of Commissioners made a full report on the subject, which was immediately followed by a law imposing the heavy and oppressive duty of \$45 per ton on unmanufactured hemp, until the 30th June, 1829, and \$5 per ton, annually, until the duty shall be \$60 per ton. A similar call was made in 1827, and responded to in 1828 by the Secretary of the Treasury, on the culture of silk. If I mistake not, a resolution was adopted by the House of Representatives, at the last session of Congress, directing the Secretary of the Treasury to digest a plan for supplying the American Navy with cordage and canvass of domestic produce and manufacture. The request I make is, at least, as humble; it is only to use an article already within your reach, to test its usefulness and importance.

If the result of the experiment should be as I most confidently expect, its importance to the nation will be vast indeed. It would increase the demand for almost double the amount of cotton now annually produced in the United States. If successful here, it would be speedily adopted by the navigating interests of other countries, and increase the demand, and open a market for that product to an amount beyond the reach of calculation.

Hemp can be profitably cultivated only on a few rich alluvial spots, or veins of land: but cotton (not unequally burthened as it now is) would yield to honest industry wealth and comfort, from the 36th degree of North latitude to the utmost verge of our Southern and South-western limits. The wealth added to the general stock of national riches by the cultivation of hemp, is small indeed, according to the Treasury reports, from 1818 to 1827 inclusive. During the latter year, the exports of hemp, canvass, and cordage, amounted only to \$63,074; but the exports of cotton, during the same year, from seven States only, amounted to \$29,359,545; that article alone being of greater value than all other exports of all the other States together, and yielding, by the duties imposed upon its returning exchanged value, more than half the revenue of this Government. But, however advantageous the experiment may prove to a particular section of our country, I admit that it can be properly asked for or expected on the ground alone of national interest.

In the present case, the result can be of no local or sectional interest, unless it proves useful and beneficial to the nation. The former will depend upon, and be the consequence alone of, the latter. Its success and future triumph will require no aid from legislation, no exclusive privileges for itself, or burthens upon the industry, or encroachments upon the rights of others.

I herewith enclose you a part of the testimony I have received, and have the honor, &c. &c.

NAVY DEPARTMENT,

August 24th, 1829.

SIR: I have received your communication of the 12th instant, containing your views of the expediency of introducing into our Navy the use of cotton canvass.

The testimonials presented by you, from highly respectable sources, of the result of various experiments in the merchant service, added to the trial made of a topsail, of that material, during the late cruise of the sloop of war Boston, are sufficiently satisfactory to authorize a more extended experiment.

The fitness of this great staple of our country for the manufacture of canvass, suitable for Naval purposes, shall, as it deserves, be fully and fairly tested. I have accordingly, with the approbation of the President, ordered a full suit of sails for the sloop of war Peacock, now fitting for sea, to be made of cotton canvass.

I am, very respectfully,
Your obedient servant,
JNO. BRANCH.

HON. WARREN R. DAVIS.

Copy of a letter from Isaac McKim, Esquire, to Warren R. Davis, Esquire, dated

BALTIMORE, August 15th, 1829.

I received this morning, your letter of the 13th instant, requesting my experience and opinion respecting cotton duck, which I shall give with great candor, as I have no interest in the use of cotton duck, farther than the general interest of the country. Having been constantly engaged in the shipping business as owner, for about thirty years past, and particularly in fast sailing Baltimore schooners, my attention has been constantly applied to whatever would improve their speed in sailing, as those vessels are generally employed in such voyages where every thing depends on fast sailing; and when the British orders in council were in force, France was principally supplied with colonial produce by this description of vessels, under French Imperial permits, and sometimes I have been under the necessity of standing my own underwriter to the amount of \$100,000, on a single vessel; thus situated, every attention was bestowed on the outfit of the vessel, but at this time I was not acquainted with the great value of cotton duck. It was during our late war with Great Britain that it began to be introduced, and my first knowledge of it was in about 1813, by being used on a Baltimore schooner, called the *Tuckahoe*, and which vessel, in consequence, had the reputation of outsailing all the other Baltimore schooners. In 1815 I built two fine schooners, burthen about two hundred tons each, the one called the *Tropic*, and the other the *Plattburg*; both those vessels' principal sails were made of cotton duck, and fully answered expectation as far as heard from, both being uncommonly fast sailing vessels, and in which I consider the cotton duck had a principal share. In the year 1823, I built the fast sailing schooner *Yellot*, burthen about 180 tons, and this vessel's sails are entirely made of cotton, both light and heavy sails; her reputation for fast sailing is not exceeded, if equalled, by any vessel of her class. She has made two voyages round Cape Horn, with cotton duck, and two to Smyrna; none but cotton duck has ever been used during these voyages; and so fully satisfied am I with cotton duck, that I shall never permit any other to be used on board my vessels, as I am fully convinced that it is far superior to all other duck without exception.

In the first place, the cost is rather *under* the best Holland duck; second, that it will outlast any other duck, as it never mildews; that a vessel with a suit of cotton duck sails will sail nearly a mile per hour faster than with sails of any other description. This fact is so well established, that all the fast sailing boats in the Chesapeake Bay, as Mr. Hooper, a respectable sail-maker of this place, has just informed me, have no other sails than cotton duck.

Mr. James Cooper, a highly respectable pilot for the port of Charleston, has informed me, in a conversation respecting cotton duck, within a few days past, that he was obliged to use cotton duck in self defence, as he found the other *Pilot Boats* laid nearer to the wind with *cotton duck* sails, and outsailed his boat, but when he put the cotton duck on her, he outsailed them. Captain Kelly's fine ship *Peruvian*, built in this port, has made four voyages round Cape Horn, with no other sails than cotton duck; he prefers it to all other canvass, as to its lasting and increasing the sailing of his ship. I saw a sail on board the other day, which had made the above voyages, and looked quite well; he has promised me a certificate respecting the wear of the *Peruvian's* sails, which, when received, I will send to you.

I am much pleased to hear that the Secretary of the Navy has it in contemplation to make an experiment of cotton duck. I am fully persuaded that it will succeed if attempted, and that it will be a great step for the country, the Navy, and all concerned. As it respects the Navy, it will give them the capacity of outsailing or catching their enemies as may best suit the occasion; but I hope the experiment will be fairly made; that is, let a sloop of war or frigate have an entire suit of sails, (both light and heavy sails) made of cotton duck, and go out in company with another sloop of war, or frigate, with the canvass now in use in the Navy, and have a trial of sailing; after this has been done, let the vessel with the cotton duck sails unbend them, and put to the yards the canvass now in use, when the difference in point of sailing will be perceived. As for the cost of the experiment, it is not worth mentioning; the sails will not be lost, and, in justice to the country, the experiment ought to be made without delay. There is only one objection to the use of cotton duck, which requires consideration; and that is, whether it is more likely to take fire, in time of action, than other canvass; in answer to this, I say, let a fair experiment be made at the Navy yard, Washington, under the inspection of the President, Secretary, and all concerned. My plan would be to have an old mast rigged with shrouds, &c. with a foreyard and cotton duck sail affixed thereto, and a similar mast and foreyard with foresail affixed to the canvass now in use by the Navy; then let as many 24 pounders be fired at those sails, at such distance as the wad would strike, and see which sail caught fire first. The only way to meet objections is to have the experiment made to test them. As to the strength of yarns by weight, I am not acquainted with *that* manner of trying, but, if a principal sail will make two voyages round Cape Horn or the Cape of Good Hope, I want no further wear out of it, as it has then more than done its full duty. The mere fact that a vessel, with cotton duck sails, will sail faster than with any other canvass, is sufficient to cover a great many objections; but I maintain, it is cheaper and better in every other respect, besides the price of the cloths:

Best cotton duck, No. 1, 40 cents per yard, 22 inches wide.

do	do	2,	38	do	do	do	do
do	do	3,	36	do	do	do	do
do	do	4,	34	do	do	do	do
do	do	5,	33	do	do	do	do
do	do	6,	32	do	do	do	do
do	do	7,	31	do	do	do	do
do	do	8,	29	do	do	do	do
do	do	9,	28	do	do	do	do
do	do	10,	27	do	do	do	do

I think No. 1 rather too heavy for the Navy, as it weighs nearly a pound to the yard, of 22 inches wide. I, however, make use of this number for the schooner Yellot's three lower sails. As for cotton rope, I am sorry that it is not in my power to give you any information respecting it, as I have never seen any of it used. As for cotton rope or yarn, that is exposed to the air for a length of time, I should think it would do it great injury. Plenty of the first quality cotton duck can be had here. With the best wishes for your success, and a tender of any further information in my power,

I am, &c. &c.

Copy of a letter from J. Edward Calhoun, Lieutenant United States' Navy, to Mr. Charles Crook, junior, of Baltimore, dated August 13th, 1829.

In reply to your inquiry concerning the main-topsail, made of cotton duck, which was used by the Boston sloop of war during her late cruise on the coast of Brazil, for a period of more than three years, I have to state, that it was bent oftener than any other main-topsail, in every kind of weather, and that, at the *termination* of the cruise, it was the best sail in the ship. I know that the commander of the Boston, judging from that single specimen of cotton canvass on board, agrees with me in opinion, that it is stronger, *holds* wind better, *lasts* longer, and is not more liable to mildew than the canvass made of hemp.

I am, &c. &c.

U. S. SHIP JOHN ADAMS,
PENSACOLA BAY, *5th February, 1827.*

SIR: In reply to your letter of the 21st December, which I this day received, immediately on my arrival here, I had only a *main-topsail* of cotton, that was bent at Norfolk, in March last, and has been in constant use nearly the whole time since; my ship has been actually at sea two hundred and forty days, and sailed eighteen thousand and five hundred and eighty-seven miles in the above period, including the hurricane-months, which were excessively boisterous; and this ship requiring the main-topsail, it was always carried as long as practicable.

The injuries which topsails sustain from frequent reefing, &c. is well known by the Navy Commissioners. I have had the above-mentioned topsail middle-stitched to strengthen the sewing, which had given way in several places, and I now pronounce it as good as it ever was, having this day examined it minutely to enable me to make this report.

Cotton sails holds more wind, are much more pliable, and easily handled, and, upon the whole, I think highly of them for square sails.

J. WILKINSON.

BALTIMORE, *March 26th, 1827.*

The ship Peruvian, built at this port in 1824, burthen upwards of 5000 barrels, of which I was (until lately) part owner, was fitted, as regards sails,

with cotton canvass, manufactured at your establishment in this City, with which she made two voyages to the Pacific Ocean, and is now on her third voyage to Gibraltar and South America, with her original sails, except a few light ones. It is the opinion of the Captain, who is part owner, and mine also, that cotton canvass is far preferable, and much more durable than any other heretofore used. I am the better convinced of this fact from having another ship, (the Hope) in the same trade, which was fitted with Holland and Russia duck sails, which, although nearly new, previous to her departure from home, on her last voyage, scarcely lasted to the Pacific and back.

Being so entirely convinced from experience of the decided superiority of cotton duck, I give it the preference in all cases, and should be highly gratified if the Government could be prevailed on to use it on our ships of war, as they would unquestionably find it much to their advantage.

ELISHA TYSON.

BALTIMORE, 10th January, 1828.

I hereby certify that the ship Galen, under my command, performed a voyage to Batavia, Amsterdam, and back to Baltimore, with an entire new suit of cotton duck sails, which duck was manufactured by Mr. Charles Crook, Jr. of the City of Baltimore. I was ordered to the Pacific and back to Baltimore. I was again ordered to Matanzas, Amsterdam, and back to Baltimore. The Galen was again ordered to Matanzas; from thence to St. Petersburg, Russia, and home, and is now on her second voyage to the Pacific; and I am of opinion that the original cotton duck sails are quite sufficient for the said second voyage to the Pacific, and will now wear longer than a new suit of Holland duck.

THOMAS BEVAN.

BALTIMORE, February 1st, 1825.

In compliance with your request to give you information respecting cotton duck, I have to inform you, that I have used that article on vessels, from the year 1812 up to this time, when it could be obtained in this market.

In 1812, I got as much from Massachusetts as made two suit of sails; although it was not well manufactured, I found it to wear extremely well, and to have very valuable qualities, that hempen canvass had not.

I found it much less liable to chafe; it was more even, and keeps close in its texture, until it is entirely worn out. A sail of cotton duck will hold the wind quite as well when it is two thirds worn, as when it is new.

In hempen canvass, it is well known, that after it is half worn, the most of the wind escapes. I have lately obtained some cotton duck, manufactured by you, which is far superior in my opinion to any thing I have ever seen of the kind. Although I have not had it sufficient time to prove entirely the wear of it, I am fully persuaded that it will be found equal, if not superior, to hempen canvass, made in any country.

I am extremely anxious to hear of the cotton canvass having a trial by our experienced officers in the navy, who would be much better able to judge of its quality.

Some persons will say that it is more liable to mildew than hemp; but I am of a different opinion, from the experience I have had.

B. MEZICK.

BALTIMORE, *January 28th, 1825.*

This is to certify, that, for two voyages, one of which to Smyrna, in the schooner Yellot, I have used the cotton canvass, and prefer it decidedly to any other; it wears better and holds wind better, whereby a vessel will sail much faster, and it does not mildew more than any other canvass.

H. S. CURTIS.

Extract from a letter of Capt. Woolsey, dated

PENSACOLA, *8th March, 1828.*

“In answer to your letter of 20th December, relating to the cotton main-topsail, I have to remark, that it had laid in store a long time in Key West, before it was received on board the Constellation; one or two of the middle cloths near the head of the sail were damaged in store, and had soon to be mended, but the rest of the sail has had a fair test in all weathers; is now bent, and still continues good. For the West India service, I think canvass of that description as good as hempen, and for all the high sails, I think cotton equal in all respects to hempen in any climate.”

NORFOLK, *October 7th, 1826.*

I have directed Captain Wilkinson to report fully and particularly the strength and durability of the cotton *main-topsail*, furnished that ship last year. It was bent on the first of November, worn seven weeks in very stormy wet weather, (four of them at sea) and was then handled in the Gosport Navy Yard, where it remained about the same length of time, and was again bent on her preparation for sea in February. When I last saw the ship, (in June) it was then in use, and was reported to be in good condition.

From the whole I have seen of that sail, I am inclined to think favorably of the article for sails, and to believe that we have *no cause* to fear its greater combustibility than canvass made of hemp; it stands flapping and chafing, as well, if not better, than sails commonly do of other materials.

L. WARRINGTON.

BALTIMORE, *22d March, 1828.*

We, the undersigned, owners, masters, and sailmakers, of the City of Baltimore, certify, that the ship Peruvian, of this port, was completely

clothed with cotton duck, manufactured by Charles Crook, jr. of Baltimore, and that it is now upwards of three years in service, during which time the Peruvian has been three voyages to the Pacific Ocean, and back to this port; notwithstanding, it is our unanimous opinion that the said clothing is quite sufficient for a voyage to South America.

MATTHEW KELLY,
THOMAS A. LANE,
EDWARD HOLBROOK,
WILLIAM GRAY,
B. MEZICK.

BALTIMORE, *August 24th*, 1825.

ISAAC MCKIM, Esq. *Baltimore:*

SIR: I take the liberty of recommending to you, Crook's cotton canvass. I had a suit of sails made of it for my ship Peruvian, in 1824, which were in constant use for three years; and at the end of that period, after making three voyages to Lima and back, the sails would, in my opinion, last a voyage to South America. From thirty-five years experience, I have never found canvass to equal it, as to durability, and the propelling of vessels.

I am, respectfully, Sir, your ob't. serv't.

MATTHEW KELLY.

BALTIMORE, *August 25*, 1829.

DEAR SIR: I received yours of the 22d inst., relative to the use of cotton duck. I have made use of cotton duck for the last ten years, and am confident that it is the best duck for sails of any description. It will last much longer, and retain its thickness to the last, and costs less than either Russia or Holland. It is used by three-fourths of the ships owned at this port. My brig Pacific has a suit of cotton duck, a part of which is now on her, of No. 3, 4, 7, and 8, now on a voyage to Rio Janeiro; which has been in constant use (except the little time she has been in port) for thirty-four months, without a shift sail; or, in other words, one to supply their places. Had I forty sail of ships, I should use it for them in preference to any other duck.

I am, respectfully, your ob't. servant,

WM. H. CONKLING.

Lieut. THOMAS R. GEDNEY, *Washington.*

PATERSON, N. J. *Sept. 7th*, 1829.

SIR: From the interest you manifest in the subject of cotton, as a suitable material for sail cloth, I have thought the following communication might be acceptable to you, though coming from an entire stranger. Few persons, I believe, are acquainted with the extent of the present use of cotton duck in the merchant service, though but a trifle compared with the use of other duck.

I have been engaged, since 1822, in manufacturing cotton sail cloth. The first two or three years, to a small extent; subsequently, the consumption

of it increased yearly, so that, for the last two years, I have made and sold from 2,500 to 3,000 bolts of 50 yards each, per annum.

From 1822 to 1st May, 1828, say six years, I made 10,300 bolts of 50 yards each; from 1st May, 1828, to the 1st instant, I have made 9,600. How much has been made at the Baltimore Factory, I do not know; I presume, however, from what I hear, that they do not make as much as I do, perhaps 1,500 to 2,000 per annum. There is a small establishment near Boston, but not much done, nor is it of a good quality.

From the time I have been in the business, and the quantity which I have sold, the conclusion may be safely drawn, that cotton duck is approved of, and that it is gradually forcing itself into more general use.

My principal sales have been in Philadelphia and Baltimore, but principally in Philadelphia, where it is purchased by the same persons, year after year; not only for coasters and bay craft, but also for ships in the India trade, and those round Cape Horn. There are ships which have had it and no other in use for three years.

There is a prejudice against it, drawn from the frail texture of cotton *shirt-ing*, which "gives all at once;" but this does not apply to cloth of the strong texture of my sail cloth; and wherever it has been used long enough to require repairs, it is as susceptible of repairs as any other duck. In the Navy, I believe, the objection hitherto has been its liability to take fire, or rather the presumption, that it was more liable to take fire than flaxen or hempen cloth. This I believe to be as ill founded, as the other objection above mentioned; and this prejudice, I rather think, is giving way. I am confident that it is not more liable to be set on fire, or, if on fire, that it would burn with more rapidity, than the same texture of flaxen or hempen sail cloth, for this reason, that the duck is made of three and four fine yarns, twisted together; the warp and the filling is therefore a solid twine; it is as compact as the flax, and instead of being only two threads, it is 3, 4, and 5 finer threads. Besides, I have for some years past furnished the *steam boats* on the Delaware with cotton cloth for awnings; as passage boats, they have them up at all times, and if more combustible than flax duck, would not be used. As my duck is made of double and twisted threads, no starch or sizing is required in the operation of weaving, and, of course, it is not so liable to mildew.

In fact, I could produce numerous certificates as to its durability, &c. if it was required. But the cotton sail cloth used in the Mediterranean sea and in the Levant, as also in the East Indies, is made of two or more *single threads*, laid and kept together by a thick coat of starch, which causes mildew, and when washed out leaves the duck more open and of a loose texture, consequently, more exposed to fire.

Several officers of the Navy, however, do not object to it on this account, and I am happy to learn that it is to be tried in the Navy. It will stand the test, and I am confident will go far to remove existing prejudices to its more general use in the merchant service, and thus be affording a new demand for cotton in this country, for the supply of our own ships, as also giving an article for export.

If my memory is correct, at least 30,000 bolts of heavy sail cloth is annually imported from Russia alone; besides much more from England and Holland, and a great amount of Ravens duck. I have, within a few days,

sent samples of my duck to the Navy Commissioners, at Washington, where you can see it if so disposed.

Craving your indulgence for this long communication, I remain,

Very respectfully, your obedient servant,

JNO. COLT.

Hon. WARREN R. DAVIS, *Washington.*

PHILADELPHIA, *August 28th, 1829.*

SIR: In answer to your inquiries respecting cotton canvass, I can state, from three years experience, I would give it a decided preference over linen, for the following reasons: it wears better, is much closer, and retains its closeness until worn out. We have tried it for sails to our packets for three years past, and have found it less liable to mildew.

For awnings to our steam boats, which occasionally throw out a good many sparks from the chimneys, we think it less combustible; feeling confident that linen would burn out much more quickly.

We occasionally make a strong pickle, with a small quantity of lime slacked into it, and wet the sails and awnings with it, and always make a practice of doing so when new, to take sizing out of the canvass.

M. C. JENKINS,

Steam Boat Newcastle, of the Union Line.

W. A. SLACUM, Esq.

Extract of a letter from Commodore J. D. Elliott, to the Secretary of the Navy.

NEW YORK, *September 9, 1829.*

“Prejudice existing in the minds of some against the introduction of cottons canvass, (but with whom I am disposed to differ) I do most earnestly solicit that, for each of the ships attached to the squadron under my command, you will cause to be made a main-sail, a main-top-sail, a main-top gallant-sail, a main-royal, two main-top-gallant studding-sails, a main-storm stay-sail, a mizen stay-sail, a lower studding-sail, two foretop-mast studding-sails, a fore and main top-mast stay-sail, and a jib; and that a fore-sail, a square-sail, a fore-top-sail, and a jib, with hammock-cloths, hammocks and bags properly sewed and fitted, be sent out for each of the schooners. The kinds of sails just mentioned have been enumerated because most worn.

“By complying with my solicitation, you will be enabled to obtain the united information of all the officers of the different grades, attached to the squadron, and who are supposed to represent different sections of the Union, being natives of different States.

“The enclosed copy of a letter which I had occasion to address to the Marquis of Parangua, Minister of Marine of Brazil, and in which my views touching the utility of cotton canvass for the purpose alluded to, are fully explained, is herewith submitted to your consideration.

Extract of a letter from Com. Jesse D. Elliott, to the Marquis of Parangua, Minister of Marine of Brazil, dated United States' Ship Cyane, Harbor of Rio de Janeiro, Nov. 27, 1826.

“With a disposition to interchange specimens of such materials, the product of our own continent, of which you possess the most bounteous part, I

beg leave to tender you two specimens of the kind of canvass of the staple of both Brazil and North America. One is new, and is a fac-simile of the main-top-sail of several heavy sloops of war, which we have recently constructed, launched, and equipped for sea; one of which, the *Boston*, now in this port, has had the main-top-sail in constant use for nine months, and the officer in command of the vessel unhesitatingly declares it infinitely superior to the European hempen canvass. The second is a piece of a lighter sail, and condemned after having been in constant use four years."

Extract of a letter from the Hon. John Branch, Secretary of the Navy, to Com. Jesse D. Elliott, dated the 15th of Sept. 1829.

"SIR: Your favor of the 9th instant has been received; and, duly appreciating the importance of the subject to which it refers, I have not neglected to bestow the most deliberate consideration on its contents.

"That prejudices should exist against the introduction into the Naval service, of an article, the practical importance of which has not been fully tested by experience, is not to be wondered at. If, however, the contemplated innovation be an improvement, these prejudices must necessarily give way to experiments, which shall demonstrate the value and importance of the discovery.

"I am much pleased, on this occasion, to have the benefit of your aid, in giving a fair trial to the merits of the proposed substitute, for the canvass now used in the United States' Navy.

"You may rely upon the best efforts of the Department to afford you an opportunity of making this trial, under circumstances the most favorable to their success; and that your requisitions for the cotton sails, hammocks, &c. shall be complied with, as speedily as they can be prepared, and if not ready to be put on board the *Peacock* before her necessary departure from the United States, they shall be forwarded to the squadron by the *Erie*, or by some other safe conveyance.

"Wishing you a successful cruise, and safe return,

"I remain, very respectfully, &c.

"JOHN BRANCH.

"Com. JESSE D. ELLIOTT, *New York*."

F.

The following is the relative rank between Officers of the Army and Officers of the Navy:

A Captain of the Navy, under 5 years,	ranks with a Lieutenant Colonel:
" " over 5 years,	- - - - Colonel;
" " over 10 years,	- - - - Brigadier General;
" " over 15 years,	- - - - Major General;
A Master Commandant	- - - - Major.

Neither the pay nor the rations of a Navy Officer, of any grade, are affected by duration of service; a Captain, if commanding a squadron, is,

by law, entitled to \$1,200 as pay, and \$1,460 for rations, making 2,660 dollars per annum; if not commanding a squadron, then his pay and rations amount to 1,930 dollars. A Master Commandant is allowed 1,176 25 dollars per annum.

The following shews the amount of the pay, &c. of certain Officers of the Army, considering each as commanding a separate Post:

Major General	-	-	-	-	-	-	-	\$6,512	64
Brigadier General	-	-	-	-	-	-	-	4,422	48
Lieutenant Colonel	-	-	-	-	-	-	-	2,372	32
Colonel	-	-	-	-	-	-	-	2,941	32
Major	-	-	-	-	-	-	-	2,106	32

Exhibit, shewing the relative pay, &c. of Officers of the Army, and the proposed pay of Officers of the Navy, of assimilated rank, agreeably to the above scale.

	Maj. Gen.	Brig. Gen.	Colonel.	Lieut. Col.	Major.
Army	6,512 64	4,422 48	2,941 32	2,372 32	2,106 32
Proposed Pay for the Navy	3,000	2,700	2,400	2,200	1,800

Exclusive of rations, which are not to be drawn except when Officers are in actual service; then they are to commence from the date of their orders for service, and to terminate at the striking of the pennant.

G.

NAVY COMMISSIONERS' OFFICE,

March 31, 1819.

SIR: The Commissioners of the Navy have had the honor of receiving your letter of yesterday's date, with the statements therein referred to, which enable them to reply to your previous letter of the 17th; and to comply, they hope, with its requisitions, in a manner satisfactory to you.

The statements now respectfully submitted and marked A, B, C, D, present every view of the state of the appropriations to which they refer, deemed essential to a thorough and perfect understanding of the subject.

The paper A exhibits the sums appropriated for the year 1828; the balances in the Treasury on the 1st June, 1828, when the arrangement A No. 2 took effect, and the Board began to approve requisitions under the heads of appropriation therein set forth; the whole amount of the requisitions approved by the Board, from the 1st June, 1828, to the 21st March, 1829, and the balances thence deducted, to which is added the amount accruing from the sale of various articles, thus giving a general view of the proceedings of the Board with respect to the appropriations in question.

The paper B shews the state of these appropriations at the several agencies in the United States on the 1st June, 1828, and 1st March, 1829, (except that at Pensacola, which has not been received.) To this paper the Commissioners respectfully invite your particular attention. It shews that, while agents have ostensibly large balances in their hands under certain heads of appropriation, they have made over payments under others, nearly counterbalancing them. The last returns from the Navy Agent at Philadelphia, (which embrace *all* the Navy appropriations) exhibit balances on

hand, \$69,761 58; overpayments under other heads of appropriation, \$69,230 13; thus making the actual balance of money in his hands, \$531,45. The Agent at Norfolk, had, by his last return, balances on hand, \$103,248 33; but he had overpaid, under other heads of appropriation, \$92,259 41, thus making the actual balance of money only \$10,988 92.

The Commissioners beg leave to observe, that, while this state of things continues, the fiscal system of the Department will remain confused and imperfect. Early after the organization of the Board, it was foreseen that, unless some precise and correct system should be adopted and persevered in, the Navy appropriations would get into a confused and unintelligible state; and the Board, on numerous occasions, expressed that opinion to the Secretary of the Navy; finally, they decided to address to him an official letter upon the subject, (copy of which, marked B, No. 2, they submit herewith,) but the propositions then made were not concurred in; and it was not till the Board were apprized of the actual state of the appropriations in May, 1828, that they ventured to renew the subject, at which time the arrangement A, No. 2 was entered into. This arrangement, if carried fully into effect, would, with but slight improvement, keep the Department in possession of every information as to its fiscal concerns.

The great defect in the fiscal branch of the Department, remitting moneys without a *perfect* knowledge of the objects upon which they are to be expended, and the cost of those objects, has existed, in a greater or less degree, ever since the establishment of the Navy Department, yet it has ever appeared to the Board to be susceptible of remedy.

If we know the amount of the appropriations, the objects of expenditure, their probable cost, the particular items chargeable to each appropriation before remittances are made, and see that no moneys are issued but for authorized objects and under the appropriate heads, and positively instruct the disbursing agents not to apply moneys under one head of appropriation to objects chargeable to another, and require of them prompt settlements at the Treasury, every desirable check would exist.

These objects were in view at the time the Commissioners addressed their circular of May 28, 1828, to the Navy Agents, but they have not been enabled to enforce the principles laid down in that circular, because of orders given, unknown to them, to apply moneys to other than their legitimate objects. Under such orders, the Agent at Philadelphia applied a sum in his hands belonging to "Gradual Increase," amounting to more than 30,000 dollars, to five other distinct appropriations, viz: sloops of war; navy yards; five schooners; contingent prior to 1824; and contingent for 1826. This is mentioned merely as an example of the difficulties the Board has experienced in enforcing the principles of their circular of 28th May, and to shew existing defects in practice. It is far from the intention of the Board to throw the slightest shade of censure upon any one in any way concerned in administering the affairs of the Department; but evils, to be remedied, must be known, and the Board has felt itself bound to make them known to you, Sir, solely with a view to their remedy.

The Board is sensible, that, until Congress adopted the practice of appropriating for the first quarter of a succeeding year, it was frequently unavoidable to authorize the application of moneys, *for the time*, to other than their legitimate objects. The moneys, however, thus applied, ought to have been refunded to the appropriations to which they belonged, as soon as the general appropriations were passed. But now, and so long as Congress shall

adhere to the practice of appropriating in anticipation for the first quarter of the succeeding year, the necessity of taking moneys from one appropriation and applying them to another, no longer exists, and need never be resorted to except in cases of emergency.

The paper C shows the requisitions approved by the Board under each appropriation, for each Agent, and the aggregate amount at each agency. By comparing this with the preceding paper B, it will be perceived that there were balances on hand at some of the agencies on the 1st June, 1828, and that they continued on hand on the 1st March, 1829; that no requisitions were made by those Agents, or none approved under those heads, and consequently, that those balances were not required at those agencies; instance, \$900 at Portsmouth, belonging to "Gradual improvement;" \$2,532 39 at Baltimore, belonging to "Gradual Increase." It will also be perceived, that, at the Norfolk, New York, and Boston agencies, large balances belonging to "Ten Sloops" were on hand on the 1st of June. More than a moiety of these balances was unnecessary at those places, and has since been drawn from them, and remitted to other places, where the moneys were needed.

Upon examining the general returns made to this office, it was found that in one case \$20,920 68 had been paid out of the appropriation for "Sloops of War," instead of being paid out of that for "Repairs," and in another case, that \$9,183 23 had been paid out of the same appropriation instead of being paid as follows: \$5,266 12 out of "Repairs," and \$3,917 11 out of "Navy Yards," and they recommended the proper transfers in the cases, so as to restore the amount to "Sloops of War."

It will be seen (paper B,) that the appropriation for sloops of war owed, on the 1st of March, 1829,

To the Agent at Norfolk,	-	-	-	\$1,173	53
at Baltimore,	-	-	-	359	87
at Philadelphia,	-	-	-	34,113	18
at Portsmouth,	-	-	-	1,343	30

Making an aggregate of \$36,989 88

This appropriation appears to be exhausted, and the sloop Concord is not yet completed.

The appropriations made by Congress for building ten sloops of war were as follows:

Act of 3d March, 1825, appropriates - - - \$500,000 00
and the proceeds of the sale of vessels, &c. on the Lakes,
"to the repair and building of sloops of war."

Act of 18th May, 1826, appropriates - - - 350,000 00
19th March, 1828, - - - - - 201,350 00

\$1,051,350 00

Of the ten sloops thus provided for, we have ascertained, by a minute examination of the returns made to this office, that *seven* of them have cost as follow:

The sloop Boston,	-	-	-	-	\$108,849 02
Lexington,	-	-	-	-	112,080 08
Vincennes,	-	-	-	-	115,889 77
Warren,	-	-	-	-	104,368 00
Natchez,	-	-	-	-	112,729 18
Falmouth,	-	-	-	-	106,717 70
Vandalia,	-	-	-	-	98,669 17

\$759,302 92.

Making the average cost of each - \$108,471 84½.

The returns with respect to the *three* other sloops of war, viz.: Fairfield, St. Louis, and Concord, are not complete. It is known, indeed, that the Concord is not yet entirely finished. As far, however, as these returns have been received, they make their cost to be:

Fairfield,	-	-	\$91,199 37
St. Louis,	-	-	57,800 00
Concord,	-	-	102,000 00—\$250,999 37.

If we estimate the cost of these three at the average cost of the seven, it would make the aggregate cost of the whole ten sloops, \$1,084,718 45, or \$93,368 45 more than the amount specifically appropriated; but this excess is more than covered by the proceeds of the sale of vessels, &c. on the lakes, which, on the 1st October, 1825, amounted to \$52,150 27.

The paper D has been prepared with a view to shew the amount of unpledged funds under each of the specific heads of appropriation referred to, and as a guide to future operations. It assumes the balances in the Treasury, on the 21st March, 1029; adds thereto the balances in the hands of Agents not required for any authorized purpose, and deducts the amount of existing contracts and engagements, and the amounts due at the several agencies arising from overpayments, and exhibits the following result, viz.:

Balances in favor of	1. Provisions,	-	-	\$493,514 64
	2. Repairs of Vessels,	-	-	82,430 84
	3. Pay of Superintendents, &c.	-	-	51,876 86
	4. Ordnance and Ordnance Stores,	-	-	51,775 56
	5. Medicine and Hospital Stores,	-	-	23,353 24
	6. Navy Yards,	-	-	164,133 04
	7. Gradual Improvement,	-	-	330,740 38
	8. Gradual Increase,	-	-	103,296 73
	9. Contingent Expenses,	-	-	130,261 15
and a balance against	10 Ten Sloops of War of	-	-	36,989 88.

The contracts on account of "Repairs of Vessels" and "Gradual Improvement of the Navy," are, as will be seen by this paper, extensive. Those for the former, are for timber and canvass, &c. to be used in the repair of vessels. They should all be completed in the course of the present year, agreeably to their respective stipulations. Those for the latter are for the live oak frames of ships of the line, frigates, and sloops of war, and for timber and stone, &c. for the docks now erecting at Norfolk and at Boston. The contractors for live oak frames, may, or may not, at their own option, complete their contracts within the present year, as they are allowed nearly the whole of the year 1830 to deliver the timber. It is quite probable that most of them will avail themselves of this stipulation in their contracts to a considerable extent, and although the contracts amount, for "Gradual Improvement," to \$536,475 80, we may not have to pay, *this year*, more than \$300,000 00.

The large balance due to the agency at Norfolk, under the head of Contingent expenses, is deducted from the balance on hand, so as to show what the balance of that appropriation would be if that debt were paid out of it. This debt has, it is believed, been accumulating for years, and the appropriation for this year cannot legally be applied towards discharging it, because it is by law confined to expenditures arising within the year.

The actual balance of the contingent appropriation applicable to expenses arising within the present year is \$184,520 20.

With these explanations, the paper D indicates as nearly as they can be ascertained the balances of the several appropriations now to be disposed of as the Government may think advisable.

All which is respectfully submitted.

I have the honor to be,

With great respect, Sir,

Your most obedient servant,

JOHN RODGERS.

Honorable JOHN BRANCH,

Secretary of the Navy.

State of the Navy Appropriations.

For Provisions,

Repairs of Vessels in ordinary, wear and tear, &c.

Pay of Superintendents, Storekeepers, &c.

Ordnance, and Ordnance stores,

Medicines and Hospital stores, &c.

Navy Yards—their improvement and repairs,

Ten Sloops of War,

Gradual Improvement of the Navy,

Gradual Increase of the Navy,

Contingent Expenses, defined, 1828, 1829.

March 21, 1829.

A.

STATEMENT showing the amounts appropriated under certain heads, (those committed to the Board,) of expenditure for the year 1828; the balances in the Treasury, on the 1st of June, 1828, (when the Commissioners began to approve requisitions;) the sums appropriated for 1829; the amount of requisitions approved by the Board, to the 21st of March, 1829, &c.; being a general view of the proceedings of the Board with respect to the appropriations.

	Provisions.	Repairs of Vessels.	Pay of Superintendents, &c.	Ordnance, &c.	Medicines, &c.	Navy Yards	10 Sloops.	Gradual improvement.	Gradual increase.	Contingent expenses.
Appropriations for 1828, -	505,000 00	510,000 00	59,102 00	50,000 00	28,200 00	105,000 00	201,350 00	500,000 00	-	240,000 00
Balances in the Treasury, June 1, 1828, -	370,324 95	253,642 45	41,236 78	42,824 54	16,429 61	25,225 35	1,898 34	776,959 69	10,232 36	136,055 90
Appropriated for 1829, -	450,550 00	475,000 00	59,552 00	50,000 00	27,000 00	205,000 00	-	500,000 00	47,619 88	255,000 00
Transferred to -	-	-	-	-	-	-	9,183 23	-	48,229 92	-
A.	820,874 99	728,642 45	100,788 78	92,824 54	43,429 61	230,225 35	11,081 57	1,276,959 69	106,082 16	391,055 90
Requisitions appropriated by the Board, from 1st June to 31st December, 1828, -	25,294 52	287,831 87	31,204 40	25,901 42	7,309 32	17,196 75	75,843 72	206,543 64	20,196 15	85,112 43
Requisitions appropriated by the Board, from 1st January to 21st March, 1829, -	82,855 82	101,844 44	15,590 06	10,874 82	5,549 63	17,192 86	6,776 20	74,709 52	-	35,894 34
Transferred from -	-	5,266 12	-	-	-	3,917 11	-	48,229 92	-	-
B.	108,150 34	394,942 43	46,794 46	36,776 24	12,858 95	38,306 72	82,619 92	329,483 08	20,196 15	121,006 77
The difference between A and B show the respective balances in this view of the appropriations, to be -	712,724 65	333,700 02	53,994 32	56,048 30	30,570 66	191,918 63	71,538 35	947,476 61	85,886 01	270,049 13
Add proceeds of sales of various articles, -	125 51	3,936 68	-	491 50	-	1,108 22	-	-	727 95	923 39
	712,850 16	337,636 70	53,994 32	56,539 80	30,570 66	193,026 85	71,538 35	947,476 61	86,613 96	270,972 52

NOTE.—The “Transfers” entered on this sheet are those known to the Board. There are others, not sufficiently known to be entered. Money requisitions, also unknown to the Board, have been *issued*, and there have been deviations between requisitions approved by the Board and those *issued* by the Secretary. All these items must be added to, or deducted from, (as the case may be,) the respective amounts exhibited on the last line, to make them correspond with the balances in the Treasury, as received from the Secretary of the Navy, 30th March, 1829.

A. No. 2.

CIRCULAR.

NAVY COMMISSIONERS' OFFICE,
May 28th, 1828.

SIR: It has been arranged, with the approbation of the Secretary of the Navy, that all requisitions for money, coming under either of the following heads, shall, instead of being made upon him, as heretofore, be made directly upon the Board of Navy Commissioners; and, if approved by them, they will be transmitted to the Secretary of the Navy, who will order the remittances to be made accordingly, viz.:

“Pay of Superintendents, Naval Constructors, and all the Civil Establishments at the several Navy Yards and Stations,”

“Provisions,”

“Repairs of Vessels,”

“Ordnance and Ordnance stores,”

“Repairs and Improvements of Navy Yards,”

“Completing ten Sloops of War,”

“Gradual Improvement of the Navy,”

“Gradual Increase of the Navy,”

“Medicines, Surgical Instruments, and Hospital stores,”

“Contingent Expenses, defined”—so far as to embrace the following items, chargeable under that head, viz.:

Freight, and transportation of materials and stores of every description: wharfage, dockage, storage, and rent; 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 pilotage; for cabin furniture of vessels in commission; for taxes on Navy Yards and public property; for assistance rendered to public vessels in distress; for incidental labor at Navy Yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil, and fuel, for vessels in commission and in ordinary; for repairs of magazines and powder houses; for preparing moulds for ships to be built.” All the remaining items chargeable under this head are under the exclusive direction of the Secretary of the Navy, upon whom, for them, or any of them, requisitions must, as heretofore, be made.

Every requisition upon this Board must be accompanied by a statement shewing how the moneys previously received under the same heads of appropriation have been applied, and the balance on hand.

Every requisition must be made in triplicate, and the whole sent to this office; if approved by the Board, one will be delivered to the Secretary of the Navy, who will then act upon it; one to the 4th Auditor of the Treasury, and the other will be retained in this office.

No expenditure whatever, under either of the previously recited heads of appropriation, must be incurred without the previous written authority of the Board, except such as come under special contracts made, or authorized to be made by the Board; and the Board will never authorize an expenditure without the previous exhibit of a satisfactory estimate by the proper authority, showing the amount of the expense of completing the object proposed.

No moneys belonging to one appropriation must be used for another, without the special previous authority of the Secretary of the Navy.

So far as depends upon the Board, they are determined to bring the funds committed to their management into a state perfectly intelligible, nor will they be deterred by any temporary inconvenience that may, in any way, arise from preferring what they conceive to be the injunctions of the law upon the subject of Navy appropriations.

To your monthly returns of money you will add a column for moneys which you may receive for articles sold, stating in such column the kind of articles sold, their nett amount, the Bank into which you may have paid the amount, and to what appropriation you have credited it.

I am, &c.

JOHN RODGERS.

E. G. PARROTT,	Navy Agent,	Portsmouth.
JAMES BIDDLE,	do.	New Castle, Delaware.
JAMES BEATTY,	do.	Baltimore.
THOMAS TINGEY,	do.	Washington.
WM. SINCLAIR,	do.	Charleston, South Carolina.
NATHANIEL AMORY,	do.	Pensacola.
J. K. PAULDING,	do.	New York.
RICHARD D. HARRIS,	do.	Boston.
GEORGE HARRISON,	do.	Philadelphia.
MILES KING,	do.	Norfolk.
J. P. HENRY,	do.	Savannah, Georgia,
NATHANIEL COX,	do.	New Orleans,

B.

EXHIBIT showing the state of the Navy appropriations committed to the management of the Navy Commissioners, at the time they were committed, and at the dates of the last returns, at the several Navy Agencies in the United States; taken from the returns of the respective Navy Agents made to the Board of Navy Commissioners.

	Dates.	Provisions.	Repairs of Vessels.	Pay of Superintendents, &c.	Ordnance.	Medicines, &c.	Navy Yards	10 Sloops.	Gradual improvement.	Gradual increase.	Contingent expenses.
Pensacola, - {	June 1, 1828,	1,345 28	507 48	2,229 00	184 00	903 03	324 09	-	-	-	1,059 09
	Jan'y 1, 1829,	*473 15	1,483 94	216 69	* 74 00	124 83	* 863 03	-	750 92	-	627 63
Norfolk, Va. {	June 1, 1828,	77,849 97	56,486 49	* 954 51	* 1,606 78	4,643 87	29,344 26	28,060 49	520 24	* 3,181 20	*51,716 29
	March 1, 1829,	50,863 35	*12,625 64	-	* 1,312 32	2,303 47	7,535 74	* 1,173 53	30,239 85	* 681 20	*54,259 05
Baltimore, - {	June 1, 1828,	1,806 97	*1,039 83	-	-	-	* 709 00	* 939 79	-	2,532 39	606 62
	March 1, 1829,	885 39	-	-	-	-	-	* 359 87	-	2,532 39	* 383 06
Philadelphia, {	June 1, 1828,	12,395 62	15 70	-	* 228 84	45 39	*14,833 65	*11,950 34	2,589 48	25,731 26	* 164 29
	March 1, 1829,	19,741 72	3,874 15	-	177 38	176 49	*10,414 74	*34,113 18	15,065 24	12,193 99	* 1,234 99
New York, - {	June 1, 1828,	16,838 09	4,961 01	755 82	1,186 60	662 60	8 39	13,773 68	-	* 3,864 34	754 86
	March 1, 1829,	16,642 28	985 40	862 50	150 93	811 03	1,354 13	-	-	-	31 74
Boston, - {	June 1, 1828,	10,814 03	3,967 19	-	364 42	559 39	10,202 33	7,366 22	36,501 48	2,827 25	1,818 33
	March 1, 1829,	1,285 34	14,086 39	-	364 42	220 66	3,102 97	12 00	7,731 32	737 45	319 25
Portsm'th, N. H. {	June 1, 1828,	940 56	171 15	618 20	-	101 55	2,116 87	462 80	900 00	683 83	16
	March 1, 1829,	1,930 85	3,580 99	-	-	31 20	381 62	* 1,343 30	900 00	594 44	* 585 63

NOTE.—This mark (*) indicates over payments.

[Doc. No. 2.]

B. No. 2.

NAVY COMMISSIONERS' OFFICE,
August 27th, 1821.

SIR: The Commissioners of the Navy beg leave to state, that they find themselves frequently at a loss on the subject of contracts and expenditures, for want of precise information as to the state of the appropriations by which the extent of the contracts and expenditures must necessarily be governed; and, in expressing their opinion upon requisitions for money made by the different disbursing officers, a duty you have been pleased to enjoin upon them for some months past, they have felt much embarrassed for want of information as to the sums of money advanced under the different heads of appropriation to the respective agents for specific objects.

The Commissioners are fully apprised of your intention to confine the expenditures so that their amount shall not exceed the sums appropriated by law, and they are desirous of contributing every exertion in their power to the accomplishment of your views upon the subject. In this spirit, and with this view, they beg leave, respectfully, to submit to your consideration the following observations:

To carry your views into effect it appears to the Commissioners,

1st. That the objects of expenditures and their amount should be ascertained with as much precision as may be practicable, prior to any expenditure being authorized; so that, by comparing the sums respectively appropriated with the cost of the objects considered of the first importance to be accomplished, the authorized expenditures may be kept within the limits of the law.

To explain our meaning more particularly, we will suppose that \$490,000 have been appropriated for repairs—the question arises, how shall this sum be applied? It is found on estimate, after careful survey, that there are vessels in ordinary requiring repairs to the amount of \$370,000; say frigate A, \$100,000; B, \$60,000; C, \$70,000; D, \$140,000, leaving only \$30,000 for the vessels in actual commission, consisting of one 74, three frigates, and three sloops of war. It would be desirable to repair all the vessels, but the appropriation will not admit of it, since \$30,000 would be obviously insufficient for the vessels in commission. The repair of one or more of the frigates must thus be suspended, in order to retain out of the appropriation a sum sufficient for the vessels in commission. A decision upon this point can thus be satisfactorily made, and such expenditures only authorized as will confine them to the sum appropriated.

2d. That the disbursing officers, in their requisitions for money, should state distinctly, not only the appropriation to which the amount required is chargeable, but the specific object to which it may be intended to apply it; the contract under which, and the particular contractor to whom the payment is to be made.

3d. That no requisition for money should be attended to that may be deficient in any of these essential particulars.

4th. That all disbursing officers should be instructed never to make a money requisition until the amount actually due, or very nearly the amount actually becoming due, shall have been satisfactorily ascertained, and then to confine the amount of the requisition to the amount due or becoming due, including their legal commission; and if the amount of the requisition should afterwards be found to exceed or fall short of the sum actually required,

such excess or deficiency to be specially noticed in the requisition next to be made under the same head, and a corresponding deduction from, or addition to such requisition, be made.

5th. That all agents charged with the disbursements of moneys be instructed not to apply any moneys in their hands to any object or objects whatever, other than such as may be known to be legally chargeable to the appropriation out of which such moneys were remitted to them.

6th. That a special book be kept, shewing, at all times, not only the general state of the funds, but the amount of the respective warrants drawn upon the respective appropriations, and the objects arising under those appropriations for which moneys are from time to time required and remitted, and to which they are to be applied, so that, by comparing the amounts of the warrants with the estimated amounts of the various contracts and authorized expenditures, and the progress made in the execution of the contracts, a satisfactory judgment may be formed as to the propriety of making the remittances that may from time to time be required by the respective agents, and the precise state of the funds be known.

Thus, for instance, it has been estimated that the repairs of the frigate A will cost \$100,000, and you have authorized her repair. Let this sum, then, be stated on the books as the cost of this object, and let all the warrants remitted to the disbursing agents for this object be entered on the same page, so that the whole amount applicable to the object, and the sums remitted from time to time, shall appear, and the balance at any moment accurately ascertained; thus, receiving, as we do, weekly accounts of all the work performed in the several building yards, and monthly reports as to the progress made in the execution of contracts, and the expenditures under all the various heads at the several yards, a check will be established, which will enable the Department to decide, in the most satisfactory manner, as to the expediency of making remittances.

If you will be pleased to direct the Commissioners to be furnished with a transcript, weekly, of all the warrants thus drawn, the Commissioners of the Navy will be at all times possessed of the requisite information to enable them to discharge that branch of the duties confided to them which relates to contracts and expenditures. They will keep such a book as has been recommended, which may be compared monthly or oftener with the one kept in your office, and thus the one be a check upon the other.

Our contracts embrace the great mass of the expenditures under the heads of Repairs, Provisions, Navy Yards, Gradual Increase, and Ordnance, and they are specific as to prices, so that, if the quantities of the articles required be ascertained, the amount of any proposed expenditure may be stated with all possible accuracy prior to its being authorized. This can be done in all cases, excepting probably, on pressing emergencies that may occur within the United States; and as regards our vessels on foreign service, estimates of their probable expenditure may always be made with sufficient accuracy, and such sums could be retained out of the general expenditure for their use as they would probably require.

It appears, Sir, to the Commissioners of the Navy, that such rules and restrictions, if punctually observed, would produce essential benefits to the service; moneys remitted under such checks would, it is presumed, be applied to their legitimate objects. The necessity now daily occurring in the Auditor's Department, of transferring sums of money from one head of ap-

appropriation to another, in consequence of moneys either having been required or remitted under wrong heads, or having been applied by disbursing officers to objects to which they were not legally applicable, would cease to exist so soon as all the accounts now outstanding should be settled, and the Department would be enabled, at all times, to form a satisfactory estimate as to the actual state of its fiscal concerns, and regulate the expenditures so as to prevent their exceeding the sums appropriated by law.

In submitting these observations to your consideration, the Commissioners beg leave to remark, that, should you concur in opinion with them, and determine to adopt these or similar suggestions, they will most cheerfully take upon themselves any portion of the additional trouble arising that you may be pleased to assign unto them.

I have the honor to be, &c.

JOHN RODGERS.

Honorable SMITH THOMPSON,
Secretary of the Navy.

D.

BALANCES in the Treasury under certain appropriations for the Navy [those committed to the direction of the Board of Navy Commissioners] on the 22d March, 1829, as appear from a statement received from the Secretary of the Navy with his letter of 30th March, 1829; to which is added balances in the hands of Agents, not wanted by them, amount of contracts, &c. now existing, &c. &c.; the whole shewing the amount of unpledged funds under each head, 21st March, 1829.

	Provisions.	Repairs of Vessels.	Pay of Superintendents, &c.	Ordnance, &c.	Medicines.	Navy Yards.	10 Sloops.	Gradual improvement.	Gradual increase.	Contingent expenses, 1828, 9,
Balances in the Treasury, March 21st 1829, -	455,775 82	315,955 00	51,876 86	53,373 46	23,353 24	177,807 44	-	866,316 18	99,467 56	187,963 88
Add balances at Norfolk Agency, -	50,863 35	-	-	-	-	7,535 74	-	-	-	-
Baltimore do -	-	-	-	-	-	-	-	-	2,532 39	-
Philadelphia do -	19,741 72	-	-	-	-	-	-	-	12,193 99	-
Boston do -	-	-	-	364 42	-	-	-	-	737 45	-
Portsmouth do -	-	-	-	-	-	-	-	900 00	594 44	-
C.	526,380 89	315,955 00	51,876 86	53,737 88	23,353 24	185,343 18	-	867,216 18	115,525 83	187,963 88
Contracts and engagements now existing, -	32,866 25	220,898 52	-	650 00	-	10,796 10	-	536,475 80	11,547 90	1,240 00
Balances due to Norfolk Agency, -	-	12,625 64	-	1,312 32	-	-	1,173 53	-	681 20	54,259 05
Portsmouth do -	-	-	-	-	-	-	1,343 30	-	-	585 63
Baltimore do -	-	-	-	-	-	-	359 87	-	-	383 06
Philadelphia do -	-	-	-	-	-	10,414 04	34,113 18	-	-	1,234 99
D.	32,866 25	233,524 16	-	1,962 32	-	21,210 14	36,989 88	536,475 80	12,229 10	57,702 73
Deduct D from C, and the amount unpledged under each head of of appropriation, is -	493,514 64	82,430 84	51,876 86	51,775 56	23,353 24	164,133 04	-	330,740 38	103,296 73	130,261 15
And the appropriation for ten sloops is indebted -	-	-	-	-	-	-	36,989 88	-	-	-

H.

Copy of a letter from the Secretary of the Navy to the Fourth Auditor of the Treasury, dated

NAVY DEPARTMENT,
November 10th, 1820.

The present confused and unsettled state of the fiscal accounts and concerns of the Navy Department, makes it proper that its cause be made the subject of inquiry, and that measures be adopted for the correction of the existing evil, and the prevention of its future occurrence.

You are requested to make a statement of your views of the causes which have led to this state of things, and to express your opinion particularly on the following points:

1st. Have these embarrassments in the public accounts arisen from the complexity or intricacy of the act of Congress of 1809, which declares "that the sums appropriated by law, for each branch of expenditure in the several Departments, shall be solely applied to the objects to which they are respectively appropriated, and to no other?"

2d. Are the provisions of that law so difficult of execution, as necessarily to lead to this perplexed condition of the general accounts of the Department; or are they to be ascribed to the ignorance, or any particular misconduct on the part of the officers who have had the management of its concerns?

3d. Does the law of 1809, in relation to specific appropriations, afford any peculiar salutary check upon the officers employed in its execution, so as to ensure the proper application of the appropriations to the objects for which they have been granted? or, may it not, by its intricacies and complexity, favor the concealment of irregular and illicit practices, by the difficulty of detecting them?

4th. Could not a system be devised, which would afford all the restraints imposed by this law, which would be simple in its principles, intelligible in practice, and which would be free from the disorder and confusion attendant upon the one now in operation?

5th. Can this unsettled state of the accounts of the Navy Department be adjusted by any means within the power of its officers; or will it be necessary to appeal to Congress, for the purpose of effecting this object?

 I.

TREASURY DEPARTMENT,
Fourth Auditor's Office, 30th November, 1829.

SIR: Your letter of the 10th instant, propounding to me certain inquiries relative to the accounts of the Navy Department, has been considered with the attention due to the importance of the subject. With the application I have bestowed upon the duties of this office, I cannot yet speak with that entire confidence of its condition, which would justify important changes, without further lights. The results of my observation, and the opinions I have formed, will, however, be communicated to you with the utmost frankness.

Money is the sinews of power and the source of corruption. English liberty has been considered safe only so long as the power of granting supplies to the King resides in the Representatives of the People. Our institutions have gone further. Here the Representatives of the People not only grant supplies, but prescribe the objects to which they shall be applied, and the manner in which the accounts shall be kept.

It is a safe, and, I think, a correct principle, that the Executive cannot, rightfully, increase or diminish the emoluments of public officers, whose compensation has been fixed by law. When they are subjected to unusual expenses in the public service, he may grant them allowances sufficient to cover those expenses, but no more. He cannot, rightfully, under pretence of paying their expenses, or under cover of commutation, or any other device, increase their lawful emoluments. Yet, the pay and emoluments of our naval officers are chiefly of Executive creation; and, where the Representatives of the People have fixed them by law, the Executive has, by various expedients, much increased them.

In a former report, I stated to you, in detail, the course which had been pursued in relation to the Marine Corps. To that communication I refer you for all I could now say, in relation to that branch of the subject.

But Executive legislation, in relation to the Navy proper, has been even more extensive, and not less in violation, as I conceive, of the true principles of our Government.

An act of Congress, passed 25th February, 1799, fixes the pay and emoluments of Captains, commanding ships of 32 guns and upwards, at \$100 per month, and 8 rations per day, and allows the Commander of a squadron 8 rations in addition. The ration has been commuted at 25 cents. Hence, the lawful allowance of a commander of a squadron is \$1,930 per year. To increase their income, the Executive formerly allowed them a commission of 2½ per cent. on all bills drawn for the support of their squadron; and, more recently, \$2,000 per year, in lieu of commissions, with \$30 per month, or \$360 per year, for cabin furniture. Here are \$1,930 allowed by law, and \$2,360 by the Executive, making their whole emoluments, deducting only what they actually pay for furniture, \$4,290. I do not say this is too much, considering the expenses they necessarily incur, in supporting the honor of our Navy, in distant seas and foreign ports; but, might not the Executive, with equal right, increase it to \$10,000? Would it not be better—would not the Commanders feel better in receiving it, and the Executive in paying it, were it an allowance made by law?

The commutation price of the officer's ration is 25 cents; the contract price not over 15. The commutation is not fixed by law, but by the Executive will. In speaking of rations, the law knows no distinction between the seaman's ration and the officer's ration. Yet, by Executive regulation, the officer is allowed 66 per cent. more for his ration than the value of the seaman's ration. The money paid the officer for 16 rations would purchase 26 seamen's rations. Under color of commutation, therefore, the Executive allows the officer more than his lawful rations, and thus increases his emoluments. These remarks apply to every officer of the Navy.

The Executive also allows a Captain, commanding a line of battle ship, \$25 per month, or \$300 per year for furniture; a Captain, commanding a frigate, \$20, or \$240 per year; a Master Commandant, commanding a sloop of war, \$15, or \$180 per year, and a Lieutenant commanding, the same sum.

These allowances are, unquestionably, designed to increase the emoluments of those officers.

As strange as it may seem, there is no act of Congress giving any compensation whatever to Captains of the Navy, when on shore, whether unemployed, or stationed at the various Navy Yards; excepting only the Navy Yard at Washington. The act of 1799 only provides a monthly pay for Captains, *commanding ships*: "one hundred dollars per month and eight rations per day" to Captains commanding ships of 32 guns and upwards; and seventy-five dollars per month and six rations per day" to Captains commanding ships of 20 and under 32 guns. All the pay and emoluments of Captains on shore, and at shore stations, originated in Executive legislation. On furlough, they are allowed half the highest grade of pay; under orders, or waiting orders, they have full pay. But the most extensive Executive legislation, in relation to them, consists in the pay and emoluments allowed them at the Navy yards. In Philadelphia, for instance, the Captain is allowed \$100 per month, 16 rations per day, \$600 house rent, \$65 for candles, 30 cords of wood (now commuted at \$6 per cord), and three servants, at \$8 per month; amounting in all to \$4,066 75. With the exception of the monthly pay and rations of a few of the officers, *all* the allowances, made to *all* those stationed *at* and employed *in* Navy Yards, are of Executive creation. Take, for instance, the estimates of last year, for the Navy Yard at Norfolk, in which all the following items are authorized, only by Executive regulation:

Yard.	Pay.	Rations.	Rent.	Candles.	Wood, Cords.	\$8 Servts.	\$6 Servts.
Captain - -	100	16	-	65	30	3	
Master Commandant	60	5	300	40	20	2	
Lieutenant -	-	-	200	20	20	1	
Do.							
Master - -	-	-	200	20	12	1	
Do.							
Surgeon - -	-	-	200	20	20	1	
Surgeon's Mate	-	-	145	16	14		1
Purser - -	-	-	200	20	12	1	
Chaplain - -	-	-	250	12	9	-	1
Teacher Mathematics	-	-	90	12	9	-	1
Midshipmen -	19	1					
Boatswain - -	-	-	90	12	9	-	1
Gunner - -	-	-	90	12	9	-	1
Steward - -	18	1					
<i>Ordinary</i>							
Lieutenant							
Master							
Carpenter -	20	2	90	12	9	-	1
Carpenter's Mates	19	1					
Able Seamen -	12	1					

Yard.	Pay.	Rations.	Rent.	Candles.	Wood, Cords.	\$8 Servts.	\$6 Servts.
Ordinary Seamen	10	1					
<i>Hospital</i>							
Surgeon - -	-	-	200	20	20	1	
Surgeon's Mate	-	-	145	16	14	-	1
Steward - -	18	1					
Nurses - -	10	1					
Washers - -	8	1					
Cook - -	12	1					

Civil.

Store-keeper	-	-	-	-	-	-	\$1,700
Clerk to Store-keeper	-	-	-	-	-	-	450
Clerk to Yard	-	-	-	-	-	-	900
Clerk to Commandant	-	-	-	-	-	-	750
Do. to Do.	-	-	-	-	-	-	360
Master Builder	-	-	-	-	-	-	2,300
Clerk to Do.	-	-	-	-	-	-	420
Inspector and Measurer of timber	-	-	-	-	-	-	1,050
Keeper of Magazine	-	-	-	-	-	-	480
Porter	-	-	-	-	-	-	300

In addition to the foregoing allowances, there are also the following in connexion with Navy Yards, viz:

Allowance to furnish Commandant's House	-	-	-	-	-	-	\$696
Do. Master Commandant's Do.	-	-	-	-	-	-	319
Do. Surgeon's and Purser's Do.	-	-	-	-	-	-	224

With oil-cloth carpets in addition.

The Pursers, stationed at several of the Yards, have, for many years, presented claims for a commission on money paid to mechanics and laborers; but, it was repeatedly decided, that no such allowance could be made, because such payments were a portion of their regular duties. Within the last two or three years, however, an allowance of \$600, under the name of Clerk hire, has been made, with the avowed object of covering this claim.

By law, the Navy Agents are limited to one per cent. on their disbursements, provided that the amount shall in no instance exceed \$2,000 per annum. The language of the law is tantamount to a prohibition upon the Executive. Yet, foreign Navy Agents have been allowed 2½ per cent. upon disbursements, besides large sums for office and incidental expenses; and, in some instances, their compensation has been increased to \$4,000 or \$6,000 per annum. Domestic Agents have been allowed round sums, for contingent expenses, without being required to produce vouchers, with the evident intent of swelling their emoluments beyond \$2,000. Some of the principal Agents have received the round sum of \$1,800 for clerk hire, 150 for office rent, 240 for porter hire, and 60 for fuel and candles. Others have been allowed less sums. To one Agent, at least, a commission of 2½ per cent. and ¼ per cent. over \$2,000, has been allowed on vast sums of money, swelling his emoluments to many thousands.

Let me not be understood to mean, that the compensation allowed by law, is, in all cases, adequate. I design, only, to shew, that the Navy Department has disregarded the law, and taken the liberty to increase the emoluments of these Agents, according to its own discretion. If the compensation of Agents was found inadequate, it was the duty of the Secretary to represent the case to Congress, and obtain a change in the law, rather than attempt to remedy the defect by indirection.

To certain Surgeons, until recently, there has been a stated annual allowance as Purveyors of Medicines, &c. in effect increasing their emoluments.

To all officers, a commutation of 15 cents. per mile has been allowed for travelling expenses, when, on many routes, their actual expenses are scarcely one third of the sum, and, by this means, their emoluments are increased.

A commutation for wood, at \$6 per cord, has been adopted. At some places this exceeds the actual cost, and the excess goes to swell the officer's emoluments. At others, it falls short, and the officers complain. At one place, by express direction of the late 4th Auditor, the Purser was instructed to pay the Officers the value of their allowance for wood, according to the market price, and to take their receipts for so much wood, and not for money. Upon vouchers, thus made false by official authority, the officers have claimed \$8 to \$ 50 for their wood.

The Commissioners of Navy Yards have been allowed \$450, in addition to their regular pay as Captains of the Navy, while employed in the business of Navy Yards, and their travelling expenses.

The Commissioners of the Navy have been allowed \$3 per day, when absent from duty, and travelling expenses.

Officers engaged in the examination of Midshipmen and Surgeons have the same allowances.

Assistant Surgeons, and Midshipmen attending examination, are allowed \$1 50 per day, and travelling expenses on returning.

Captains acting on Courts of Inquiry and Courts Martial are allowed \$3 per day, and Master Commandants and Midshipmen \$1 50, with their travelling expenses.

Officers attending as witnesses, are allowed \$1 50 and travelling expenses; citizens are allowed \$3, and travelling expenses.

Officers employed in surveying harbor, have been allowed from \$1 50 to 3 per day.

Officers ordered home from foreign stations, or returning on a sick ticket, are allowed their passage money.

Seamen discharged in foreign countries are sent home at the expense of Government.

Officers necessarily travelling to the City, for the settlement of their accounts, are allowed travelling expenses, and \$1 50 per day, for expenses while detained.

Officers taking the place of their superiors in the temporary command of ships or stations have been allowed the pay and emoluments of those superiors.

The expenses of officers, when sick, have been paid, deducting, formerly, their whole pay and rations, and, recently, one half.

In addition to all these allowances, by Executive authority, we have a variety of offices and agencies emanating from the same source.

Under the law authorizing the establishment of Dry Docks, the Secretary of the Navy has created the office of Engineer, with a salary of \$4,000 per

annum, \$80 per month for board, when absent from home, 15 cents per mile for his travelling expenses, and all his incidental expenses paid besides.

There is an Assistant Engineer, appointed by the principal, at \$4 per day, with travelling and other expenses.

We have had a Superintendent of live oak plantations, in Florida, with a salary of \$400, and an Overseer, appointed by him, with a salary of \$500.

We have had Agents for surveying live oak lands, in Florida, at \$4 to 5 per day, in addition to their expenses.

A custody fee, of 15 cents per day, has been allowed to the Sheriff of Florida, for keeping Africans landed from slave ships.

We have an Agent at Liberia, for receiving Africans, at a salary of \$1,600, and an outfit of 500.

We have Architects of Navy Hospitals, who receive salaries of \$2,000 per year.

Until recently, the Navy Department employed a special agent, who was a Clerk in this office, and allowed him one per cent. on heavy disbursements, when the law expressly provides, that all disbursing officers shall be appointed by the President, and nominated to the Senate.

Many other special agents have been employed for particular services, and many thousand dollars paid to them by way of compensation.

The original authority for most of these allowances exists only in letters from the Secretary of the Navy to the 4th Auditor. For some of them, not even that authority, or any other, except precedent, can be found. An account has been allowed by the Secretary; another one like it is allowed on the same principles; the precedent becomes a law, and even its origin is forgotten. This kind of legislation has been as fluctuating as it has been loose. Sometimes more is allowed, and sometimes less; the Navy is full of complaints of partiality; and almost every man thinks that he has a right to some allowance, because a similar claim has been allowed to others. The Auditor is harassed with arguments drawn from expediency; the hardship of the case; its similarity to some allowance heretofore made; and, because some have procured improper allowances, he is censured because he does not put all upon an equality, by making improper allowances to others. Every thing is dark and uncertain; and, instead of being able, at once, to turn to some law or lawful regulation, by which to test every claim which is presented, he is compelled to spend hours and days in hunting for old letters, and looking into precedents.

Some boldly claim allowances without law or authority, because their cases, or others like them, were embraced in the estimates on which the appropriations were founded. In their view, an estimate authorises an expenditure. So far has this impression gone, that men, employed by contract, at prices less than the estimates place upon similar services, have advanced serious claims to the whole amount estimated. It is in vain to urge that the estimates are, or ought to be, based on some existing law; that they form no part of the appropriation law; that Congress, almost uniformly, appropriates less than is estimated, without leaving any record explaining what part they disapprove: no arguments avail with those who consider custom as law, or find their own convenience or their interest in setting their own rules above those of the legislative power. Congress have confidence that the Executive officers will be governed by law in their estimates; they never scrutinize them, with an impression that they are to be taken as law after their adjournment; and instances are not wanting where they have been

deceived into appropriations for objects other than those which the estimates seemed to present. Next to allowing the Executive to make appropriations by his own authority, is the danger of considering an appropriation based on an estimate without shadow of law to authorize the estimate or make the appropriation necessary, as sufficient authority for expending the money. Yet, such has been the practice of the Government; and from this practice have sprung many abuses.

It may be well supposed, that almost an entire want of legal and fixed system in the allowances made (for the Department has not obeyed its own estimates) must materially affect the accounts of this office, and the appropriations made by Congress. By some new rule, or upon some unknown reason, many thousand dollars have been, suddenly and unexpectedly, allowed. By a repetition of these allowances, means to pay which have always been found, the state of the appropriations, and, consequently, the accounts of the Department, have been miserably deranged.

This leads me to speak of the manner in which the public moneys are drawn from the Treasury, and the accounts kept.

By acts of Congress it is declared, that all moneys appropriated shall be applied to the purposes for which they are appropriated, and no other, except that transfers, in certain cases, may be made, by the President, from one appropriation to another. In the Navy Department, the power of transfer extends only to "Pay of the Navy," "Provisions," "Medicines and Hospital Stores," "Repairs of vessels," and "Clothing." From either of these to any other, transfers may be made within the year for which the appropriations are made; and an account of such transfers is required to be laid before Congress, within the first week of their next succeeding session. On the first of February of each year, the Secretary of the Navy is required to lay before Congress a statement, under each specific head of appropriation, of the amounts appropriated for the service of the preceeding year, of the amounts expended, and of the balance remaining on hand at the close of the year.

When a Navy Agent, or other disbursing officer, wants money, he writes to the Secretary, stating the heads of appropriation under which it is wanted. The Secretary issues a requisition upon the Secretary of the Treasury for a warrant for the amount, stating each item under its proper head of appropriation. The Comptroller countersigns it, and charges each item to the proper appropriation. The Auditor registers it, and charges the items to the disbursing officer, also under the proper heads. The officer renders his accounts for disbursements under each head, and receives a credit under each.

There are now unclosed accounts on the 4th Auditor's books, under upwards of 40 heads of appropriation. Many disbursing officers have accounts under ten or fifteen different heads, which are precisely like ten or fifteen separate accounts. Did every person, receiving money from the Navy Department, ask for it under the proper heads, expend it under the proper heads, and render his accounts under the proper heads; and had no transfers ever been made, or, when made, had they been reported to Congress, and the deficiency immediately supplied, there would have been little or no irregularity in the accounts of the Department. But the irregular and unlawful practice of the Department, encouraging and producing similar irregularity among all its fiscal officers, has defeated the object of specific appropriations, and involved its accounts in almost inextricable confusion.

When Agents have called for money under heads of appropriation which were exhausted, former Secretaries have not hesitated to send them money under other heads. This is a virtual transfer from one appropriation to another, and a violation of law. When the officers account for this money, it stands charged to them on the Auditor's books under one head, and they obtain credit under another. The money has in fact been applied to purposes other than those for which it was appropriated. But, when another appropriation is obtained under the deficient head, the amount borrowed is refunded. This is another virtual transfer, and a double violation of law, because it is a transfer from one year to another.

When the Auditor and Comptroller have settled an account belonging to a head of appropriation which is exhausted, the practice has been to pay it by an advance out of another appropriation. This is also a palpable evasion of the law; the money is applied to purposes for which it was not appropriated; the account can never be closed on the books of this office, unless Congress make another appropriation under the deficient head; and, even then, it must come out of another year's appropriation.

Millions of money have been expended, by the Navy Department, for purposes other than those for which it was appropriated. The accounts now unadjusted, arising solely from these irregularities, probably embrace more than a million of dollars. Many of them are as much creditor under one head as debtor under another; but the Auditor has no power to transfer the amounts, and close them. It is probable that \$30,000 would pay all that is really due upon these accounts, and an appropriation of that sum, with power to make the necessary transfers, would furnish the means to close them. No talents or skill can adjust them without the interposition of Congress.

In every case, where a transfer is made from one appropriation to another, or where money has been forwarded under one head to be expended under another, or where an advance is made under one head to pay a debt due under another, the Comptroller's books do not represent, truly, the purposes for which the money is expended. For instance: an Agent asks for \$10,000, under "Pay of the Navy;" it is sent to him, under "Provisions;" it is intended to be applied, and actually is applied to Pay; yet, on the 2d Comptroller's books, it is charged to Provisions, and, under that head, is reported to Congress. Hence, there has not been for many years, a correct report made to Congress, of the purposes to which the money appropriated has been applied.

On recurrence to the Comptroller's report, for 1828, you will find the first column headed "Balances of Appropriations on the first day of January, 1828;" the second, "Appropriated in 1828;" the third, "Repayments in 1828;" these three, added together, form the fourth, headed "Amount applicable to the service of 1828;" the fifth is headed, "Amount drawn, by requisition, from the Treasury, during the year 1828;" and this, subtracted from the fourth, forms the sixth, headed "Balances of Appropriations, on the 31st of December, 1828." The first column gives the amount standing to the credit of each appropriation on the Comptroller's books, on the first day of January, 1828; but, as all transfers, made during the preceding year, are debited to the appropriation from which the money was taken, and credited to that in aid of which the transfer is made, those balances are far from a true representation of the actual state of the several appropriations at that time. None of the principal appropriations *appear* to have been

exhausted; yet some of them were exhausted, and had borrowed large amounts from others. The amounts, so borrowed, were repaid out of the appropriations for 1828. Before the expiration of that year, some of the appropriations were again exhausted, and sums of money again borrowed from others. All sums thus refunded and borrowed, as well as all sums transferred from one head of appropriation to another, for the purpose of adjusting accounts, are included in the column of "Repayments." It is obvious that none of these sums can at all increase the "Amount applicable to the service of the year 1828;" yet they are all added in to make up the items of the columns thus headed. The *bona fide* repayments are small in amount. Of the \$369,909 94, under the head of "Repayments in 1828," it is not believed that the actual repayments amount to \$60,000. The report, therefore, represents that there were upwards of \$300,000 applicable to the service of 1828, more than actually were so applicable.

Indeed, the system of borrowing from one appropriation, to make up deficiencies in another, is nothing more nor less than anticipating the appropriations of the next year. For instance: "Pay Afloat" is deficient; to make up the deficiency, the Secretary borrows \$10,000 out of Provisions; this \$10,000 is refunded out of the sum appropriated for "Pay Afloat" for the next year. Thus, \$10,000 of the appropriation for "Pay Afloat," in 1828, is actually anticipated, and spent in 1827, and the amount applicable to the service of 1828, is reduced in that sum. Yet, by representing the payment of this debt as a *repayment*, the Comptroller's Report represents it as increasing that amount!

The fifth column is not a true representation of the "Amount drawn from the Treasury, during the year 1828," because it includes all transfer requisitions, which take nothing from the Treasury, but merely transpose the money from one appropriation to another. In some cases, that column represents the same sum of money as drawn from the Treasury twice over. It is represented as drawn from the Treasury by the requisition which transfers it from one appropriation to another; and it is represented as drawn again by the requisitions which take it from the latter appropriation and pay it out to public officers or agents. Hence, that column represents the amounts drawn from the Treasury as much greater than they really are.

The "Balances of appropriations, on the 31st day of December, 1828," are made up in the same manner as the balances in the first column. They are far from conveying to Congress any correct idea of the state of the appropriations.

In fine, from the Comptroller's Reports, neither Congress nor any body else can obtain any accurate information in relation to the amounts expended under each head of appropriation, or of the actual condition of the Appropriations. As a system of Book-keeping, exhibiting the amounts debited and credited to each appropriation, the mode of keeping these accounts in the Comptroller's office, is doubtless, correct; but it does not enable the head of the Navy Department to give to Congress that information which the law requires. From inspection of the Comptroller's books, and conversations with those who keep them, I am satisfied, that, to obtain from them correct information of the state of the appropriations, is now wholly impracticable. So many and so complicated have been the transfers, the refundings, the advances under wrong heads, &c. &c. that the skein can never be unravelled, and the only remedy for the past is to cut the knot.

It is just to the present Comptroller to state, that he is devising means to change the mode of keeping his books, and make them present the truth of every transaction.

Though appropriations are made for specific years, no effort has been made, except in relation to contingencies, to confine payments out of the appropriations for any one year, to the accounts accruing within that year. With the exception above stated, accounts, accruing ten years ago, are paid out of the appropriations for the current year. The Comptroller's books do not profess to give the *expenses* of each year, but only the *payments*. Large sums have been taken out of the appropriations, within a few years past, to satisfy old claims. This is, doubtless, one cause of the deficiency in some of them, which has, in fact, existed, and been known in the public offices, for several years. It may be doubted whether there was money enough, under any one of the *principal* heads of appropriation, in 1828, to pay up all accounts, accruing before the first of January, 1829; and it is probable that there was an aggregate deficiency, exceeding half a million of dollars.

It is difficult to ascertain fully, and detail accurately, all the practices which have embarrassed the accounts of the Navy Department; and perhaps it is more difficult to point out a remedy. But the result of my reflections shall be freely given.

As a first step to an effectual reform in the business of the Department, I would suggest the propriety of an appeal to Congress to remodel the whole system of pay and emoluments of the Naval Officers, leaving as little as possible to the discretion of the Executive. Every indirect and covert allowance should be discontinued and forbidden; and the pay of all the officers made so certain as to leave no room for construction, and so liberal as to remove present inducements to seek an increase by indirect means. The regular pay of officers of the Navy is far below that of officers of the Army in similar grades. Certainly, their services and dangers are not less. Bearing their country's flag to every clime, they are exposed to dangers, disease, and death, in a degree far beyond any thing encountered in time of peace by the officers of the Army. By the feeble health and broken constitutions of many, returning from distant cruises, who present themselves to me for a settlement of their accounts, I am constantly admonished of the hardships these brave men have to encounter. Let not the country be unjust to them.

The lawful compensation to Commanders of Squadrons is peculiarly inadequate. By their skill and valor they have made our flag glorious, and attracted to our ships the attention of the world. When they enter foreign ports, or meet foreign squadrons, they are obliged to receive and return the visits of those whom curiosity or admiration attract on board their vessels. As unwilling to be out done in courtesy as to be conquered in battle, they are compelled to incur expenses which their regular pay and emoluments are inadequate to meet. Let them be no longer subjected to the humiliation of begging indirect and unauthorized allowances from the Executive, when an ample compensation ought to be accorded to them by the Representatives of the American People.

It is more important that Congress should give us a *system* of pay and emoluments, because discretionary allowances by the Executive tend to injustice, corruption, and endless jealousies. While the officer of vice feelings stands aloof, and relies upon his country to provide for him, the less scrupulous make themselves the assiduous flatterers of those in power. Their success operates as a premium for subserviency, and disheartens those of honest principles and lofty minds. The supple and corrupt may monopolize the favors of the Government, while the independent and honest are kept in obscurity, or driven from the public service. The minds of officers, instead of

being devoted to the interests and glory of the Navy, are employed upon the means of persuading the Secretary or accounting officers to eke out their emoluments by additional allowances. If every claim is not allowed which bears a resemblance to such as have been allowed to others, they are dissatisfied, and complain of partiality and injustice. If an accounting officer be corrupt, and it be understood that claims will be favorably considered in proportion as claimants minister to his passions, his partizan feelings, or his necessities, it is fearful to think how far the poison might spread in this essential arm of the national defence!

How vastly important is it, therefore, not only to the safety of the Treasury, but to the character and efficiency of our Navy, that all discretion, in making pecuniary allowances, should be taken from the Executive Officers. To its moral character, I verily believe, does our Navy owe all its glories. By preserving that character we shall make it invincible. Give the officers liberal pay; make it fixed and certain; place them in a situation to claim it as a matter of right; teach them to consider themselves dependent on no Executive officer for their emoluments, but on their country only; they will then devote themselves, not to this or that man who may chance to hold the office of President, Secretary, or Auditor, but to the glory of their flag and the interests of the Republic. The Navy will become as remarkable for its high honor and strict morals, as it is now distinguished for its valor.

I doubt whether the present system of supplying seamen on board ship with comforts, is not injurious to the morals of the Navy. It affords an over-active temptation to Purser's to cheat the seamen; and that they are sometimes overcome by it, we have ample proof. But I am not prepared to suggest a remedy.

Public economy, no less than the character of the Navy, demands a well-defined system. Although the pay of every officer might be nominally much increased, the aggregate amount paid them would not be greater than it is. Perhaps it would be less; at least the increasing profusion which always attends a loose system, would be checked, and the ultimate effect would be a saving of public money.

One of the most important results of a well-defined system would be, the restoration of confidence to the public officers, and of truth to their records. Truth is the basis of all morals, of all useful religion, of society itself. Yet, our public books and records have been filled with systematic falsehood. Does any one suppose that a commission has been allowed to the commanders of squadrons for the purpose of paying them for *the trouble of drawing bills*? The trouble is nothing; the name given to the allowance is a mere pretence. Lately, \$2,000 has been allowed them in lieu of commissions. This is one step nearer a direct allowance without pretence. The truth is, the allowance is made to *increase their emoluments*, and nothing else. Who, on finding from the books of this Office, that \$600 has been allowed to Purser's for Clerk hire, would doubt that this money has been paid for Clerks? Yet, such is not the fact. The allowance has been made *solely* to cover a charge of commission on moneys paid to mechanics and laborers, and to increase the Purser's lawful emoluments. Who would doubt that the Navy Agents paid out for house rent, Clerk hire, &c. &c. the sums which have been allowed them under those names? Yet, such is not the fact—at least in many instances. It is designed as an expedient to increase their allowances beyond one per cent. on their disbursements, or to make it exceed \$2,000. The public books are full of such pretences and

falsehoods. Sometimes, it is believed, vouchers, false in substance as well as form, have been used to draw money from the Treasury. So familiar has the mode of doing business under fictitious names become to many honest men long in office, that it is difficult to convince them of its evil tendencies and intrinsic wrong. Is it not important to correct this? Where is the security for the faithful application of the public money, when the records of its distribution are permitted to be falsified? There is no safety, unless even the *appearance* of falsehood be rooted out. Indulgence in one untruth blunts the moral sense, and leads to another. A falsehood in *form* leads to falsehood in *substance*. By degrees the evil creeps on, until the sluices of the Treasury are opened, and the People look in vain to their public books to see for what purposes their money has been paid.

You will perceive by the facts herein stated, that the whole object of specific appropriations has been defeated by the irregular and unlawful practices of the Navy Department. The annual reports to Congress give no correct information of the expenditures under each head, and for any purpose of that kind, are no better than blank paper. They are worse: for they mislead and deceive. I find that most of those experienced in the public accounts attribute their present condition in the Navy Department, to the system of specific appropriations. I am not prepared to admit that it is so much the fault of the system, as of its administration. The system is difficult, but certainly not impracticable. All will admit that it ought to be enforced or abolished. I know of but one mode of enforcing it. Let Congress give us an appropriation to meet all arrearages, under every head of appropriation, prior to the first day of January, 1830. Let every account in the Navy Department be settled up to that day, and all balances due paid out of that appropriation. Let careful estimates be made for expenses accruing in 1830, and no part of the money appropriated for that year be paid on any account accruing prior to that year. Compel every disbursing officer to make careful estimates of the amounts needed by him under each head; forbid his paying out money for other purposes than those for which it is sent to him; and refuse him credits for all over payments. Let no transfers be made, except in the emergency, and in the manner, prescribed by law; and let such as may be made, be reported to Congress as the law requires, that the deficiency may be supplied.

With strictness and severity in executing the law, I think the present system *practicable*. But it is complicated and difficult, and, in some respects, unsafe. Let any member of Congress, or other person, however talented and intelligent, enter this office, and attempt to ascertain for what purposes the public money has been paid during the last four years. Where will he look for the information? Will he turn to the books? They will give him none. The entries are all in general terms, under each head, and give no clue to the real character of the vouchers. Will he ask the Clerks? Their recollections are indistinct and unsatisfactory. He can procure what he wants, only by a personal inspection of the ten thousands of vouchers in thousands of accounts which it would take months to examine. I have been in this office about six months, and all I know of past transactions has been obtained by accident, in the necessary routine of business, or in tedious investigations. What there may be concealed in the numerous boxes and piles of papers which fill the passage, the shelves, and the pigeon holes of the office, I know not, nor can I ever know, without opening and carefully inspecting the contents of every bundle. Without a long research, we cannot tell what the

building or fitting out of any ship has cost, or any thing else of those hundred items of information which are always interesting, and often useful. The various items are scattered through the books of the office under various heads of appropriation, from which it is always difficult and sometimes impossible to cull and collate them. These heads of appropriation, as they appear in the books of this office, are like splendid abstractions, more beautiful in theory than useful in practice.

It appears to me, all the benefits now derived from specific appropriations might be realised without their inconveniences, by requiring the Department to present *specific estimates*, by appropriating a sum in gross, for the support of the Navy, and by requiring the Secretary to account annually for the sums expended under each head of his estimates. To enforce the present system, liberal estimates must be made under each head to meet unexpected emergencies, because one head cannot depend for relief on another; but upon the plan suggested, a general allowance for emergencies would be sufficient, and the aggregate amount of appropriations need not be so great. To enforce the present system, it will also be necessary to keep a balance under each head in the hands of every disbursing officer, thereby magnifying the aggregate at his disposition, and multiplying the chances for fraud and defalcation. Under the plan suggested, the money in their hands would constitute a general fund, applicable to all naval purposes, and the whole sum continually entrusted to them need not be so large.

Whether the system be changed or not, the interposition of Congress is *absolutely necessary*. Without it, that which is now confused, must become worse confounded. If they will but give us the means of paying up arrearages, and not compel us to draw upon the appropriations of 1830, to pay debts accruing in all preceding years, we can do much ourselves towards extricating the accounts of the Department from their present embarrassment. Without that, we can do nothing; unless, indeed, we cease to pay all such accounts, and refer them to Congress, which would be great injustice to the creditors of the public.

My solicitude on this subject is great. None appears to me more to need or deserve the consideration of Congress. A system of pay and emoluments, and a reform in the mode of keeping the accounts, would place it on high ground. I want no discretion. I wish to be able to turn to some law or lawful regulation for every allowance I am called on to make. I wish to make every transaction of this office so plain that every member of Congress, and any man of common capacity in the country, can understand it. There are no mysteries in good government. To manage the affairs of the American People, it is not necessary to deceive and blind them. Honesty in official duties, and truth in disclosing all that is done, will rivet the Government in the affections of the People, and make our Union as firm as our mountains.

From my want of experience, I do not flatter myself that any great value ought to be attached to my suggestions. If they shall lead to investigations which shall give efficiency to the Navy, and place the administration of its affairs on the basis of the Constitution, I shall be more than compensated for the trouble of making them.

Very respectfully,

Your ob't serv't,

AMOS KENDALL.

JOHN BRANCH, Esq.

Secretary of the Navy.

K.

GENERAL ESTIMATE.

There will be required for the support of the Navy, during the year 1830, three millions five hundred and fifty-six thousand five hundred and forty-seven dollars and thirty-four cents, in addition to the unexpended balances that may remain on hand on the first of January, 1830.

1st. For pay and subsistence of officers, and pay of seamen, other than those at Navy yards, shore stations, and in ordinary, - - - - -	\$1,239,220 47
2d. For pay, subsistence, and allowances of officers, and pay of seamen at Navy yards, shore stations, hospitals, and in ordinary, - - - - -	224,229 25
3d. For pay of superintendents, naval constructors, and all the civil establishments at the several Navy yards and stations, - - - - -	57,680 00
4th. For provisions, - - - - -	457,537 50
5th. For repairs of vessels in ordinary, and for wear and tear of vessels in commission, - - - - -	590,000 00
6th. For medicines, surgical instruments, and hospital stores, and all other expenses on account of the sick, - - - - -	30,500 00
7th. For ordnance and ordnance stores, - - - - -	30,000 00
8th. For repairs and improvements of Navy yards, and for the covering and preservation of ships in ordinary, - - - - -	450,000 00
9th For gradual increase, to be applied to that appropriation, being the amount expended in the substitution of iron water tanks for casks, making the sum of - - - - -	\$200,000 00
From which may be deducted this sum, restored to gradual increase from the surplus fund, by act of 2d March, 1829, - - - - -	47,619 88
	152,380 12
10th. For defraying the expenses that may accrue during the year 1830, for the following purposes, viz: For freight and transportation of materials and stores of every description; for wharfage and dockage; storage and rent; travelling 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 such quarters where there is no hospital, and for funeral expenses; for commissions, clerk hire, and office rent; stationery and fuel to navy agents; for premiums	

GENERAL ESTIMATE—Continued.

11th. For contingent expenses for objects arising during the year 1830, and not hereinbefore enumerated,	5,000 00
Total amount,	<u>\$3,556,547 34</u>

B. No. 1.

ESTIMATE of the Pay and Subsistence of all the persons of the Navy attached to vessels in commission, for the year 1830.

	FRIGATES.		SLOOPs.		SCHOONERS.	TOTAL.	AMOUNT.
	1st Class.	2d Class.	1st Class.	2d Class.			
No. of vessels of each class,	4	1	10	2	4	21	Dolls. Cts.
Captains, - - -	4	1	-	-	-	5	10,640 00
Masters Commandant, - - -	-	-	10	2	-	12	14,115 00
Lieutenants Commandants, - - -	-	-	-	-	4	4	4,705 00
Lieutenants, - - -	24	5	40	8	12	89	85,885 00
Masters, - - -	4	1	10	2	-	17	11,262 50
Pursers, - - -	4	1	10	2	4	21	13,912 50
Surgeons of the Fleet, - - -	4	-	-	-	-	4	8,045 00
Surgeons, - - -	-	1	10	2	-	13	15,727 92
Surgeons' Mates, - - -	8	2	10	2	4	26	21,268 00
Chaplains, - - -	4	1	-	-	-	5	3,312 50
Midshipmen, - - -	96	20	120	20	16	272	62,016 00
Boatswains, - - -	4	1	10	2	-	17	5,631 25
Gunners, - - -	4	1	10	2	4	21	6,956 25
Carpenters, - - -	4	1	10	2	-	17	5,631 25
Sailmakers, - - -	4	1	10	2	-	17	5,631 25
Secretaries, - - -	4	-	-	-	-	-	4,000 00
Schoolmasters, - - -	4	1	10	-	-	15	5,868 75
Clerks, - - -	4	1	10	2	4	21	6,300 00
Boatswains' Mates, - - -	12	3	20	4	8	47	10,716 00
Gunners' Mates, - - -	8	2	10	2	-	22	5,016 00
Carpenters' Mates, - - -	8	2	10	2	4	26	5,928 00
Sailmakers' Mates, - - -	4	1	10	-	4	19	4,332 00
Quartermasters, - - -	36	9	50	8	16	119	25,704 00
Quartergunners, - - -	48	10	60	12	12	142	30,672 00
Yeomen, - - -	12	3	30	6	4	55	11,880 00
Captains' Stewards, - - -	4	1	10	2	4	21	4,536 00
Captains' Cooks, - - -	4	1	10	2	-	17	3,672 00
Coopers, - - -	4	1	10	2	-	17	3,672 00
Armorsers, - - -	4	1	10	2	-	17	3,672 00
Armorsers' Mates, - - -	4	1	-	-	4	9	1,620 00
Masters at Arms, - - -	4	1	10	2	-	17	3,672 00
Ships' Corporals, - - -	8	2	-	-	-	10	1,680 00
Cooks, - - -	4	1	10	2	4	21	4,536 00
Masters of the Band, - - -	4	1	-	-	-	5	1,080 00
Musicians, First Class, - - -	16	3	-	-	-	19	2,736 00
Musicians, Second Class, - - -	12	2	-	-	-	14	1,680 00
Scamen, - - -	600	120	600	100	56	1476	212,544 00
Ordinary Seamen, - - -	480	100	300	50	28	958	114,960 00
Landsmen, - - -	200	30	200	30	12	472	45,312 00
Boys, - - -	108	21	120	22	20	291	20,952 00
	1760	354	1740	296	224	4374	811,480 17

Add for one Ship of the Line, one Sloop of the first and one of the second class, per B. 2., 1143 196,252 18

Additional pay to passed Midshipmen, whose pay as Midshipmen is embraced in the above, 50, at \$6. per month and 1 ration per day 8,162 50

5517 1,015,894 85

B. 2.

ESTIMATE of the Pay and Subsistence for one Ship of the Line, one Sloop of War of the First, and one of the Second Class.

	SHIP OF THE LINE.	SLOOP, FIRST CLASS.	SLOOP, SECOND CLASS.	TOTAL.	AMOUNT
Captains, - - - - -	2	1	-	3	\$ 6,037 50
Masters Commandant, - - - - -	-	-	1	1	1,176 25
Lieutenants, - - - - -	10	4	4	18	17,370 00
Masters, - - - - -	2	1	1	4	2,650 00
Pursers, - - - - -	1	1	1	3	1,987 50
Surgeon of the Fleet, - - - - -	1	-	-	1	2,011 25
Surgeons - - - - -	-	1	1	2	2,419 68
Surgeons' Mates, - - - - -	4	1	1	6	4,908 00
Chaplains, - - - - -	1	-	-	1	662 50
Midshipmen, - - - - -	34	12	10	56	12,768 00
Secretary, - - - - -	1	-	-	1	1,000 00
Schoolmasters, - - - - -	1	1	-	2	782 50
Clerks, - - - - -	1	1	1	3	900 00
Boatswains, - - - - -	1	1	1	3	993 75
Gunners, - - - - -	1	1	1	3	993 75
Carpenters, - - - - -	1	1	1	3	993 75
Sailmakers, - - - - -	1	1	1	3	993 75
Boatswains' Mates, - - - - -	6	2	2	10	2,280 00
Gunners' Mates, - - - - -	3	1	1	5	1,140 00
Carpenters' Mates, - - - - -	3	1	1	5	1,140 00
Sailmakers' Mates, - - - - -	2	1	-	3	684 00
Quartermasters, - - - - -	12	5	4	21	4,536 00
Quartergunners, - - - - -	20	6	6	32	6,912 00
Yeomen, - - - - -	3	3	3	9	1,944 00
Captains' Stewards, - - - - -	1	1	1	3	648 00
Captains' Cooks, - - - - -	1	1	1	3	648 00
Coopers, - - - - -	1	1	1	3	648 00
Armorsers, - - - - -	1	1	1	3	648 00
Armorsers Mates, - - - - -	2	-	-	2	360 00
Masters at Arms, - - - - -	1	1	1	3	648 00
Ships' Corporals, - - - - -	4	-	-	4	672 00
Cooks, - - - - -	1	1	1	3	648 00
Master of the Band, - - - - -	1	-	-	1	216 00
Musicians, First Class, - - - - -	6	-	-	6	864 00
Musicians, Second Class, - - - - -	5	-	-	5	600 00
Seamen, - - - - -	300	60	50	410	59,040 00
Ordinary Seamen, - - - - -	240	30	25	295	35,400 00
Landsmen, - - - - -	100	20	15	135	12,960 00
Boys, - - - - -	46	12	11	69	4,968 00
	821	174	148	1143	\$ 196,252 18

C.

ESTIMATE of the Pay, Rations, and all other allowances of Officers and others at the Navy Yards and Stations, for the year 1830.

PORTSMOUTH.	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords wood per annum.	Servants, at \$ 8.	Servants, at \$ 6.	Pay, rations, and allowances, per annum.	AGGREGATE.
YARD.					lbs.					
Captains, - - -	1	100	16	-	65	30	3	-	\$3,466 75	
Masters Commandant, -	1	60	5	300	40	20	2	-	2,010 75	
Lieutenant, - - -	1	50	4	-	20	20	1	-	1,292 25	
Do - - -	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
ORDINARY.										
Lieutenant, - - -	1	50	4	-	-	-	-	-	965 00	
Carpenter's Mate, - -	1	19	1	-	-	-	-	-	319 25	
Able Seamen, - - -	4	12	1	-	-	-	-	-	941 00	
Ordinary Seamen, - -	6	19	1	-	-	-	-	-	1,267 50	
										3,492 75
CIVIL.										
Store-keeper, - - -	1	-	-	-	-	-	-	-	1,200 00	
Clerk to Storekeeper,	1	-	-	-	-	-	-	-	300 00	
Clerk to Commandant,	1	-	-	-	-	-	-	-	500 00	
to do duty as Clerk to Master Builder,										
Clerk to Yard,	1	-	-	-	-	-	-	-	600 00	
Master Builder,	1	-	-	-	-	-	-	-	1,500 00	
Porter, - - -	1	25	-	-	-	-	-	-	300 00	
										4,100 00
										\$22,091 75

NOTE. House Rent is estimated for officers only in cases where no house is furnished by the Government.

ESTIMATE C.—Continued.

BOSTON.		Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants, at \$ 8.	Servants, at \$ 6.	Pay, Rations, &c. per annum.	AGGREGATE.
YARD.						lbs.					
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	
Do - - -	1	50	4	-	-	-	-	-	-	965 00	
Master, - - -	1	40	2	-	20	12	1	-	-	941 75	
Do - - -	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	
ORDINARY.											
Captain, - - -	1	100	8	-	-	-	-	-	-	1,950 00	
Lieutenants, - - -	3	50	4	-	-	-	-	-	-	2,895 00	
Master, - - -	1	40	2	-	-	-	-	-	-	662 50	
Boatswain, - - -	1	20	2	90	12	9	-	1	-	741 75	
Midshipmen, - - -	6	19	1	-	-	-	-	-	-	1,915 50	
Carpenter, - - -	1	20	2	-	12	9	-	1	-	651 75	
Carpenter's Mate, - - -	1	19	1	-	-	-	-	-	-	319 25	
Do Mate, as Caulker, - -	3	19	1	-	-	-	-	-	-	957 75	
Boatswain's Mate, - - -	1	19	1	-	-	-	-	-	-	319 25	
Able Seamen, - - -	14	12	1	-	-	-	-	-	-	3,293 50	
Ordinary Seamen, - - -	26	10	1	-	-	-	-	-	-	5,492 50	
										19,178 75	
HOSPITAL.											
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	
CIVIL.											
Storekeeper, - - -	1	-	-	-	-	-	-	-	-	1,700 00	
Clerk to Storekeeper, - -	1	-	-	-	-	-	-	-	-	500 00	
Clerk to Commandant, - -	1	-	-	-	-	-	-	-	-	750 00	
Clerk to do - - -	1	40	-	-	-	-	-	-	-	480 00	
Clerk to Yard, - - -	1	-	-	-	-	-	-	-	-	900 00	
Master Builder, - - -	1	-	-	-	-	-	-	-	-	2,300 00	
Clerk to do - - -	1	-	-	-	-	-	-	-	-	420 00	
Inspector and Measu- rer of Timber, - - -	1	-	-	-	-	-	-	-	-	900 00	
Porter, - - -	1	25	-	-	-	-	-	-	-	300 00	
										8,230 00	
										\$ 47,994 50	

ESTIMATE C.—Continued.

NEW YORK.	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants, at \$ 8.	Servants, at \$ 6.	Pay, Rations, &c. per annum.	AGGREGATE.
YARD.										
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	
Do - - -	1	50	4	-	-	-	-	-	965 00	
Master, - - -	1	40	2	200	20	12	1	-	1,141 75	
Do - - -	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
ORDINARY.										
Captain, - - -	1	100	8	-	-	-	-	-	1,930 00	
Lieutenants, - - -	3	50	4	-	-	-	-	-	2,895 00	
Master, - - -	1	40	2	-	-	-	-	-	662 50	
Boatswain, - - -	1	20	2	90	12	9	-	1	741 75	
Midshipmen, - - -	6	19	1	-	-	-	-	-	1,915 50	
Carpenter, - - -	1	20	2	-	12	9	-	1	651 75	
Carpenter's Mate, - - -	1	19	1	-	-	-	-	-	319 25	
Do Mates, as Caulkers, - - -	3	19	1	-	-	-	-	-	957 75	
Boatswain's Mate, - - -	1	19	1	-	-	-	-	-	319 25	
Able Seamen, - - -	14	12	1	-	-	-	-	-	3,293 50	
Ordinary Seamen, - - -	26	10	1	-	-	-	-	-	5,492 50	
										19,178 75
HOSPITAL.										
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
CIVIL.										
Storekeeper, - - -	1	-	-	-	-	-	-	-	1,700 00	
Clerk to Storekeeper, - - -	1	-	-	-	-	-	-	-	500 00	
Clerk to Yard, - - -	1	-	-	-	-	-	-	-	750 00	
Clerk to Commandant, - - -	1	40	-	-	-	-	-	-	480 00	
Do do - - -	1	-	-	-	-	-	-	-	900 00	
Master Builder, - - -	1	-	-	-	-	-	-	-	2,300 00	
Clerk to do - - -	1	-	-	-	-	-	-	-	420 00	
Inspector and Measur- } er of Timber, - - -	1	-	-	-	-	-	-	-	900 00	
Porter, - - -	1	25	-	-	-	-	-	-	300 00	
										8,250 00
										\$ 50,628 75

ESTIMATE C.—Continued.

WASHINGTON.	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants, at \$ 8.	Servants, at \$ 6.	Pay, Rations, &c. per annum.	AGGREGATE.
YARD.										
Captain, - - -	1	100	16	-	65	30	3	-	\$5,466 75	
Master Commandant, - -	1	75	6	-	40	20	2	-	1,982 00	
Lieutenant, - - -	1	50	4	-	20	20	1	-	1,292 25	
Do - - -	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	
Gunner, Keeper of Magazine, }	1	20	2	90	12	9	-	1	741 75	
Steward, - - -	1	18	1	-	-	-	-	-	307 25	
									14,126 25	
ORDINARY.										
Lieutenant, - - -	1	50	4	-	-	-	-	-	965 00	
Master, - - -	1	40	2	-	-	-	-	-	662 50	
Boatswain's Mates, - -	2	19	1	-	-	-	-	-	638 50	
Carpenter's Mate, - -	1	19	1	-	-	-	-	-	319 25	
Able Seamen, - - -	6	12	1	-	-	-	-	-	1,411 50	
Ordinary Seamen, - -	8	10	1	-	-	-	-	-	1,690 00	
									5,686 75	
HOSPITAL.										
Surgeon, - - -	1	70	4	200	20	20	1	-	1,732 25	
Surgeon's Mate, - -	1	30	2	145	16	14	-	1	950 75	
Steward, - - -	1	18	1	-	-	-	-	-	307 25	
Nurse, - - -	1	10	1	-	-	-	-	-	211 25	
Washer, - - -	1	8	1	-	-	-	-	-	187 25	
Cook, - - -	1	10	1	-	-	-	-	-	211 25	
									3,600 00	
CIVIL.										
Storekeeper, - - -	1	-	-	-	-	-	-	-	1,700 00	
Clerk to Storekeeper, -	1	-	-	-	-	-	-	-	450 00	
Clerk to Yard, - - -	1	-	-	-	-	-	-	-	900 00	
Clerk to Commandant, -	1	-	-	-	-	-	-	-	1,000 00	
Do do - - -	1	-	-	-	-	-	-	-	480 00	
Master Builder, - - -	1	-	-	-	-	-	-	-	2,300 00	
Clerk to Master Builder, -	1	-	-	-	-	-	-	-	420 00	
Inspector and Measurer of Timber, }	1	-	-	-	-	-	-	-	900 00	
Master Chain Cable & Anchor Maker, }	1	-	-	-	-	-	-	-	1,000 00	
Machinist and Engineer, -	1	-	-	-	-	-	-	-	1,000 00	
Ass't Master Builder, - -	1	-	-	-	-	-	-	-	1,000 00	
Master Plumber and Camboose Maker, }	1	-	-	-	-	-	-	-	1,200 00	
Porter, - - -	1	25	-	-	-	-	-	-	300 00	
									12,650 00	
									\$ 36,063 00	

ESTIMATE C.—Continued.

NORFOLK.		Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants at \$ 8.	Servants, at \$ 6.	Pay, Rations, &c. per annum.	AGGREGATE.	
YARD.												
Captain, - - -	1	100	16	-	65	30	3	-	-	\$3,466 75	18,937 50	
Master Commandant, - -	1	60	5	300	40	20	2	-	-	2,010 75		
Lieutenant, - - -	1	50	4	200	20	20	1	-	-	1,492 25		
Do - - -	1	50	4	-	-	-	-	-	-	965 00		
Master, - - -	1	40	2	200	20	12	1	-	-	1,141 75		
Do - - -	1	40	2	-	-	-	-	-	-	662 50		
Surgeon, - - -	1	60	4	200	20	20	1	-	-	1,612 25		
Surgeon's Mate, - - -	1	40	4	145	16	14	-	1	-	1,253 25		
Purser, - - -	1	40	2	200	20	12	1	-	-	1,141 75		
Chaplain, - - -	1	40	2	250	12	9	-	-	-	1,141 75		
Teacher of Mathematics,	1	40	2	90	12	9	-	1	-	981 75		
Midshipmen, - - -	4	19	1	-	-	-	-	-	-	1,277 00		
Boatswain, - - -	1	20	2	90	12	9	-	1	-	741 75		
Gunner, - - -	1	20	2	90	12	9	-	1	-	741 75		
Steward, - - -	1	18	1	-	-	-	-	-	-	307 25		
ORDINARY.												
Captain, - - -	1	100	8	-	-	-	-	-	-	1,930 00	19,178 75	
Lieutenants, - - -	3	50	4	-	-	-	-	-	-	2,895 00		
Master, - - -	1	40	2	-	-	-	-	-	-	662 50		
Boatswain, - - -	1	20	2	90	12	9	-	1	-	741 75		
Midshipmen, - - -	6	19	1	-	-	-	-	-	-	1,915 50		
Carpenter, - - -	1	20	2	-	12	9	-	1	-	651 75		
Carpenter's Mate, - - -	1	19	1	-	-	-	-	-	-	319 25		
Do Mates, as Caulkers,	3	19	1	-	-	-	-	-	-	957 75		
Boatswain's Mate, - - -	1	19	1	-	-	-	-	-	-	319 25		
Able Seamen, - - -	14	12	1	-	-	-	-	-	-	3,293 50		
Ordinary Seamen, - - -	26	10	1	-	-	-	-	-	-	5,492 50		
CIVIL.												
Storekeeper, - - -	1	-	-	-	-	-	-	-	-	1,700 00		8,880 00
Clerk to Storekeeper, - -	1	-	-	-	-	-	-	-	-	500 00		
Clerk to Yard, - - -	1	-	-	-	-	-	-	-	-	900 00		
Clerk to Commandant, - -	1	-	-	-	-	-	-	-	-	750 00		
Do do - - -	1	40	-	-	-	-	-	-	-	480 00		
Master Builder, - - -	1	-	-	-	-	-	-	-	-	2,300 00		
Clerk to Master Builder, -	1	-	-	-	-	-	-	-	-	420 00		
Inspector and Measur- er of Timber, - - -	1	-	-	-	-	-	-	-	-	1,050 00		
Keeper of Magazine, - - -	1	-	-	-	-	-	-	-	-	480 00		
Porter, - - -	1	25	-	-	-	-	-	-	-	300 00		
HOSPITAL.												
Surgeon, - - -	1	60	4	200	20	20	1	-	-	1,612 25	3,902 50	
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
											\$ 50,899 75	

ESTIMATE C.—Continued.

PENSACOLA.	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants, at \$ 8.	Servants, at \$ 6.	Pay, Rations, &c. per annum.	AGGREGATE.
YARD.										
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	
Do - - -	1	50	4	-	-	-	-	-	965 00	
Master, - - -	1	40	2	-	20	12	1	-	941 75	
Surgeon, - - -	1	50	2	-	20	20	1	-	1,109 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	
										14,327 25
ORDINARY.										
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
HOSPITAL.										
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
CIVIL.										
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
										\$ 27,296 75

ESTIMATE C.—Continued.

BALTIMORE.		Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants, at \$ 8.	Servants, at \$ 6.	Pay, Rations, &c. per annum.	AGGREGATE.
Captain,	-	1	100	8	300	65	30	3	-	\$3,036 75	\$ 6,276 50
Lieutenant,	-	1	50	4	-	-	-	-	-	965 00	
Surgeon,	-	1	60	4	200	20	20	1	-	1,612 25	
Purser,	-	1	40	2	-	-	-	-	-	662 50	
CHARLESTON, S. C.											\$ 6,276 50
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	
SACKETT'S HARBOR											\$ 1,141 75
Master,	-	1	40	2	200	20	12	1	-	-	\$ 1,141 75

RECAPITULATION.

	2d Item, Naval.	2d Item, Ordinary.	2d Item, Hospital.	3d Item, Civil.	Aggregate.
Portsmouth,	\$ 14,199 00	3,492 75	-	4,400 00	22,091 75
Boston,	16,663 25	19,178 75	3,902 50	8,250 00	47,994 50
New York,	19,297 50	19,178 75	3,902 50	8,250 00	50,628 75
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	12,650 00	36,063 00
Norfolk,	18,937 50	19,178 75	3,902 50	8,880 00	50,898 75
Pensacola,	14,327 25	3,269 50	3,600 00	6,100 00	27,296 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
	\$126,729 00	74,563 00	22,937 25	57,680 00	281,909 25

Papers B, D, E, and F, embrace the sums making the first item in the general estimate. The Naval, Ordinary, and Hospital estimates, on paper C, compose the second item; and the Civil estimates, on paper G, make the third item in the general estimate. The fourth item is explained by paper G.

D.

ESTIMATE of the Number, Pay, &c. of Officers required for Five Receiving Vessels, for the year 1830, as part of the 1st item of the General Estimate.

	Boston.	New York.	Philadelp ['] ia	Norfolk.	Baltimore.	Total.	Amount.	
							Dolls.	Cts.
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' do. - - -	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 do. - - -	6	6	4	6	2	24	2,880	00
Boys, - - -	4	4	2	4	2	16	1,152	00
							\$36,084	25

E.

ESTIMATE of the Pay, &c. of the Officers, &c. attached to Recruiting Stations, for the year 1830, as part of the 1st item of the General Estimate.

	Boston.	New York.	Philadelp ['] ia	Norfolk.	Baltimore.	Total.	Amount.	
							Dolls.	Cts.
Masters Commandant, - - -	1	1	1	1	1	5	10,053	75
Lieutenants, - - -	2	2	2	2	2	10	9,650	00
Midshipmen, - - -	2	2	2	2	2	10	3,192	50
Surgeons, - - -	1	1	1	1	1	5	5,425	00
							28,321	25

ORDNANCE SERVICE.

1 Captain - - -	-	-	-	1,930	}	\$2,895 00
1 Lieutenant - - -	-	-	-	965		

Substitute proposed, and respectfully submitted, for the Salaries of the Clerks.

One chief clerk, at	-	-	-	-	-	-	-	\$2,000
Two clerks at \$1,600 each,	-	-	-	-	-	-	-	3,200
Two do. at \$1,400 each,	-	-	-	-	-	-	-	2,800
One clerk at	-	-	-	-	-	-	-	1,200
Two clerks at \$1,000 each	-	-	-	-	-	-	-	2,000
<hr/>								
Eight,	-	-	-	-	-	-	-	<u>\$11,200</u>

Comparative view of the number of Clerks employed in each of the principal Departments, and their compensation.

DEPARTMENT.	NUMBER OF CLERKS IN EACH.						Total No in each department.	Aggregate amount of compensation.
	At \$2,000.	At \$1,600	At \$1,400.	At \$1,150.	At \$1,000.	At \$800.		
Of State, - - -	1	3	4	-	3	2	13	\$17,000
Of the Treasury,	1	2	4	1	1	-	9	\$12,950
Of War, - - -	1	3	5	-	8	1	18	\$22,600
Of the Navy, -	1	1	2	-	3	1	8	\$10,200

H.

ESTIMATE of the sums required for the support of the Office of the Navy Commissioners, for the year 1830.

Commissioners of the Navy,	-	-	-	-	-	-	\$ 10,500 00
Secretary,	-	-	-	-	-	-	2,000 00
Clerks and draftsman, per acts of 20th April, 1818, 26th May, 1824, and 2d March, 1827,	-	-	-	-	-	-	7,750 00
Messenger,	-	-	-	-	-	-	700 00
Contingent expenses,	-	-	-	-	-	-	1,800 00
<hr/>							<u>\$22,750 00</u>

No. 1.

There will be required for the support of the Navy, during the first quarter of the year 1831, eight hundred and fifty-one thousand and forty-one dollars and eighty cents, in addition to the unexpended balances that may remain on hand on the first of January, 1831.

1st. For pay and subsistence of officers and pay of seamen other than those at Navy yards, shore stations, and in ordinary,	\$309,805 12
2d. For pay, subsistence, and allowances of officers and pay of seamen at Navy yards, shore stations, hospitals, and in ordinary,	56,057 31
3d. For pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations	14,420
4th. For provisions,	114,384 37

5th.	For repairs of vessels in ordinary, and for wear and tear of vessels in commission, - - - -	147,500
6th.	For medicines, surgical instruments, and hospital stores, and all other expenses on account of the sick, - - - - -	7,625
7th.	For ordnance and ordnance stores, - - - -	7,500
8th.	For repairs and improvements of Navy yards, and for the covering and preservation of ships in ordinary, - - - - -	112,500
9th.	For defraying the expenses that may accrue during the first quarter of the year 1831, for the following purposes, viz.: For freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; travelling expenses of officers and transportation of seamen; house rent and chamber money, and fuel and candles to officers other than those attached to Navy yards and stations, and for officers in sick quarters where there is no hospital, and for funeral expenses; for commissions, clerk hire, and office rent, stationery, and fuel, to Navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters, for compensation to judge-advocates; for per diem allowances for persons attending courts-martial and courts of inquiry, and for officers engaged on extra service beyond the limits of their stations; for printing and for stationery of every description, and for books, maps, charts, and 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, timber-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 for furniture of officers' houses at Navy yards; for taxes on Navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at Navy yards not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil, and fuel, for vessels in commission and in ordinary; for repairs of magazines and powder houses; for preparing moulds for ships to be built, and for no other object or purpose whatsoever, - - - - -	80,000
10th	For contingent expenses for objects arising during the first quarter of the year 1831, and not herein before enumerated, - - - - -	1,250

 \$851,041 80

*ESTIMATE of the amount required for the support of the office of the
Navy Commissioners, for the first quarter of the year 1831.*

Commissioners of the Navy,	- - - - -	\$2,625 00
Secretary to do.	- - - - -	500 00
Clerks and Draftsmen, per acts of 20th April, 1818, 26th May, 1824, and 2d March, 1827,	- - - - -	1,937 50
Messenger,	- - - - -	175 00
Contingent expenses,	- - - - -	450 00
		<hr/>
		Total amount,—\$5,687 50

L.

ESTIMATÉ of Pay for the Officers, Non-Commissioned Officers, Musicians, and Privates, and Subsistence for the Officers of the United States' Marine Corps, for the year 1830.

PAY.			
1	Lieut. Colonel Commandant, at \$75 per month	\$ 900	00
5	Brevet Lieut. Colonels, at \$ 75 per month each	4,500	00
4	Captains - - at 40 do do	1,920	00
24	First Lieutenants - at 30 do do	8,640	00
16	Second Lieutenants at 25 do do	4,800	00
1	Surgeon - - at 60 do do	720	00
1	Sergeant Major - at 10 do do	120	00
1	Quarter Master Serg't at 10 do do	120	00
5	Clerks - - at 20 do do	1,200	00
1	Drum Major - - at 9 do do	108	00
1	Fife Major - - at 9 do do	108	00
71	Sergeants - - at 9 do do	7,668	00
73	Corporals - - at 8 do do	7,008	00
20	Drummers - - at 7 do do	1,680	00
20	Fifers - - at 7 do do	1,680	00
750	Privates - - at 6 do do	54,000	00
Extra pay to the Adjutant, Paymaster, and Quartermaster, at \$ 30 per month each -		1,080	00
			\$ 96,252 00
SUBSISTENCE.			
1	Lieutenant Colonel Commandant, at 6 rations per day, is 2,190 rations, at 20 cents each - - - -	438	00
5	Brevet Lieutenant Colonels, at 6 rations, is 10,950, at 20 cents each - - - -	2,190	00
4	Captains, at 3 rations, is 4,380, at 20 cents each, - - - -	876	00
24	First Lieutenants, at 3 rations, is 26,280, at 20 cents each - - - -	5,256	00
16	Second Lieutenants, at 2 rations, is 11,680, at 20 cents each - - - -	2,336	00
1	Surgeon, at 4 rations, is 1,460, at 25 cents each - - - -	365	00
			11,461 00
			\$107,713 00

JOS. L. KUHN,
P. M. M. C.

ESTIMATE of Pay for the Officers, Non-commissioned Officers, Musicians, and Privates, and Subsistence for the Officers of the U. S. Marine Corps, for the first quarter of the year 1831.

PAY.			
1 lieut. colonel commandant, at \$75 per month		\$225 00	
5 brevet lieut. colonels, at \$75 per month each		1,125 00	
4 captains, at 40 do	-	480 00	
24 first lieutenants, at 30 do	-	2,160 00	
16 second lieutenants, at 25 do	-	1,200 00	
1 surgeon, at 60 do	-	180 00	
1 sergeant major, at 10 do	-	30 00	
1 quartermaster sergeant, at 10 do	-	30 00	
5 clerks, at 20 do	-	300 00	
1 drum major, at 9 do	-	27 00	
1 fife major, at 9 do	-	27 00	
71 sergeants, at 9 do	-	1,917 00	
73 corporals, at 8 do	-	1,752 00	
20 drummers, at 7 do	-	420 00	
20 fifers, at 7 do	-	420 00	
750 privates, at 6 do	-	13,500 00	
Extra pay to the adjutant, paymaster, and quartermaster, at \$30 per month each,	-	270 00	
			24,063 00
SUBSISTENCE.			
1 lieut. colonel commandant, at 6 rations per day, is 540 rations, at 20 cents,	-	108 00	
5 brevet lieut. colonels, at 6 rations, is 2,700 rations, at 20 cents,	-	540 00	
4 captains, at 3 rations, is 1,080 rations, at 20 cents,	-	216 00	
24 first lieutenants, at 3 rations, is 6,480 rations, at 20 cents,	-	1,296 00	
16 second lieutenants, at 2 rations, is 2,880 rations, at 20 cents,	-	576 00	
1 surgeon, at 4 rations, is 360 rations, at 25 cts.	-	90 00	
			2,826 00
			\$26,889 00

JOS. L. KUHN,
P. M. M. C.

ESTIMATE for Expenditures in the Quartermaster's Department of the United States' Marine Corps, for the year 1830, and first quarter of the year 1831.

SUBSISTENCE.	Dollars.	Dollars.
For 400 non-commissioned officers, musicians, privates, and washerwomen, serving on shore, at one ration per day each, is 146,000 rations, at 12 cents per ration, - - -	17,520 00	
For deficiency of appropriation for pay and subsistence last year, being the amount less than estimated for - - -	*11,973 05	*29,493 05
CLOTHING.		
For 938 non-commissioned officers, musicians, and privates, at 30 dollars each, - -	28,140 00	
For 100 watch coats, at \$6 25 each, - -	625 00	28,765 00
FUEL.		
For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for public offices, hospitals, and armory - -	- -	9,098 06
CONTINGENCIES.		
For travelling 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 repair the barracks at the different stations, straw for the men, barrack furniture, spades, axes, shovels, picks, and carpenters' tools - -	- -	*14,000 00
MILITARY STORES.		
For the purchase of 1500 sets of accoutrements, at \$2 75 each set, - - -	4,125 00	

ESTIMATE—Continued.

For the pay of armorers, keeping arms in repair, armorers' tools, drums, fifes, flags, and ordnance stores, - - - - -	2,000 00	
		6,125 00
MEDICINES.		
For medicines, hospital stores, and surgical instruments for the officers and marines serving on shore, - - - - -	- -	2,369 71
BARRACKS.		
For completing the officers' quarters at headquarters - - - - -	- -	3,000 00
		92,850 76
<i>Appropriation required for the first quarter of the year 1831, agreeably to the foregoing estimate.</i>		
For subsistence - - - - -	4,380 00	
For clothing - - - - -	7,191 25	
For fuel - - - - -	2,274 50	
For contingencies - - - - -	*3,500 00	
For military stores - - - - -	500 00	
For medicines - - - - -	592 25	
		*18,438 00

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

*Head Quarters of the Marine Corps,
Quartermaster's Office,
WASHINGTON CITY, 7th Nov. 1829.*

* The alteration of items opposite to which asterisks are placed, was made at this Department, the explanations offered in support of them not being deemed satisfactory.

NAVY DEPARTMENT, 27th Nov. 1829.

M.

LIST OF DEATHS in the Navy of the United States, since the 1st December, 1828.

Names and Rank.	Date.	Cause.	Place.
CAPTAINS.			
Thomas Tingey -	23 Feb. 1829	Not known	Washington.
LIEUTENANTS.			
Saml. M. Breckenridge	4 June do	{ Explosion of the Fulton }	New York.
Augustus Cutts -	12 June do		Not known
SURGEONS.			
Elnathan Judson -	8 May do	Consumption	Washington.
ASSISTANT SURGEONS.			
Samuel G. Clarkson -	17 May do	Yellow fever	Pensacola.
John Denny -	19 Sept. do	Not known	New York.
PERSERS.			
Gardner Thomas -	25 Sept. do	Not known	New York.
CHAPLAINS.			
Cave Jones -	29 Jan. do	Not known	New York.
MIDSHIPMEN.			
Joshua H. Justin -	8 April do	Consumption	Norfolk.
Jas. B. Lardner -	do do	Not known	Pensacola.
N. G. C. Slaughter -	do do	Smallpox	Pensacola.
G. M. Meredith -	1828	Not known	Coast of Brazil.
Joshua W. Larkin -	20 May 1829	Fall of a block	Callao Roads.
James M. Prevost -		Not known	Pacific.
Charles Root -	8 Dec. 1828	Not known	Coast of Brazil.
GUNNERS.			
John Lord -	9 July 1829	Not known	Boston.

N.

LIST of Dismissions from the Navy of the United States, since the 1st December, 1828.

NAME AND RANK.	DATE.
<i>Surgeons.</i>	
Edmund L. Dubarry, - -	5th November, 1829.
<i>Assistant Surgeons.</i>	
William Belt, - - - -	7th April, 1829.
Thomas V. Wiesenthal, - -	“ “ “
James R. Boyce, - - -	“ “ “
<i>Pursers.</i>	
Lewis Deblois, - - -	27th May, 1829.
<i>Chaplains.</i>	
Edward McLaughlin, - -	2d October, 1829.
<i>Midshipmen.</i>	
Abram J. Bennett, - - -	31st December, 1829.
Joseph S. Cannon, - - -	“ “ “
Patrick F. Bradlee, - - -	4th April, 1829.
Charles D. Drake, - - -	30th October, 1829.
William P. Livingston, - -	8th July, 1829.
Richard D. Millen, - - -	4th April, 1829.
Robert H. L. Paterson, - -	14th Nov., 1829.
Lloyd L. Spillman, - - -	3d June, 1829.
H. H. Van Rensselaer, - -	4th April, 1829.
<i>Carpenters.</i>	
Zaccheus R. Fuller, - - -	30th June, 1829.
<i>Navy Agents.</i>	
Miles King, Nathaniel Amory, John N. Sherburne.	
<i>Naval Storekeepers.</i>	
Richard Derby.	

NAVY DEPARTMENT, 1st December, 1829.

O.

LIST of Resignations in the Navy of the United States, since 1st December, 1828.

NAMES AND RANK.	DATE.
<i>Surgeons.</i>	
Edward Cutbush, - - -	10th June, 1829.
George Logan, - - -	16th June, 1829.
<i>Pursers.</i>	
Joseph B. Wilkinson, - - -	2d June, 1829.
<i>Midshipmen.</i>	
Benjamin C. Wilcox, - - -	15th December, 1828.
Frederick A. Thompson, - - -	31st December, 1828.
John Wyman, - - -	17th March, 1829.
Samuel Haight, - - -	" " "
John H. Maulsby, - - -	6th April, 1829.
Samuel W. Ellis, - - -	" " "
George P. Ricker, - - -	17th February, 1829.
John Woods Barker, - - -	20th May, 1829.
Pierson Hurd, - - -	29th May, 1829.
William H. Harrison Gray, - - -	4th June, 1829.
Alexander W. Wilson, - - -	13th June, 1829.
Lewis C. F. Fatio, - - -	7th July, 1829.
Meredith Myers, - - -	" " "
George H. White, - - -	17th July, 1829.
Alexander McClung, - - -	29th August, 1829.
William Rowan, - - -	10th November, 1829.
<i>Boatswains.</i>	
James Minzies, - - -	29th August, 1829.
<i>Lieutenant of Marines.</i>	
Thomas B. Barton, - - -	13th March, 1829.

NAVY DEPARTMENT, 1st December, 1829.

P.

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

NAVY DEPARTMENT, *November 13th, 1829.*

From the reflection I have been able to bestow upon the present organization of the Navy Department, I incline to the opinion that it is susceptible of improvement, particularly in its fiscal branch, its forms of administration, and the distribution of its duties.

Should further inquiry confirm this opinion, it will be proper for me to submit an improved system, for the consideration of the President, and with this view, I wish to avail myself of your information and experience.

I request, therefore, that you will lay before me your opinion whether the present organization of the Department may not be improved, and, if so, how? with such observations as may appear to you to belong to the occasion.

NAVY COMMISSIONERS' OFFICE, *23d November, 1829.*

SIR: The Navy Commissioners have had the honor of receiving your letter of the 13th instant, requiring of them to lay before you, their opinion of the present organization of the Navy Department—"whether it may not be improved, and, if so, how? with such observations as may appear to them to belong to the occasion."

The duties of the Navy Department are various and complicated: so much so, indeed, that no one individual, however gifted, would be competent even to their *general* superintendence.

We may be assisted in forming judicious conclusions, by classing these duties under general heads, and considering them in their separate distinct nature; and by referring to the practices which have obtained in the administration of them, since the first organization of the Department.

The general heads by which these duties are distinguished, and under which they may be classed, are:

- 1st. Administrative or Executive.
- 2d. Ministerial.
- 3d. Financial.

Those of an administrative character, consist, essentially, in dispensing the various offices created by law, issuing orders and instructions to officers for service; employing the national marine; convening courts martial; and generally in seeing that the laws in relation to the Navy are duly and faithfully executed. In discharging these high functions, consultations with the President of the United States become necessary; the officer vested with these responsible trusts is the medium through which the President makes known his will to the Navy.

Those of a *ministerial* character: such as the construction, building, and equipment of vessels of war; their armament; their classification; the procurement of naval stores and materials; the preservation of ships in ordinary; the construction of docks, arsenals, ship-houses, store houses, timber sheds, sheers, shops, &c.; the victualling and clothing of the Navy; and which involve the necessity of having experienced professional men to perform them.

Those of a *fiscal* character, which embrace the expenditures of the service, in all its numerous branches, and under all its various heads of appropriation. This branch of the Department requires, in the performance of its ordinary duties, a thorough knowledge of accounts, and of all the laws and regulations of the service in any way affecting its expenditures; and it would be greatly improved by a practical knowledge as to all the various stores, munitions, and materials, essential in the different departments of the service.

The duties which relate to the execution of the laws, in reference to sick and disabled seamen, discharged from the service; the apportionment of pensions; the necessary regulations for the government and support of Hospitals; the Naval Asylum, &c.; have been assigned by law to special Boards, consisting of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War.

The office of Secretary of the Navy was established in the year 1798. He was charged with the multifarious duties, here classed under the administrative and ministerial heads; and an Accountant of the Navy was charged with the fiscal duties, subject to the revision of the Treasury.

Under this arrangement, although the Navy, at that time, had not attained one-fourth of its present magnitude, it was found that these duties were burthensome in the extreme; and although it was very generally admitted that the Secretary of the Navy was remarkable for his capacity and industry, and that the office of Accountant was well filled, yet, it is known that the duties were very imperfectly performed—unavoidably so; and that the public interest greatly suffered. This arose from a multitude of mixed duties, pressing upon each other, each requiring to be done at one and the same time.

While the Department continued thus organized, great losses of treasure and of time were not unfrequently occasioned by a single order; among other instances, one might be cited, in which it became absolutely necessary to expend upwards of \$ 60,000, to correct an error in the structure and internal arrangements of a ship; an error arising, solely, from the absence of *professional* knowledge.

Cases of this kind, with other considerations, contributed, no doubt, to the existing modification, which assigns all the *ministerial* duties to a Board of Navy Commissioners, leaving a general superintending direction to the Secretary of the Navy.

By a subsequent law, Congress abolished the office of Accountant of the Navy, and created that of Fourth Auditor, as a substitute, attaching it to the Treasury, and subjecting its statements to the strict revision of a Comptroller.

Prior to the act of Congress, of 3d March, 1809, (An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments,) it was the practice in the office of Accountant of the Navy so to keep the accounts of the Navy, as to show the cost of *objects*; the building of a ship for instance; but that law declares that money warrants shall be charged to the specific *appropriation* under which the money is to be disbursed. This produced a change in the form of keeping the accounts; *objects* are lost sight of, and *specific appropriations* seem to claim exclusive attention.

The act of 1809 declares that all money warrants “shall specify the particular appropriation or appropriations to which the same shall be charged,”

and that the moneys paid in virtue of such warrants, shall "be charged to such appropriation or appropriations;" that "the sums appropriated by law, for each branch of expenditure, shall be *solely* applied to the objects for which they are respectively appropriated, *and to no other.*" But it authorized the President, on the application of the Secretary, to direct "that a portion of the moneys appropriated for a particular branch of expenditure, be applied to another branch of expenditure in the same Department."

Thus, under the law of 1809, the President might transfer from any one appropriation to another; but this authority of the President was, by act of 1st May, 1820, confined to three appropriations, viz: "Provisions;" "Medicines and Hospital Stores;" "Repairs of vessels;" so that, from none of the other appropriations, can a transfer be made.

Is the existing organization susceptible of any improvement; and, if any, what?

The administrative or executive branch of the Department, of which the Secretary of the Navy is the immediate chief, needs not, it is presumed, the interposition of law, to render it more efficient. It is not improbable, however, that improvements might be introduced in the arrangement of its detail duties, which would have a tendency to secure more prompt information upon various subjects, that would greatly aid the Secretary in the discharge of his duties. The books of his office should show the extent of the means at his disposal, and the state and condition of every branch of the service; that he may be prepared not only to act upon all subjects claiming his personal attention, but to answer any call from the President, or from Congress, without delay.

The duties assigned to the Board of Navy Commissioners are far too extensive to be committed to the management of any one individual; yet, one individual, acting without consultation, and trusting entirely to his own resources, could certainly perform more of any particular business than two or three could perform: for instance, a special report, of importance to the interests of the Navy, is called for; an individual, having no one to consult in making such report, might probably prepare it in a few hours; but, when associated with two other individuals, each possessing the same rights, each charged with the same duty, each equally responsible, consultation becomes indispensable; disagreement in opinion may exist; argument on both sides is adduced; and finally, the decision is made; but not, possibly, till one, two, or more days, shall have elapsed. The decision, when thus made, will probably be more correct, than if it had been made by one member; yet, it is very obvious, that the consumption of time would be much greater in the one case than in the other.

But there are many, very many cases, of too much importance to the national interest to be committed to any one person, however eminent in his profession, however extensive his experience. These cases involve *principles*, essentially bearing upon the vital interests of the Navy; where an erroneous decision might seriously affect the efficiency of our vessels of war, or occasion great and unnecessary expenditures of money; numerous cases might be cited, in which it would be certainly unwise to trust the decision to any one person.

The decision of a fundamental principle is one thing; the carrying that principle into effect is another; the latter duty may be safely trusted, where it would be highly dangerous to confide the former. The function of designing the dimensions and form of a ship, her armament, her out-board

and in-board works, her masting, sparring, &c. &c. requires, in its performance, the exertion of the highest professional attainments; and when the designs shall be matured, and distinctly indicated by drawings, models, and instructions, their execution, involving the minutest details, requires vigilant and laborious attention, to see them faithfully executed in all their parts.

From these premises, we are led to infer, that, in the present organization of the Board of Navy Commissioners, defects exist; that they consist, essentially, in grouping together too great a variety of duties to be performed in the best manner by the Board itself, collectively acting upon each case; but which might be subdivided, so that each member, giving particular attention to the branch confided to him, might perform his own part in the most satisfactory manner.

We have seen that, as now organized, the Board of Commissioners is charged, to speak in general terms—

- 1st. With the building, repair, and equipment, of our vessels of war.
- 2d. With the construction of docks, arsenals, store houses, wharves, &c.
- 3d. With the victualling and clothing of the Navy.

Under these three general heads, the duties of the Board may be classed; but it may be useful to present a brief view of the detailed duties arising under each head.

The building, repair, and equipment, of vessels of war, involve, 1st. The designs as to their forms; their length, breadth of beam, depth of hold; their internal arrangements; the sizes and position of their masts, and the manner of making them; the dimensions of their spars; the quantity and dimensions of their rigging; their sails; their armanent, including the form, size, weights, and calibre of their guns; their small arms of every description, powder, ball, &c.; their gun carriages; the sizes of their timbers, with the lengths and thicknesses of their planks; their boats; their chain cables, &c. &c. and such a classification of the whole, that every article of equipment, belonging to any vessel of a particular class, shall answer for every other vessel of the same class. 2dly. The procurement, by contract or otherwise, of all the various materials and munitions, necessary to build and equip them, agreeably to the designs. 3dly. The operative part, which combines all these materials, and renders the ships complete in their construction; their numerous internal arrangements, and their equipment generally.

The repairing of ships, while it involves most of the duties to be performed in building them, imposes other duties, not included in building. The *state* of the ship to be repaired, is one, and this can only be done by a thorough examination of all her parts; inspecting all her stores, remedying deficiencies that may be found in her structure, introducing improvements that may have been suggested by experience, &c. are other duties.

The numerous estimates, and the voluminous correspondence, indispensable in discharging the duties arising under this head, with the mass of other business connected with them, would give full employment to any one individual, however competent. We mean for the *superintendence* of any one individual: for no man living could, in his own person, go through the drudgery of all its details. He would require several subordinates, which we will presently consider.

2d. The construction of docks, arsenals, store houses, and general attention to Navy Yards. Under this head, numerous and important duties arise; the planning of all the various improvements; the procurement, by contract or otherwise, of all the materials required in making them; the regulation

of labor appertaining to this branch, and the preservation of stores; supervising the various factories of anchors, chain cables, blocks, cambooses; the procurement, preservation, and distribution, of books, maps, charts, chronometers, and other nautical instruments; stationery, fuel, and candles, &c. are among these duties. Any one individual, to give them that vigilant, careful attention, which the faithful performance of them would require, would find constant employment: several subordinates would be essentially necessary in discharging these duties.

3dly. The victualling and clothing of the Navy. Under this head, the duties are numerous; the quantity of the various articles forming the rations, the quantity of slop clothing, medicines, and Hospital stores, required for the several ships and squadrons in service, and the several stations on shore, must be ascertained and procured, by contract or otherwise, and transported to the ships and stations needing them; the ordering of surveys, when necessary, upon any of the articles belonging to his department; the receiving of surveys ordered by the commanding officers of squadrons; the regulation of labor appertaining to this particular branch; the preservation of its stores, and issuing the necessary instructions, will form a mass of business, abundantly sufficient to occupy the time of any individual. Subordinates in this, as in the other branches, would be indispensably necessary.

Under these three general heads, the *present* duties of the Board might be classed; each member taking the superintendance of one; each carrying into effect the designs and decisions of the whole; each responsible for the execution of such designs and decisions.

As now organized, each member of the Board has to give his attention to all the duties arising under the previously recited heads; and it is out of the question to suppose that any one can give that careful attention which the public interests at all times require. The mind of man is not so constituted as to be able to embrace, digest, and thoroughly understand, such an infinite variety of subjects; many of them pressing for decision at one and the same moment; many of them being complex in their nature, and requiring great research, calculation, and consideration, to enable even the most experienced and intelligent to comprehend them so far as to be able to pronounce a satisfactory opinion upon them.

To general principles, and to new principles and improvements, each member might give such attention, as would, with his professional experience, enable him to meet others in discussion, and assist in forming the best possible conclusions. The Board, enlightened by the observations of each of its members, thus prepared for the examination of any question arising, might reasonably be expected to decide judiciously; while each member would proceed to execute the particular part assigned to him, with all the advantages afforded by a general consultation. A spirit of emulation would naturally arise among all the members; each would be ambitious to excel in the discharge of his appropriate duties; and the happiest results might be confidently anticipated, and felt, in the precision, despatch, intelligence, and economy, which it is to be hoped would distinguish each branch.

The necessity, 1st. of a Board to decide upon general principles, and upon all new principles and improvements: 2d. Of a subdivision of duties, to be executed in conformity with the decisions of the Board, is deemed to have been sufficiently illustrated and established by the preceding remarks. We will now, sir, attempt an arrangement of the duties of the Board, and of its branches, upon the most efficient and economical basis.

The Board, to perform the general duties reserved to it, as a Board, will require a Secretary and a Copying Clerk; a Secretary to keep a journal of all its proceedings; stating the times of meeting; the objects; the decisions, whether they relate to the introduction of a new principle, improvement in the mode of building, equipping, or repairing of ships, improvement or alteration in any of the buildings, docks, wharves, sheers, factories, &c. in the Navy Yards, changes in manner of putting up, procuring, or preserving provisions and other supplies, with the reasons at large for such decisions; and the results of all the experiments in all the various branches of service: Also, to draw up, under the direction of the Navy Commissioners, when convened as a Board, all reports of a general nature, relating to the duties of this branch of the Navy Department; to give to each member of the Board, a copy of any of the decisions of the Board, affecting his branch of duties, and to aid, as far as may be in his power, the chief of each branch in the execution of his duties. He would have the special charge of all papers and communications, suggesting improvement in any branch of the service, or relating to any discoveries at sea, having a tendency to improve the science of navigation. He would, also, be charged with the safe-keeping of all journals describing coasts and harbors, and of all reports showing the properties of our ships, their best trim of sailing, &c. To assist in the performance of these various services a copying clerk would be required.

Whenever required by the Secretary of the Navy, or by either of the members, the Board would convene, and proceed to decide upon the questions presented for consideration. It would also have stated meetings as the public service might render necessary. In particular it would convene, at some stated time, to receive, from the Secretary of the Navy, the determination of the Executive, as to the number and classes of ships intended to be kept in service during the ensuing year, and their stations, that they might proceed and prepare the estimates for the service, with a full understanding of the will of the Executive upon the subject.

The building, repairing, and equipping department, would require, beside its chief, a Naval architect and a draftsman, an ordnance officer, three able clerks, and one copying clerk.

A naval architect would be required in supervising the building and repairing of ships, and in devising drafts, models, moulds, &c. and a draftsman would have, as at present, full employment in making the various drafts, which are very numerous, extending, as they do, to all parts of a ship, their armament, gun carriages, &c. &c.

An ordnance officer is essential to the inspection and proving of all guns, arms, and ammunition, and making returns, showing their state and condition.

A first clerk, to assist the correspondence, examine all money requisitions, keeping accurate accounts thereof; to assist in preparing the annual estimates; to have the charge of all papers connected with money requisitions, or relating to experiments made in this branch of service.

A second clerk and assistant, to keep an account of all the stores coming under the cognizance of their chief; of all labor employed in his department; to receive all returns and pay rolls, showing the cost of new ships, the repairs of old ships, the state of contracts, &c. keeping accurate accounts thereof; to file all offers for contracts; prepare scales, showing the various bids; to draw up, under the direction of their chief, all contracts and agreements; to file all letters relating to the duties with which they are charged, and keep

them so arranged, that reference may, at any time, be had to them, without delay, and to do such other business as may be required of them.

A fourth clerk, to keep the letter books, and do such copying and other business as may be required of him.

Other officers would act under the directions of the chief of this branch. Officers to attend particularly to the preservation of ships in ordinary, and carry into effect instructions upon that important subject. Timber masters, to inspect, measure, and receive, all timber, keeping special accounts thereof, showing when it was received, when cut, when immersed in water, when placed under cover, when and for what vessel used, &c. always taking care that the best seasoned timber shall be first used. Surveyors (to be selected from the officers of the yard) to take special accounts of all the stores of a vessel about to be received in ordinary; to have all their stores, their rigging, their sails, boats, &c. minutely examined, and their state and condition accurately reported, that such disposition may be made of them as the public interest may require.

The Department of Docks, Navy Yards, &c. would require, besides its chief, a civil engineer, two able clerks, and one copying clerk.

A civil engineer, in the construction of docks, wharves, arsenals, &c. is obviously required.

A first clerk, to assist in the correspondence, examine all money requisitions, keeping accounts thereof; to assist in preparing the general estimates; to prepare all signal books for distribution, keeping precise accounts, showing to whom signals were issued, charging such persons with them, and holding them specially accountable therefor, on their return from a cruise, or on leaving the ship they may have commanded; and to have the charge of all papers relating to experiments in this branch of the service.

The second clerk to keep accounts of all stores; all returns, as to the cost of docks, arsenals, sheers, &c.; the employment of labor attached to this branch; the state of contracts, keeping accounts thereof; to file all offers for supplies, and to prepare scales as to the bids to furnish them; to draw up, under the direction of his chief, all contracts and agreements; to file all letters and papers, not specially assigned to any other clerk, and keep them so arranged that reference may, at any time, be had to them without delay; and to do such other business as his chief may require of him.

A copying clerk, to keep the letter-books, and do such copying and other business as may be required of him.

Other officers would act under the special direction of the chief of this branch. He would, for instance, require a special officer to take charge of all the nautical instruments, books, and charts, not on board of ship, to keep them in order for use when required. Among other duties, he would be required to attend particularly to the time-pieces, or chronometers, to ascertain precisely their character, such as their rate of deviation from true time, whether they are affected by changes of weather, &c. &c. for the information of those who may have to use them at sea. The character of each chronometer, thus ascertained, should be delivered to the officer receiving the chronometer itself.

The victualling and clothing department would require, besides its chief, a surgeon, as medical assistant; two able clerks, and one copying clerk.

The surgeon would be required to assist in procuring medicines and hospital stores, and surgical instruments, and in distributing them as the ser-

vice may require. It would be his duty to examine all accounts for medicines, &c. and all requisitions for money to pay such accounts.

A first clerk, to assist in the correspondence; examine all money requisitions, (other than those assigned to the surgeon,) keeping accounts thereof; to assist in preparing the general estimates; to draw up all contracts and charter parties, under the direction of his chief; and to keep all papers connected with experiments in this branch of the service.

A second clerk, to keep an account of all provisions and sloop clothing procured for the service; where deposited; from whom obtained; the prices of each article; to whom delivered for use; receiving, examining, and filing all returns, showing the various issues, the quantities left on hand, surveys, &c.; to file all offers for supplies, and seal them for decision; keep all the papers connected with such supplies; the state of each and every station as to supplies; all the shipments made, &c. &c.; and to do all such other business as may be required of him.

A Copying Clerk, to keep the letter-books, and do such other copying as may be required of him.

Other officers would also be required to act, under the immediate direction of the Chief of this branch: for instance, officers to inspect provisions and sloop clothing; to hold surveys upon them; to attend particularly to all shipments, and guard against all impositions in the quality and condition of articles delivered under contracts, &c.

It will be seen, that this arrangement proposes, that money requisitions shall pass the special examination of the branch under which they are to be expended; the reason is obvious; that branch will possess precise knowledge upon the subject, and will be enabled to decide promptly and correctly whether the requisition should be approved or not: for instance, should money be required under the head of "Repairs," the requisition would be sent to the officer having charge of "the building, repairing, and equipping Department," who would cause it to be examined minutely, and, if found correct, he would approve it, and submit it in that state to the Secretary of the Navy, who would cause a warrant for the amount to be issued, and placed in the hands of the disbursing agent, to be applied by him in conformity with his instructions; thus, in its incipency, using every precaution to ensure its faithful application and expenditure.

But, with these precautions, which would, unquestionably, greatly improve the existing practice, we should still be uncertain as to the *application* of money, according to *instructions*; none but the officer giving the instructions can decide, to a certainty, whether the moneys are expended according to those *instructions*; and this he ascertains by comparing the one with the other on his records. It is, moreover, to be presumed, that his professional knowledge, which enables him to judge correctly as to the kind, quality, quantity, and prices, of the articles required in the department of the service specially committed to him, would be of particular value in the examination of all accounts originating in expenditures directed by himself. This admitted, it results, that every account of expenditure should be examined and approved by the officer having the superintendency of the branch which approved the money requisitions, and from which the instructions for its expenditure were issued. Accounts, thus examined and certified, might be sent to the Fourth Auditor of the Treasury; and there undergo such further examination, as to their calculations, as would ensure their correctness. Such an arrangement would impose Auditorial duties up-

on each branch of the Department, and, in that case, additional clerks would be required; viz. *two* for the first mentioned branch, and *one* for each of the others.

Under such an arrangement, disbursing agents, residing in the United States, might be required to forward their accounts *weekly*; that is, to send, at the termination of every week, their vouchers for disbursements during that week. Upon being received, they would be immediately examined, and, if found correct, the amount would be passed to their credit, and they would be so informed; if incorrect, the error would be corrected, while all the circumstances are fresh in the memory of all parties. This course would be attended with advantages both to the Government and to the individuals concerned, to whom the prompt settlement of accounts should always be desirable; and it is not perceived that it would occasion much, if any, additional trouble to either party. It would require the constant and vigilant attention of both; and these are duties which every public agent should be desirous of rendering.

Disbursing agents, out of the United States, should be required to take quadruple vouchers for their expenditures, so as to enable them to send *two* in each case, by as many different vessels, and retain *two* in case of accidents. They should then be required to forward one set of their accounts by the first opportunity, and another set by the next earliest; we should thus, much earlier than at present, possess a knowledge of the foreign accounts of the Department.

With regard to the principle upon which navy appropriations are made by Congress, and the forms and rules observed in their administration, by the Department, it is hoped that a reference to the communication which the Commissioners had the honor of submitting on the 31st March last, will repay for the trouble of making it. There are numerous facts exhibited in that communication, which will assist us in forming satisfactory conclusions. But it may be sufficient, on this occasion, to select, from among them, the following, viz.

The returns of one of the disbursing agents, exhibited	
Balances on hand, - - - - -	\$69,761 58
Overpayments; that is, expenditures exceeding the sums remitted, under certain specific heads of appropriation,	69,230 13

Actual balance of money in his hands, - - -	<u>\$531 45</u>
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The returns of another disbursing agent, shewed	
Balances on hand, - - - - -	\$103,248 33
Overpayments - - - - -	92,259 41

Actual balance of moneys in his hands, - - -	<u>\$10,988 92</u>
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One of the agents, having upwards of thirty thousand dollars in his hands, belonging to, and remitted to him out of the appropriation for, "*Gradual Increase*," applied the amount to the payment of accounts arising under five other distinct heads of appropriation, viz: Sloops of War, Navy Yards, Five Schooners, Contingent prior to 1824, and Contingent for 1826.

The principle which confines the application of Navy appropriations to the particular objects for which they are made, or which, in other phrase, declares that "the sums appropriated by law for each branch of expenditure,

shall be solely applied to the objects for which they are respectively appropriated, and no other," has thus, in numerous instances, been violated in practice. The inquiries of the Commissioners lead them to believe, that this has been done sometimes intentionally, as the least of two evils; at other times, unintentionally, arising from misapprehension on the part of disbursing agents and others, as to the proper head of appropriation to which disbursements should be charged.

The cases particularly cited, are principally, it is believed, of the former class. The agents were *instructed*, it is understood, to apply moneys in their hands, under certain heads, to the payment of accounts arising and due under other heads. Such accounts were, it is said, of such a nature, that payment of them could not be postponed without violating the public faith, to preserve which, it became necessary to violate the law.

Of the latter class, cases are cited in our communication of the 31st March last, to which we beg leave to refer you.

The Commissioners not having been charged with the duty of adjusting and settling Navy accounts, can give no precise information respecting them; but the deep interest they take upon all subjects affecting the service in which they have the honor of holding commissions, has induced them from time to time to make inquiries, from which they are fully satisfied, that the intention of the law of 1809, in its provisions as to the application of the specific appropriations, has never been carried into full effect, in any one year since its enactment. The theory of specific appropriations, would seem to embrace exact and precise accountability; and this consideration, no doubt, had some weight in producing its adoption. But the test which has been applied, in the expenditure of millions of dollars, during the last twenty years, has certainly not confirmed the anticipations of its advocates.

The Commissioners will not say that it is utterly impracticable to carry this system literally into effect. If Congress were to make the appropriations sufficiently large to guard against every *possible* contingency, and to ensure an adequate amount under each head, to meet every *possible* expense arising under that head; and if all the agents were so thoroughly acquainted with their duties, as to be able at all times to decide correctly, as to the specific heads of appropriation to which each and all of the numerous articles required, should be charged; then, if the Department would take care to keep in the hands of all the disbursing agents, a balance under each and every head of appropriation, so as to enable them promptly, and in good faith, to redeem all the public engagements at their respective agencies, a literal execution of the law might be expected. But would Congress make excessive appropriations? No enlightened friend of the Navy would make such a proposition. And experience fully shews, that disbursing agents, even those most accustomed to Navy business, will occasionally misapprehend instructions, and unintentionally pay accounts out of the wrong appropriation. And we would observe, that the absolute necessity of keeping balances in the hands of the agents under each appropriation, would make the aggregate of balances so large as to form a serious objection. In no case would it be expedient, in some cases it might be unsafe, to entrust such balances even to bonded agents: for they would generally far exceed the amount of their bonds.

The estimates upon which the appropriations are founded, are prepared with all the care and accuracy of which the fallible judgment of man will admit. Yet, after all, they are but *estimates*; and until it shall be given

to us, to foresee the events of futurity, the fluctuations in the markets of the world, and the casualties of the ocean, we shall never arrive at precise accuracy in our calculations, as to the expense of a Navy employed in every known sea, and experiencing the vicissitudes of every known climate. A degree of accuracy, sufficient for practical purposes, may be gained; and this is all that can be reasonably expected. Yet, even in this case, it will be found, that some items in the estimate are too low, others too high; but take the whole together, and they may prove sufficient. The item of "Pay of the Navy," the expense of which may be approximated nearer than that of any other item of Naval expenditure, is liable to be affected in its amount by unforeseen contingencies. For instance, seamen's wages may rise, and it may become necessary to give them a *bounty* to induce them to enter into the public service. A few more seamen, or a few less, than the number estimated for, would produce a variation between the expenditures and the estimates.

Besides, it has not always been the pleasure of Congress to appropriate the whole amount of the estimates, which has frequently occasioned embarrassment; instance, the estimate for "Repairs of Vessels," for the year 1829, was curtailed in the appropriation \$75,000, and that for "Navy Yards," was reduced \$225,000. The reductions occasioned the suspension of important measures, contemplated when the estimates were made; the postponement of which, must ultimately create additional expense.

But nearer views of the existing system of Naval appropriations may be required for its thorough comprehension. Let us see it in practice.

If a single dollar be taken, *intentionally* or *otherwise*, from one appropriation, and applied to another, it is a violation of law. Suppose a ship is about to be equipped for important service, and there should be large balances under all the appropriations excepting that for Ordnance, which is exhausted; under the law, however urgent the necessity, not a cent could be drawn from either of the redundant appropriations for the purchase of arms. It was surely never the intention of Congress, that a vessel of war should be sent to sea without being, in all respects, thoroughly prepared to defend the honor of her flag; yet, in the case supposed, she could not be properly prepared, without violating the law of appropriations. Similar embarrassments would arise from a deficiency in either of the appropriations from or to which transfers are forbidden. Thus the law, in gaining an object of diminutive value when contrasted with its main design, (*the employment of ships of war,*) would, if literally observed, defeat the intentions of Congress.

Towards the close of every year some of the specific appropriations are found to be deficient. The ships, probably, whose expenditures occasioned this deficiency, are abroad in distant seas. Bills are drawn upon the Government for their support, and under this very head of appropriation whose deficiency has just been discovered. These bills cannot be protested; they must be paid; and, under such circumstances, the Secretary of the Navy has generally directed them to be paid out of some of the redundant appropriations. Demands are made from other parts of the world, and by disbursing agents in the United States, upon the same deficient appropriation, and moneys are remitted under other heads to enable them to meet pressing engagements. When the accounts of disbursing agents are received for settlement, if all the appropriations under which their disbursements have been made, should *then* be sufficient to enable the Auditor to settle them, it is done

by *warrants of payment and re-payment*; the former purporting to be warrants authorizing the payment, to the disbursing officer, of specific sums, corresponding, in their respective amounts, to his overpayments; the latter purporting to be drafts upon him, requiring him to pay into the Treasury certain unexpended balances in his hands, under those heads of appropriation where his expenditures were short of the remittances made to him. By these warrants not a cent is taken out of the Treasury or paid into it; the disbursing officer, in whose favor, or upon whom they are drawn, is wholly ignorant of them. They result from a Treasury arrangement, and are said to be indispensably necessary in adjusting the accounts of the *appropriation*. If, however, any of the appropriations should be insufficient, so that these warrants of fictitious payment could not be drawn upon them without showing that the expenditures under them had exceeded the sum total of the appropriation, then the accounts of the disbursing agents must remain unsettled. It is believed that there are numerous accounts precisely in this situation, at this time, that have been so for some years past, and that such accounts can never be settled without the interposition of Congress.

These complex, fictitious operations, in the settlement of navy accounts, were unknown till the year 1809, and until then accounts could always be settled by the plain and simple rule of charging individuals with the amount of moneys placed in their hands for disbursement, and crediting them with the amount of their disbursements when properly vouched. The law of 1809, requiring that accounts shall be kept so as to be charged to the *appropriations*, renders these operations necessary in their adjustment, while it has greatly multiplied the forms, and increased the labor, without any advantage that the Commissioners can perceive.

That all disbursing agents should be required to account satisfactorily and promptly for all the moneys placed in their hands; that the forms of keeping, rendering, and settling their accounts, should be so plain and intelligible, as to be clearly understood, not by able accountants only, but by every member of the community (for every member has an interest in them,) are propositions which no one, it is presumed, will attempt to controvert. It has, we hope, been satisfactorily shown, that the act of 1809 has not produced these effects; and a modification of that law, and of the act of the 1st May, 1820, heretofore recited, appear to be necessary in the accomplishment of results so desirable.

The Commissioners would recommend, that the accounts be kept so as to show the cost of building ships, of repairing them, their annual cost in the service, and the cost of every authorized object or improvement; that the estimates be made so specific as to be distinctly understood, so that every appropriation shall be made with a thorough understanding as to the amount required for each object; that the power of transferring from one appropriation to another, as the exigencies of the service may render necessary, be committed to the President; that, at the commencement of every session of Congress, reports be made, shewing the expenditures of the year, and the various objects, to which the moneys appropriated, shall have been applied.

If these suggestions, and those heretofore presented in this communication, relatively to the organization of the different branches of the Department, and the duties appropriate to each branch, be approved, the Board would further respectfully recommend, that the appropriations for the Navy be, hereafter, made under the following general heads, viz:

For Pay and Subsistence of the Navy.

For building, repairing, and equipping vessels, including their wear and tear at sea, and ordnance, and ordnance stores.

For Navy Yards, Docks, Wharves, and all improvements therein.

For Provisions, Medicines, and Hospital Stores.

For Contingent Expenses, such as transportation, travelling expenses, the purchase of Books, Maps, Charts, Chronometers, Nautical Instruments, and other articles necessary for the service, and not specifically provided for.

This arrangement would leave the first item, viz. Pay and Subsistence of the Navy, under the immediate direction of the Secretary of the Navy; the second, third, and fourth items, would come under the immediate direction of the respective branches heretofore proposed; and the last item, viz. "Contingent Expenses," to be drawn upon by each, as such expenses should arise in each branch, until experience should inform us as to the probable amount required under each branch, when the appropriation might be divided into specific sums for each.

I have the honor to be, with great respect, sir,

Your most obedient serv't,

JOHN RODGERS.

Honorable JOHN BRANCH,
Secretary of the Navy.

DOCUMENTS**ACCOMPANYING THE PRESIDENT'S MESSAGE.**

LETTER FROM THE SECRETARY OF THE TREASURY, WITH A REPORT OF
THE COMMISSIONER OF THE GENERAL LAND OFFICE.

TREASURY DEPARTMENT,
December 1, 1829.

SIR: I have the honor to lay before you a report of the Commissioner of the General Land Office, exhibiting the periods at which the Quarterly Accounts of the respective Receivers in office have been returned and adjusted; with the balance on hand, agreeably to the last monthly return. Also, a statement of the quantity of land sold, and the amount of purchase money received under the credit and cash system, for the year 1828, and for the first six months of 1829. And, also, the amount paid in cash and stocks within those periods, after deducting the incidental expenses: with some suggestions by the Commissioner as to the policy of the Government in relation to the public lands. To which is appended a report of an investigation, made by your direction, to ascertain the character of certain claims to land in Arkansas, founded on Spanish grants.

All which is respectfully submitted for your consideration.

S. D. INGHAM,
Secretary of the Treasury.

The PRESIDENT of the United States.

GENERAL LAND OFFICE,

November 21st, 1829.

SIR: I have the honor to submit the usual annual report in relation to the affairs of this office.

The paper marked A exhibits the periods to which the quarterly accounts of the respective Receivers in office have been returned and adjusted, with the balances on hand, agreeably to the last monthly returns of the Receivers of Public Moneys respectively.

The paper marked B exhibits the quantity of land sold, and the amount of purchase money received, under the cash and credit systems, for the year 1828, and the first six months of 1829; and, also, the amounts paid into the Treasury in cash and stock within those periods, respectively, after deducting the incidental expenses.

The gross proceeds on account of the public lands for the years 1827, 1828, and the first six months of 1829, amount to \$4,075,282, and the sums paid into the Treasury and accounted for, within the same period, is \$4,079,043, giving an average annual gross receipt of more than \$1,600,000; but, as a portion of these receipts was for lands heretofore sold under the credit system, this amount cannot be assumed as the permanent annual revenue to be derived from the sale of the public lands.

There is reason, however, to believe, that there will be an annual demand for about one million of acres of the public lands, which, at the minimum price of \$1 25 per acre, will give an annual revenue, from this source, of \$1,250,000, which will probably be increased with the progress of population and improvement. That these causes create a demand for the public lands, equal, if not superior, to that arising from their fertility, when taken in connexion with their locality, is evinced by the following facts: That the cash sales of land in the State of Ohio, for the year 1828, where the lands have generally been in market for thirty years, equal those in any other State, with the exception of Indiana.

That the cash sales in the Steubenville Land District, where the lands have been in the market for nearly forty years, and within which there is not more than two or three hundred thousand acres of public lands left for sale, and which, of course, are of the most inferior quality, amounted, in 1828, to \$35,000; whereas, the sales in the Piqua District, in the same State, where the lands have only been in the market for six or eight years, and a very small portion of them sold, and within which there are extensive bodies of land of excellent quality, the sales for the same period amounted to only \$2,000; and in the Territory of Arkansas, where there are immense bodies of land, of a very superior quality, subject to entry at the minimum price, the sales, within the year 1828, amounted to only \$2,000.

The act of Congress, requiring that the public lands should be sold only for cash, and the immense quantity of those lands that has been brought into market in the States and Territories extending from the Northern Lakes to the Gulf of Mexico, have had the effect not only of checking, but of almost entirely putting an end to, the speculations in the purchase of the pub-

lie lands, and it is believed that the purchases now made from the public, are almost exclusively for the purpose of occupation and improvement—a result the most desirable from any system that may be devised for the disposition of the public domain.

On the 4th of July last the several laws relative to the lands that had been sold on a credit, expired, and all lands purchased on credit, which had not been paid for, or relinquished, reverted to the United States, and the money heretofore paid on them was forfeited. The amount of money thus paid and forfeited is estimated at \$700,000. These forfeitures are confined exclusively to the amounts paid on lands further credited under the provisions of the act of the 2d March, 1821, and those supplementary thereto. From 1824 until July last, the parties incurring these forfeitures had the privilege of settling their accounts by relinquishing a portion of the lands purchased, or by paying for the same at a discount of thirty-seven and a half per cent. without interest. Under these circumstances, it is contemplated to offer for sale the relinquished lands, and those reverted, as soon after April next as circumstances may make it expedient, unless Congress shall otherwise, by law, direct.

When the public lands were sold on a credit, which in fact extended to five years after the payment of one-fourth of the purchase money, it became indispensably necessary to protect the United States against improper combinations, by which the purchaser might permit the land to be sold for taxes, that an arrangement should be made with the People of the Territories, when those Territories were about to assume the form of States, by which the lands sold by the United States should be exempted from taxes for a period equal to that to which the credit given on them was extended, and, accordingly, a compact was entered into with the People of the new States, within which the public lands lie, by which the lands sold by the United States should be exempt from taxes for five years. The credit system being now entirely abolished, one of the reasons for this stipulation has ceased to exist, and, as those States complain of such exemption of the lands from taxes as a grievance, it is respectfully suggested whether it would not be advisable to exonerate them from this contract. Although the exemption of the lands sold by the United States from taxes, for a given period, has, no doubt, a tendency to promote emigration, generally, to the States within which the public lands lie, yet, it is perhaps better that each of those States should have the option of deciding how far such exemption might comport with their own views of their own interests.

With the termination of the credit system, all legal objections to the entire consolidation of the Land Offices within the respective States has ceased, and on that subject I take leave to refer to the following extract from a report made from this office, and submitted to Congress, by the Secretary of the Treasury, in January, 1825. “After the lands in any State have been all surveyed and offered at public sale, and when the debt due for lands heretofore purchased in such State shall have been liquidated, a further and more extensive reduction of the Land Districts may be made, by limiting them, in such State, to a single District, and locating the Land Office at the Seat of Government of the State.

“In any arrangement that may be made for the reduction of the number of Land Districts, the fact that a large debt is due on account of lands, the payments for which are to be made at the option of the debtors, either at the Treasury of the United States, or at the office where the lands were

purchased, is entitled to much attention, in respect both to the rights and accommodation of the purchasers; and when it is also taken into consideration, that the disbursements of the public money are very limited in nearly all that section of country where the public lands lie, and that, from the force of circumstances, these disbursements will not probably be materially increased, it is submitted how far other considerations than those arising from the reduction of the expenses of collecting this branch of the revenue, might make it inexpedient to reduce the Land Districts to the number proposed in this report, until those circumstances shall have occurred which would justify the reduction of them to a single District in each State."

A consolidation of the Land Offices would materially reduce the expenses incident to the collection of this branch of the revenue, as well as those incident to this office, and should Congress, under all the circumstances belonging to the question, deem such an arrangement expedient, it might be immediately carried into effect in the State of Ohio, where the lands in each Land District have all been offered at public sale, and gradually be extended to the other States, as the fact that all the lands in each of the Land Districts had been offered at public sale, might occur.

Suspicious having been excited that extensive frauds had been practised in the Territory of Arkansas under the provisions of the acts of the 26th of May, 1824, and 22d of May, 1826, authorizing the claimants to lands, whose titles were derived from the Spanish Government, to institute proceedings in the Court for the said Territory, to try the validity of such claims, I was authorized by the President to instruct Colonel Isaac T. Preston, the Register of the Land Office at New Orleans, who possessed, in an eminent degree, the qualifications necessary for making such an investigation, to proceed to Little Rock, for the purpose of examining the Spanish documents that had been filed, and on which the Court had confirmed a number of claims, and by comparing them with documents that were known to be genuine, to ascertain the extent of the frauds that had been practised. The communication from him, dated the 10th of October, 1829, herewith transmitted, and marked C, exhibits the result of his investigation, from which it appears that one hundred and seventeen claims, covering sixty thousand acres of land, were confirmed by the Court of Arkansas between the 19th and 24th of December, 1827; that seven claims, covering twenty thousand acres of land, were yet pending; and that one hundred and eighty-eight claims had been withdrawn, or struck from the docket, because security for the costs had not been given, and that there exists no doubt, but that the whole of those claims are founded on forged evidences of title. And it further appears that, under an order of Court, made on the 9th of October, 1828, the original papers, on which these claims were founded, have been withdrawn from the files of the Court, with the exception of those filed in fifty-eight of the cases.

Application has been made to this office to issue patents on entries made at the Land Offices at Little Rock and Batesville for eighty-four of the claims confirmed by the Court. For the six first cases presented for entries made at Batesville, patents were issued, but as the number of applications for patents increased, as the patents were all required to be issued to assignees, and as, on a comparison of the assignments with each other, I was satisfied that they had been manufactured by a few individuals, my previous suspicions as to the frauds committed on the Court, were so far confirmed as to justify me in withholding the patents in all the other cases.

Two of the cases in which patents have issued, were, no doubt, founded on fraudulent evidences of title.

Measures have been taken to procure, if possible, a revision, by the Court of Arkansas, of all those cases which have been confirmed by the Court, and the Registers of the Land Offices at Batesville and Little Rock have been instructed not to permit any entry to be made on their books, by virtue of such confirmations, and to give public notice that no patents will be issued on entries heretofore made, by virtue of such confirmations, until Congress shall have acted upon the subject.

The powers of the Court of Arkansas in relation to these cases, will, by the provisions of the law, cease in May next. Some immediate legislative provision is therefore indispensably necessary, by which the powers of the Court may be continued for the special purpose of acting on the cases now pending, and on the bills that may be filed to obtain a revision of the cases heretofore decided by the Court. It may, perhaps, be deemed more expedient to repeal, forthwith, the acts of 1824 and 1826, so far as they respect the Territory of Arkansas, and, at the same time, to re-enact such provisions as may be necessary to enable the Court to receive, and act upon the bills that may be filed for a revision of the cases heretofore confirmed, and providing for an appeal on such bills of revision, from the Court of Arkansas to the Supreme Court of the United States. Some further legislative provisions will be also necessary in relation to the papers that have been withdrawn from the files of the Court, and in relation to the admission of entries, and granting of patents, so as to protect the United States from imposition by forged assignments from fictitious confirmees, should the Court ultimately refuse to reverse the judgments heretofore rendered.

In relation to the fraudulent claims in Louisiana, alluded to in the communication of Mr. Preston, it is apprehended that they exist in a greater extent than is stated by him; but, acting upon the principle, that forgery can form no foundation for a good title, the Surveyor of Louisiana has been instructed not to survey, or to receive for record, any survey, including lands claimed by virtue of written evidence of title emanating from the Spanish Government, and confirmed by Congress, when there was good reason to believe that such written evidence of title had been forged; and to proceed to survey the lands so claimed as public lands. So soon, therefore, as any portion of these lands shall have been sold by the United States, the parties claiming under a title, purporting to have emanated from the Spanish Government, and confirmed by Congress, will have an opportunity of obtaining a judicial decision as to the validity of their claim, and also, as to its proper location. In almost every one of these cases, the original papers on which the claim was founded have been withdrawn from the Land Office in which they were filed; the expediency, therefore, of some legislative provision is suggested, by which the original papers shall be required to be produced in Court in all cases of controversy relative to title, arising between parties claiming by purchase from the United States, and those claiming by virtue of an act of Congress, confirming a claim purporting to have been founded on written evidence of title derived from the Spanish Government, and which evidence of title has been withdrawn from the Register's Office.

All which is respectfully submitted.

GEO. GRAHAM.

The Hon. SAMUEL D. INGHAM,
Secretary of the Treasury

A.

LAND OFFICES.	STATE OR TERRITORY.	MONTHLY RETURNS.		Balance of cash in the hands of Rec's as per last monthly return	RECEIVERS' QUARTERLY ACCOUNTS.	
		Register's Period to which rendered.	Receiver's Period to which rendered.		Period to which rendered.	Period to which adjusted.
Marietta, - -	Ohio, - -	31 Oct. 1829,	31 Oct. 1829,	\$ 320 40	30 Sept. 1829,	30 Sept. 1829.
Zanesville, - -	do - -	31 Oct. 1829,	31 Oct. 1829,	2,416 32	30 Sept. 1829,	30 Sept. 1829.
Steubenville, - -	do - -	31 Oct. 1829,	31 Oct. 1829,	1,596 36	30 Sept. 1829,	30 Sept. 1829.
Chillicothe, - -	do - -	31 Oct. 1829,	31 Oct. 1829,	1,000 33	30 Sept. 1829,	30 Sept. 1829.
Cincinnati, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	1,621 03	30 Sept. 1829,	30 June, 1829.
Wooster, - -	do - -	30 Sept. 1829,	30 Sept. 1828,	165 42	30 Sept. 1829,	30 Sept. 1829.
Piqua, - -	do - -	31 Oct. 1829,	31 Oct. 1829,	693 26	30 Sept. 1829,	30 Sept. 1829.
Tiffin, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	232 62	30 Sept. 1829,	30 Sept. 1829.
Jeffersonville, - -	Indiana, - -	31 Oct. 1829,	31 Oct. 1829,	307 42	30 Sept. 1829,	30 Sept. 1829.
Vincennes, - -	do - -	31 Oct. 1829,	31 Oct. 1829,	8,540 28	30 June, 1829,	30 June, 1829.
Indianapolis, - -	do - -	31 Oct. 1829,	31 Oct. 1829,	23,334 26	14 Sept. 1829,	14 Sept. 1829.*
Crawfordsville, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	20,760 18	30 Sept. 1829,	30 Sept. 1829.
Fort Wayne, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	6,206 98	30 Sept. 1829,	30 Sept. 1829.
Shawneetown, - -	Illinois, - -	31 Oct. 1829,	31 Oct. 1829,	429 98	30 Sept. 1820,	30 Sept. 1829.
Kaskaskia, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	85 53	36 Sept. 1829,	30 Sept. 1829.
Edwardsville, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	161 40	30 Sept. 1829,	30 Sept. 1829.
Vandalia, - -	do - -	30 Sept. 1819,	31 Oct. 1829,	16,794 87	30 Sept. 1829,	30 Sept. 1829.
Palestine, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	680 98	30 Sept. 1829,	30 Sept. 1829.
Springfield, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	-	30 Sept. 1829,	30 Sept. 1829.
St. Louis, - -	Missouri, - -	31 Oct. 1829,	31 Oct. 1829,	4,175 02	30 June, 1829,	30 June 1829.
Franklin, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	14,057 33	30 Sept. 1829,	30 Sept. 1829.
Palmyra, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	1,262 70	30 Sept. 1829,	30 Sept. 1829.
Jackson, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	4,101 07	30 Sept. 1829,	30 Sept. 1829.
Lexington, - -	do - -	30 Sept. 1829,	30 Sept. 1829,	883 35	30 Sept. 1829,	30 Sept. 1829.

* Date of the final quarterly account of the late Receiver.

A.—Continued.

LAND OFFICES.	STATE OR TERRITORY.	MONTHLY RETURNS.		Balance of cash in the hands of Rec's as per last monthly return	RECEIVERS' QUARTERLY ACCOUNTS.	
		Register's Period to which rendered.	Receiver's Period to which rendered.		Period to which rendered.	Period to which adjusted.
St. Stephens, -	Alabama, -	30 Sept. 1829,	30 Sept. 1829,	4,347 96	30 Sept 1829, } Imperfect, }	31 Mar. 1829.*
Cahaba, -	do -	31 Oct. '29, } Cash system, }	31 Oct. '29, } Cash system, }	-	31 Mar. 1829,	31 Mar. 1829. †
Huntsville, -	do -	31 Oct. 1829,	31 Oct. 1829,	750 62	30 Sept. 1829,	30 Sept. 1829.
Tuskaloosa, -	do -	30 Sept. 1829,	30 Sept. 1829,	5,574 95	30 Sept. 1829,	30 Sept. 1829.
Sparta, -	do -	30 Sept. 1829,	30 Sept. 1829,	1,334 98	30 Sept. 1829,	30 Sept. 1829.
Washington, -	Mississippi, -	30 Sept. 1829,	31 May, 1829,	5,050 97	31 Mar. 1829,	31 Mar. 1829. ‡
Augusta, -	do -	30 Sept. 1829,	30 Sept. 1829,	-	30 Sept. 1829,	30 Sept. 1829. §
Mount Salus, -	do -	30 Sept. 1829,	31 Aug. 1829,	15,217 77	30 June, 1829,	30 June, 1829.
New Orleans, -	Louisiana, -	31 July, 1829,	30 Sept. 1829,	231 65	30 Sept. 1829,	30 Sept. 1829.
Opelousas, -	do -	30 Sept. 1829,	30 Sept. 1829,	15,095 98	30 Sept. 1829,	30 Sept. 1829.
Ouachita, -	do -	30 Sept. 1829,	30 Sept. 1829,	2,260 38	20 Sept. 1829,	30 Sept. 1829.
St. Helena, -	do -	No sales.				
Detroit, -	Mich. Territory,	31 Oct. 1829,	31 Oct. 1829,	5,736 62	30 Sept. 1829,	30 Sept. 1829.
Monroe, -	do -	31 Oct. 1829,	31 Oct. 1829,	4,775 35	30 Sept. 1829,	30 Sept. 1829.
Batesville, -	Ark. Territory,	30 Sept. 1829,	30 Sept. 1829,	2,166 74	30 Sept. 1829,	30 Sept. 1829.
Little Rock -	do -	30 Sept. 1829,	30 Sept. 1829,	1,841 03	30 Sept. 1829,	30 Sept. 1829.
Tallahassee, -	Florida Territory,	30 Sept. 1829,	31 Aug. 1829,	9,867 99	30 June, 1829,	30 June, 1829. ¶
St. Augustine, -	do -	No sales.				

* The accounts for the 2d and 3d quarters, 1829, received too late for adjustment.

† No credit system returns received since 31st March, 1829, from the Receiver, who is absent without leave.

‡ No regular accounts received from the Receiver since 31st March, 1829.

§ The Receiver states a balance in his favor.

|| The Register absent with permission.

¶ The Receiver absent with permission.

TREASURY DEPARTMENT, GENERAL LAND OFFICE, 21st November, 1829.

GEORGE GRAHAM, *Comm. of the Gen. Land Office*

[Doc. No. 2.]

B.

EXHIBIT in relation to the Public Lands, for the year 1828, and the half year ending 30th June, 1829.

PERIODS.	Nett quantity of land sold.	Purchase money.		Receipts under the credit system.		Aggregate re- ceipts.		Amount of forfeited land stock included in the aggre- gate receipts.		Incidental expenses.		Payments by Receivers into the Treasury of the United States.	
	<i>Acres, hunds.</i>	<i>Dolls.</i>	<i>Cts.</i>	<i>Dolls.</i>	<i>Cts.</i>	<i>Dolls.</i>	<i>Cts.</i>	<i>Dolls.</i>	<i>Cts.</i>	<i>Dolls.</i>	<i>Cts.</i>	<i>Dolls.</i>	<i>Cts.</i>
Year 1828, 1st and 2d quar's of 1829,	965,600.36 487,359.54	1,221,357	99	18,140	99	1,239,498	98	78,879	40	95,765	58	1,018,308	75
		609,936	31	164,710	02	774,646	33	121,962	28	48,337	43	604,052	29
Aggregate,	1,452,959.90	1,831,294	30	182,851	01	2,014,145	31	200,841	68	144,103	01	1,622,361	04

The column of "incidental expenses" includes salaries, commissions, and contingent expenses of the several Land Offices; also, expense of examining Land-offices; and is increased by allowances made for clerk hire, and transportation of public moneys, in pursuance of the provisions of the acts of Congress to that effect, passed 22d May, 1826.

GEO. GRAHAM,
Commissioner of the General Land-Office.

TREASURY DEPARTMENT,
GENERAL LAND-OFFICE,
November, 1829

C.

LITTLE ROCK, (*Arkansas Territory*.)

October 10th, 1829.

SIR: It was impossible to induce such a person from New Orleans to attend at Little Rock, as would have rendered the United States any service. I determined, therefore, though at a considerable sacrifice, to come myself, and arrived here last Monday, the day indicated in Mr. Roan's letter, as that on which the Court of this Territory would sit to try land claims; but the Court adjourned until Monday next, without doing any business. I determined to stay until that day, although my engagements in Louisiana render it impossible I should stay longer.

I regret to inform you that the impositions practised on the United States have been much more extensive than you supposed, when you wrote to me. The adjudications in favor of what are called *Bowie* claims in the list, which you enclosed to me, amount to sixty-three; but I find that decrees in favor of one hundred and seventeen of those claims were rendered from the 19th to the 24th of December, 1827. Enclosed you have a list of the names assumed and the quantities confirmed. The claims thus confirmed, amounting to upwards of 60,000 acres, are floating through the Territory, to be located on the best unappropriated lands in any quantities above eighty acres; it having been proved, and decreed in every case, that the land conceded by the Spanish governor, had been appropriated by the United States.

An order of Court was made on the 9th of October, 1828, authorizing the claimants to withdraw their original papers on filing copies; but fifty-eight of the originals are still on file, which I have seen. I have stated to Mr. Roane, that, if he can by any means obtain a revision of the claims, and can send the original papers, which I have seen, and the others which have been withdrawn, (but which there is no doubt were precisely similar) to New Orleans, with a commission to take testimony, I can prove them, by a great many witnesses, of the highest character and standing, to be forgeries.

But you will see by the Act of Congress that it makes no provision for further proceedings. The time limited for appealing has elapsed in all the cases. Whether the principles of practice in this Territory would authorize a revision in this court I am ignorant. The Attorney of the United States seems to think it possible; but speaks hopelessly of the undertaking, on account of the number of the parties interested, some of them innocent purchasers, and the limited time during which the powers of the Court will exist under the law. I have expressed to him the wish of the Government that the revision should be attempted, if there is a probability of success. This is the extent of my powers.

On the supposition that the only existing remedy is the exercise of the powers of Government at Washington, I will now give you some information that may be useful, and perhaps more when I return to New Orleans.

The *Bowie* claims, filed, amounted to 117, that have been confirmed, seven still on the docket, calling for upwards of 20,000 acres, and 188 claims, which, on the 24th of October, 1828, were struck from the docket, because the parties neglected to give security for costs. The whole of these claims were filed in November, 1827, and the 117 were confirmed within a month afterwards. It is unfortunate that but two of the Judges of the Territory (Judges Trimble and Johnson) were present on the trial of the cases, their importance requiring the wisdom and care of a full Court. The other Judge

was unavoidably absent. The Attorney of the United States, as appears by a bill of exceptions, expressed his ignorance of the character of the claims, that he thought evidence might be obtained to resist them, and asked, unsuccessfully, time for investigation and to procure testimony. The depositions of three men, John Heberard, David Devore, and Lemuel Masters, were taken and filed, in each of the 124 cases confirmed and pending. The depositions in every other case were but copies, substantially, and in general literally, of that filed in the first, except the name of the claimant. Enclosed you have copies of their depositions in one case, there being no other testimony in any of the cases.

That every one of the confirmed claims should have happened to fall on lands in this Territory, appropriated by the United States, and that these witnesses from Louisiana, should have known it, ought to have excited surprise—and the absurdity of the supposition that they should have personally known so many individuals who petitioned for lands in Upper Louisiana from 1785 to 1798, and who were all *living* petitioners by attorney before their Court in 1827, should have struck the Judges, and the depositions of these witnesses having been impeached by nature, should have been discredited by the Court.

The claims are founded on pretended requêtes and orders of survey purporting to be signed by Governors Miro and Gayoso. I have stated to you that those governors kept journals of all their orders of survey, which are duly certified, and in my possession; therefore, Heberard's belief that they were burnt or deported by the Spaniards is unfounded.

But the requêtes and orders of survey themselves exhibit abundant internal evidence of their falsity. The signature of Manuel Gayoso de Lemos, who always wrote his name in full, and in a fine hand, is but miserably imitated. I brought with me many of his genuine signatures, to make the comparison.

Governor Miro generally wrote his name Estevan Miro in full, though sometimes he signed "Miro" alone. It is the last signature which has been counterfeited in every instance, and the counterfeiter, by long habit, (for it commenced just after the war, when Mr. Harper was first appointed, with the claims of Gabo Felice, Labvada and others) has learnt to imitate those *four letters* very well. But Miro wrote a free, careless, quick hand, the counterfeiter has invariably wrote slowly, with great care, and generally pointed.

A comparison of the requêtes plainly proves that there could not have been employed more than four, and I think but two hands in drafting and signing them, and although they purport to be the petitions of one hundred and twenty-four persons, written and signed by themselves at different times during fifteen years. They all purport to write good hands and sign their names well, although proved by Heberard, who swears he knew them to have been to a great extent hunters and trappers in Upper Louisiana, while it is notorious that, before the change of Government, but few people at the posts of Arkansas and Ouachita, except the public officers, could write their names. In the writing of the requêtes scarcely any effort is made to imitate the Spanish character, although purporting to have been written by so many Spaniards; the character of the writing is evidently American.

There is one class of these requêtes which, from the writing, and other circumstances, I judge to have been executed by the same person, in which three of the most common words in business relative to lands, are spelled erroneously,

tierra for *tierra* omitting an *r*, *ordinaria* for *ordinaria*, adding a letter, and in fact a syllable, and *profundidad* for *profundidad*. The class in which this error appears runs through the whole period from 1785 to 1798. If they were genuine, then it would present this remarkable fact, that a great many different persons, residing at different places, and writing their petitions at different times, during fifteen years, should have committed the same error in spelling the same three words, which they happen to use in their petitions: for, bear in mind, that these petitions all purport to have been written by the petitioners themselves, and are signed in the same hand writing in which they are written.

I took a petition or requête, purporting to have been addressed to Miro in 1788, and laid it by the side of one purporting to have been written and signed by another individual, addressed to Gayoso in 1798, and they were as evidently in the same hand-writing, *signatures* and all, as two signatures of the same Cashier. The same good language was used, and the same bad words, in the same places; and the same words, in the same places, were spelled erroneously in the same particulars. I repeated this comparison with the same result in several instances.

You will observe that, of the claims presented to you for patents, a great many are for 560 arpens, and of the confirmed claims, not reported to you, many are for the same quantity. The petitioner, in these cases, prayed for 14 arpens front, by the ordinary depth, which, multiplied, produces the quantity of 560 arpens. The Spanish word for fourteen is catorce—the spelling in the requêtes for this quantity is invariably cartose oon profundidad ordinaria. But what is, if possible, more conclusive of the forgery, the Spanish Governors, in their orders of survey, invariably adopt the same bad spelling, contained in the requête, cartose profundidad ordinaria. The spelling of numbers is generally bad in the Governor's orders of survey, the counterfeiters having probably a genuine order to copy from, but not calling for the quantities he wished; thus he writes dose for doce, trese for trece, dies for diez, and in almost all of them there are other inaccuracies; thus marso is written for marzo, estableser for establecer, ciendo for siendo, esta-partã very often for esta parte, and los limetes almost always. Uneducated as the Spaniards generally were, I have never seen a genuine order of a Spanish Governor which contained an erroneous word or letter. In one series of these orders of survey (I call a series those written in the same hand) the name of Laveau Trudeau, the Surveyor General, is invariably spelled Lavizeau Trudzeau, and Orleans, Orlians, errors that no clerk in the office of a Spanish Governor ever committed, and which at least would have been corrected before signing.

I laid orders of survey, purporting to have been given by Miro in 1788, by the side of orders purporting to have been given by Gayoso in 1798. They were, word for word, and letter for letter (orthographical errors not excepted,) alike, and the comparison left no doubt that they had been written by the same hand, with the same pen, and with the same ink. If the same clerk had served both Miro and Gayoso at those different periods (which, however, is not the fact,) it is impossible that his hand should not have changed more in ten years. Moreover, these orders of survey are not in the hand-writing of any clerk of either Miro or Gayoso, whose writing I have ever seen; and I think I have seen the hand-writing of all who had any connexion with the Land Department. Every one of these orders of survey, through a series of fifteen years, were directed to Trudeau, although he never

was in this Territory, nor directed the surveys here; the few orders of survey that were really given for lands within the Territory of Arkansas, were invariably given to the commandants of the posts.

These orders of survey are for lands above this place, also on White River, on the Cache Black River, St. Francis, &c. It is almost as notorious that the Spanish Governors never made concessions in those countries, as that they never granted lands in the District of Columbia. Those countries were unknown, except to the natives and demi-savages, *in the time of Miro*. I have conversed with Colonel Sylvanus Phillips, who settled at the mouth of the St. Francis, about the year 1797. He ascended the Arkansas about that time; there were no settlements above this place. There were two Frenchmen, named Tessier and Duplasc, living at the mouth of Cache River, and no other settlements in that direction. He did not, at that period, hear any person inquiring for lands in the interior, and never heard of any of the persons mentioned in the enclosed list. In fact, the commandants, by direction of the Governor, restrained the settlements to the vicinity of the posts, for the security and convenience of the whole. Colonel Phillips was himself ordered in to the post of Arkansas from the mouth of the St. Francis, as late as the year 1799. Having been a good deal engaged in land speculations himself, he would certainly have known it, if any attempts had been made to appropriate the lands up these rivers. Major Francois Vaugine was the son-in-law of the Commandant Valiere, and the Commandant Chammitte married his sister. He must possess ample information to refute all these claims. He lives near Mr. Roane, and I have urged the latter to acquire from him, and to communicate to you or the Attorney General, all the information he can.

I have copied, and enclosed herewith, a Spanish order of survey, which is substantially, and almost literally, the form of nine out of ten of all the orders of survey issued by Miro, Gayoso, or Carondelet. Under it is a literal copy of one of the orders in the Bowie claims, from which all the others filed scarcely vary, as far as I have examined them, and the examination has been indiscriminate; by which you observe, that, in these pretended orders, the conditions that the land is vacant, that the grantee shall not injure the adjacent proprietors, that he shall make the road in one year, and that the concession shall be null, if the land is not settled in three years, all prescribed by the general regulations of the province, are invariably omitted. And this omission was designed, because, if the conditions had been expressed on the face of the orders, adjudications could not have been made in their favor without proof of compliance with the conditions. The attempt to antique and disfigure the paper are awkward and manifest. I saw some sheets in which the first, or interior page, which contained the writing, was very old, while the fourth, or exterior page, which was exposed, was quite fresh; others had manifestly been dipped in Red River or Arkansas; in two that I saw, the coloring matter had scaled off in spots, and left the writing and paper as fresh as when new; in some, the folds were rubbed through, while the outside leaf, within an inch of the rent, was as stiff and strong as ever. The tout ensemble, to any eye accustomed to see ancient Spanish documents, would produce the instant and undoubted conviction of their falsity.

Another evidence of the falsity of these claims is, that an individual came here some time ago, with one hundred similar claims, which were seen by several citizens, and was deterred from filing them by the suspicions that had been excited as to those already filed,

The fact that 188 of those claims filed have been abandoned, proves the falsity of the whole. It is true Bowie has an agent here now, and I heard the Clerk of the Court read a letter from him, requesting that these claims might be reinstated, and offering security for the costs. But this cannot be done now, the time for filing petitions under the law having elapsed. The limited time surely would not have been permitted to pass without an effort on behalf of the claimants, if there had been any reality in their claims. Why the law, creating this tribunal, was extended by the act of the 24th of May, 1828, I cannot conceive; except the Bowie claims, there were but two adjudications at the December term in 1827, and not an adjudication has been made, or a petition filed since. There were not fifty other claims presented to the Court since its organization, and most of them, as far as I can learn, without any just foundation. So that the law establishing the tribunal was a bad one, as the result has awfully proved; and so are all laws establishing tribunals before which individuals may cite their Government. The government of a country should act for itself, and as it is presumed to be just, and even generous to individuals, otherwise it should be dissolved. The judges of such tribunals too often adopt the baneful principle that, as Judges, they *may see*, through the lights of law and evidence, that to be true, which as individuals, they know to be false; and to conceive that these lamps were given to lead them into darkness instead of illumination.

I shall stop here until Monday, to obtain, if possible, a continuation of the Bowie cases pending in court, and commissions in each of them to examine witnesses in New Orleans. There are seven of those cases still pending, embracing upwards of twenty thousand acres of land. The Attorney of the United States has no doubt the Court will reject them, although the deposition of the same three witnesses is on file in each of the cases, as strong and unimpeached, as in any of those that have been confirmed. I have however urged him not to go to trial, if possible, but to require the original concessions to be filed, to obtain orders for commissions to New Orleans, accompanied by the original, and have them thoroughly proved counterfeits: for, even if they are rejected, the claimants will certainly appeal, and there is no doubt with success, if a transcript of the record goes up in its present state. Men of the deepest thought, as well as the Bowies, are embarked in this business.

I fear they are meditating something to increase and sanction their claims, just as the law expires. Depend upon it, an ounce of prevention will be worth a world of cure. In my opinion the appeal that has already been taken in the case of Francis Degue against the United States, and is now pending before the Supreme Court, should not be tried on its merits: it must necessarily be decided against the United States, not for 1600 arpens, the quantity which the Judges have thought expressed in the supposed order of survey, (as you will see by their opinion,) but for 3200 arpens; the real quantity expressed. It would necessarily be decided against the United States, because nothing but a transcript of the papers has been sent to the Supreme Court. The copy of the order of survey will appear fair, and nothing in the transcript casts a shade of suspicion upon it. On the contrary, three witnesses swear to the genuineness of the Governor's signature; and their character and their testimony is entirely unimpeached. The decree would necessarily be affirmed, and thus the sanction of the Supreme Court of the United States would be given to all these spurious claims. It is the very thing in which the claimants desire and intend to over-reach us, and will succeed in this, or some other shape, if our vigilance is not ever on the alert.

It is for our superiors at Washington to devise the remedy, for the evil already done. I question much if it is not a subject of sufficient importance to occupy the attention of Congress. The Government have been defrauded out of 60,000 acres of land in this Territory. The parties have the right to select the lands, by the decrees of the Court, and are doing so in quantities as small as eighty acres, enabling them to pick the Territory. The Government were, in like manner, at the land office in New Orleans, defrauded out of 60,000 acres of as good lands as are in Louisiana. Whether similar practices were attempted at the other land offices in Louisiana and the States of Mississippi and Alabama I know not, but when I reflect on the insatiable character of successful fraud, I cannot doubt but that similar attempts will be made in Florida, and at every other place which may afford the least prospect of success.

A resolution of Congress might be adopted, directing the Commissioner of the General Land Office not to issue patents in suspected cases, until the original requêtes and orders of survey were deposited in your office, and ascertained to be genuine; and that the Land Committee of Congress should inquire into the frauds practised in relation to the public lands, with power to send for persons and papers. The Clerk of this Court should be sent for; with the minutes of the Court, and all documents of every description on file in the list of claims I have sent you. The journals of the orders of survey in my office, kept by Governors Miro and Gayoso, should be sent for; and also the Honorable Charles Tessier, of Baton Rouge, and Jean Mercier, of New Orleans, the land clerks of Governor Gayoso, and such other persons and papers as might afford useful information.

The expense would be great; but, if it is not incurred, or some other means adopted of successfully resisting these frauds, the lamentable fact will be established, that this Government, with all its resources and powers, can be successfully plundered by the most unparalleled forgery, perjury, and subornation; and that great actors in the villany may roll in wealth, whilst an honest man and woman may labor their life-time in these woods to acquire a quarter section of land for their children, and perhaps finally fail because they could not accumulate \$200 in addition to the support of their families. And this fact will be practised upon by the vicious, or rather is now practised upon in shapes beyond the ken of our imagination, to the incalculable corruption of the morals of the country. As to the fact that many of these claims have fallen into the hands of innocent purchasers, it is worthy of serious consideration, for the greatest efforts have been made to distribute them; but I have no doubt, where one is in the hands of an individual entirely deceived, three are in the possession of persons who had sufficient reason to be on their guard, and prudence plainly dictated to all to purchase of the United States. Forgery creates no rights (the most ignorant man knows) in contests between individuals, but taints all subsequent transfers. Why then should it be taken for granted that it can create rights where the Government is concerned? If a single patent should be delivered, it will corrupt a community, and embark them on the side of the actors in these crimes against the public officers. If it is declared at once, that no patents will be issued on account of the forgery, those who suffer will turn their anger against the true cause of their injury. But what is to be done should be done at once. Every day's delay increases the evil, and renders it more difficult to redress. It should be at once deter-

mined to prohibit investigation, and quiet the fears of those who are innocent purchasers, or to pursue it with energy to success.

I have the honor to be,

Very respectfully, &c.

ISAAC T. PRESTON.

GEORGE GRAHAM, Esq.

Commissioner of the General Land Office.

Extracts of a Letter from Colonel J. T. Preston to the Commissioner of the General Land Office, dated 19th October, 1828.

“THE MISSISSIPPI RIVER, Oct. 19th, 1829.

“SIR: I wrote you at length from Little Rock, giving you all the information I could obtain, relative to the spurious land claims which had been confirmed at that place, and will thank you to acknowledge the receipt of my letter.

“The Court of the Territory of Arkansas sat on Monday, the 12th inst. Finding 58 orders of survey on file in the Clerk’s Office, out of the 117 that had been confirmed, I determined, after the best reflection I could give the subject, that it was for the interest of the United States, and my duty, to make affidavit that they were counterfeited, and the foundation of an order of Court, that they should be detained in the custody of the Court: for there was on record an order of Court, authorizing the parties interested to withdraw them, and fifty-nine had already been withdrawn. I therefore made and deposited in Court an affidavit, the substance of which is enclosed, and the Court made an order, that those original documents should remain on file until the further order of the Court.

“The Attorney of the United States also obtained orders of the Court, that the original papers should be filed in the cases pending, and that Commissions should be sent to New Orleans, accompanied by them, to obtain testimony.

“ISAAC T. PRESTON.”

The affidavit referred to in the foregoing letter, is as follows, to wit:

“TERRITORY OF ARKANSAS, }
Pulaski County. } ”

Isaac T. Preston, of the city of New Orleans, being duly sworn, doth depose and say, that he has been employed by the Government to investigate certain claims to lands confirmed, under the act of Congress of the 26th of May, 1824, and the 22d of May, 1826. In that capacity deponent has examined the records of the Superior Court of Arkansas, in which decrees have been rendered in favor of the claimants; by which search he has been able to find and see the supposed original requêtes and orders of survey, which are the foundations of the claims in the following cases:

George Leonard,
Cyprien Metoyer,
Zeno Grillette,
James Huard,
Juan Vachier,

Joseph Talbot,
Louis Arnaud,
Allen Butter,
Estevan Escallian.
Josi Currino,

Valdre Duplessis,
 Charles Oliver,
 Celistin Poret,
 Juan Luis Deviel,
 Marafrete Dubois,
 Francis Rachal,
 Ceprien Dupre,
 Marcellin Fontenaut,
 Juan Toledano,
 Thomas Waller,
 Michel Fontenaut,
 Manuel Lastrop,
 George Jinks,
 John B. Moussar,
 Louis La Branch,
 Pierre Lattier,
 Valentine Beau,
 Joseph Cannon,
 Isaac McDaniel,
 Martin Duraldo,
 Jacques Bossier,
 Jacques Escophia,
 Edmond De La Housa,
 Jacques Lastrop,

Bernardo Sompryac,
 Valdre Martin,
 Jono Bordalou,
 John Morian,
 Sastheu Clontier,
 Jose Duralde,
 Morice Moro,
 Thasemond Laudry,
 August Genet,
 Leander Bayon,
 Gialgo Moro,
 Baptiste Thibodeau,
 Nicholas Babillian,
 Martin Burgart,
 Charles Laudro,
 Juan Duburgh,
 Julian Ducros,
 Michel La Burgois,
 Hugh Howard,
 Jean Aubert,
 John Innis,
 Marcellin Laysard,
 James Jones.

Deponent is well acquainted with the genuine signatures of Governors Miro and Gayoso, having a great many genuine records, signed by them, in his office, as Register of the Land Office at New Orleans; and, moreover, with the form, writing, and spelling, of orders of survey issued by them. Deponent further says, that he has in his charge, at Montgomery's Landing, a regular journal, kept by Governor Miro, of the orders of survey issued by him, certified by his Secretary, D. Lopez de Armesto; and also a regular journal, kept by Governor Gayoso, of the orders of survey issued by him, certified by himself. The supposed orders of survey in the above cases, are not noted in either of those journals, as deponent believes, after diligent search for concessions in Arkansas. Deponent further annexes to this affidavit, three genuine orders of survey, signed by Governor Gayoso, and states, for the information of the Court, that the orders of survey now on file in this Court, in the case of John Kepler and Heirs vs. The United States, and Miguel Gumbecot vs. The United States, are genuine, and signed by Governor Miro. Deponent further states, that the internal evidence of the falsity of said orders, he will exhibit to the Court, in open Court, if desired. He prays the Attorney of the United States may put his application in due form, that the originals on file may be kept in the custody of the Court, and transmitted to New Orleans, with commissions, to take the testimony of Jean Mercier, and the Honorable Charles Tessier, the Clerks of Governor Gayoso, attached to the Land Office, and of other persons in New Orleans, of the highest character, and whom Deponent can produce, acquainted with the signatures of Governors Miro and Gayoso, and also with the laws and customs of the Spanish Government of Louisiana, and forms and manner of concessions.

Sworn to and subscribed in open Court, this 12th of October, 1829.

ISAAC T. PRESTON.

D. McKENNEY.