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

*SCHEDULE of Documents accompanying the Report of the Secretary of the Navy, made
December 3, 1832.*

- A. List of vessels in commission, stations, and commanders.
 - B. Whole amount of stores on hand
 - C. Letters from the Navy Board as to property on hand.
 - D. Report of Navy Board as to gradual improvement, and dry docks.
 - E. General estimates.
 - F. Rate of bills of exchange on two foreign stations.
 - G. General order as to surveys of vessels on return from a cruise.
 - H. African slave trade expenditures.
 - I. Report of the schooner Boxer's cruise to Liberia.
 - K. Expenses of board for revision of naval code.
 - L. List of deaths, dismissions, and resignations.
 - M. Condition of vessels in ordinary.
 - N. Condition of vessels on stocks.
-

A.

LIST of Vessels in Commission, their Commanders, and Stations.

CLASS.	NAME.	COMMANDERS.	WHERE EMPLOYED.
Frigate	United States	Capt John B. Nicolson -	In the Mediterranean
Frigate	Brandywine	Capt. James Renshaw -	“ “
Frigate	Constellation	Capt. George C. Reed -	“ “
Sloop	Concord -	M. Com'ndt Matt. C Perry	“ “
Sloop	Boston -	“ Geo. W. Storer	“ “
Sloop	John Adams	“ Phil. F. Voorhees	“ “
Sloop	Vandalia -	“ George Budd	In the West Indies.
Sloop	St. Louis	“ John T. Newton	“ “
Sch'r	Porpoise -	Lieut. James M. McIntosh -	“ “
Sch'r	Grampus -	“ Joseph Smoot -	“ “
Sch'r	Shark -	“ William Boerum -	“ “
Sloop	Warren -	M. Com'ndt Benj. Cooper -	Coast of Brazil.
Sloop	Peacock -	“ David Geisinger	“ “
Sloop	Lexington -	“ Isaac McKeever	“ “
Sch'r	Enterprise -	Lieut. Samuel W. Downing	“ “
Sch'r	Boxer -	“ Benjamin Page, jr. -	“ “
Frigate	Potomac -	Commodore John Downes -	In the Pacific.
Sloop	Falmouth -	M. Com'ndt Fran's H. Gregory	“ “
Sch'r	Dolphin -	Lieut. John C. Long -	“ “

B.

AMOUNT of Stores on hand at the several Navy Yards, on the 1st of October, 1832, viz.

Portsmouth, N. H.	-	-	-	-	\$348,979 49
Boston	-	-	-	-	1,122,617 79
New York	-	-	-	-	1,494,143 08
Philadelphia	-	-	-	-	471,646 81
Washington	-	-	-	-	907,273 37
Norfolk	-	-	-	-	1,057,987 83
Pensacola	-	-	-	-	167,269 55
					\$5,579,917 92

C.

NAVY COMMISSIONERS' OFFICE,
28th November, 1832.

SIR: The commissioners, in compliance with your directions of the 21st of August last, have now the honor to submit the following papers, viz.

1. Statement showing the number and distribution of the vessels of the navy, the number of live oak frames on hand, and frames contracted for.
2. Statement showing the quantity of timber on hand, purchased under the appropriation for repairs and for other purposes.
3. Statement showing the number of tons of iron, lead, and copper, and the number of anchors and chain cables on hand, belonging to the appropriation for repairs, and to any other appropriation.
4. Statement showing the number of serviceable cannon, carronades, and cannon ball, the quantity of powder, and materials for powder, with the number and description of small arms on board vessels in commission, and in depot at the several navy yards.

All which is respectfully submitted.

I have the honor to be, sir,

With great respect, your obedient servant,
JOHN RODGERS

Hon. LEVI WOODBURY,
Sec'ry of the Navy.

C, 1.

STATEMENT showing the number and distribution of the Vessels of the United States' Navy, the number of Live Oak Frames on hand, and Frames contracted for, but not fully delivered.

	Ships of the line.	Frigates.	Sloops of war	Schooners.	Steam vessels.
In commission,	7	3	11	7	
In ordinary,	5	6	6		
On the stocks,	4	7	4		
Frames on hand,	4	7	4		3
Frames contracted for,	-	3	3		

C, 2.

STATEMENT showing the quantity of Timber on hand, purchased under the appropriation for repairs, and for other purposes, besides the Frames, and the Timber properly belonging to them, returned in paper A.

	Live oak.	White oak plank, stocks, and knees.			Yellow pine.		White pine.	Vari'us knees.
	Cubic feet.	Cubic feet.	Superficial feet.	No. of knees.	Cubic feet.	Sup'ficial feet.	Super. feet.	Cubic feet.
For repairs, -	54,672	234,310	1,044,096	3,301	311,122	456,732	9,114	25,177
For other purposes, not connected with frames, in paper A, -	20,448	105,400	383,811	4,389	109,923	331,736	2,579	22,863
Total, -	75,120	339,716	1,427,907	7,770	421,045	788,468	11,693	48,040

C, 3.

STATEMENT showing the number of tons of Iron, Copper, Lead, Anchors and Chain Cables, on hand, belonging to the appropriation for repairs, and for any other appropriation.

	Iron.	Copper.	Lead.	Anchors.		Chain cables.	
	Tons.			No. in use.	No. not in use.	No. in use.	No. not in use.
Under appropriation for repairs	468	194	21	71	244	46	23
For all other appropriations -	900	458	93	-	91	1	4
	1,548	652	114	71	335	47	27

C, 4.

STATEMENT showing the number of serviceable Cannon and Carronades, the number of Cannon Ball, the quantity of Powder and the Materials for Powder, with the number and description of Small Arms on board Vessels in commission, and in depot at the Navy Yards.

	Cannon & carronades.	Cannon ball.			Powder.	Mat's for powder.		Small arms.		
		Round & d'ble-head.	Grape and can-nister.	Loose grape & can-nister.		Sulphur.	Nitre.	Muskets.	Pistols.	Cutlasses.
	No.	No.	No.	Tons.	lbs.	lbs.	lbs.			
On board vessels in commission, -	467	28,655	9,290	-	114,325	-	-	1,063	980	1,672
In depot at the navy yards, -	2,232	228,908	23,324	540	35,600	198,382	396,994	3,504	5,703	5,248
	2,699	257,563	32,614	540	149,925	198,382	396,994	4,567	6,683	6,920

NOTE.—Many of the cannon, though serviceable, are of such different forms and dimensions that they could not be used as armament for vessels.

D.

STATEMENT showing the progress which has been made in executing the law for the Gradual Improvement of the Navy, passed 3d March, 1827, including a statement of the present condition of the Dry Docks building at the Navy Yards at Boston and Norfolk.

PORTSMOUTH, N. H.

A contract was made for the delivery, at this yard, of the frame and promiscuous live oak timber for a frigate and a sloop of war; the contractor having failed after delivering about 7,957 cubic feet of moulded and promiscuous timber, which cost, including labor in receiving and storing away, the sum of \$8,717 61, leaving about 23,000 cubic feet to be provided for to complete the frames.

976 white oak knees have also been purchased at a cost of \$4,187 06.

Contracts are also about being made for 6,000 cubic feet of oak, and 6,000 cubic feet of pine plank stocks, to be delivered during the year 1833.

BOSTON.

At this yard frames and promiscuous live oak timber have been received for two ships of the line, two frigates, and one sloop of war, which, including the live oak beams for 74 and frigates, make 135,051 cubic feet, delivered at a cost of \$179,101 93; 35,000 feet of pine, 24,295 feet of oak plank

stocks, with 10,338 feet of mast and spar timber; and 957 white oak knees, have also been received at this yard, at a cost of \$44,528 13, including labor in receiving and stowing away. Contracts are about being made for the delivery of 30,000 feet of oak, and 20,000 cubic feet of pine plank stocks, during the year 1833.

A shed for the preservation of timber has been completed, under this law, at a cost of 17,738 49.

A dry dock has also been constructed, and, during the past year, the works upon it have been brought nearly to a close. The turning gates are in their places, and have been proved with a height of twenty-four feet, and the result, at a trial of their strength and adjustment, is reported by the engineer as very satisfactory. The steam engine, pumps, and machinery, connected with them, are all in place, and have been in satisfactory use since the 10th June last.

The early setting in of cold weather in November, 1831, and the steady cold weather during the winter, and unfavorable weather in the spring, delayed the progress of the work in an unusual degree, but, during the latter part of the year, the weather was very favorable, and the work progressed rapidly.

In building the northeastern jetty wall, a breach took place in the coffer dam. This is the only important accident which has occurred at this dock: it occasioned a delay of five or six weeks, and an additional expense of about \$7,000.

The engineer has reported that a ship might possibly be admitted, if much required, by the first of next month.

The expense during the year ending 31st October, was,			
for materials	-	-	\$60,651 32
for labor	-	-	46,675 48
			<hr/>
			107,326 80

Which, added to the amounts previously expended,			
for materials	-	-	236,747 23½
for labor	-	-	269,592 91½
			<hr/>
			506,340 15

Making the total expenditure	-	-	-	<hr/>
				\$613,666 95

The works remaining yet to be done, are the building of the floating gate, further adjustment of the turning gates, fixing keel blocks in the dock, completing the wharves between the coffer dam and wing walls, and removing the coffer dam.

It is estimated that, to complete the dock and its dependencies, there will be required the sum of \$38,816.

NEW YORK.

Contracts were made for the delivery, at this yard, of live oak frames and promiscuous timber for a 74 and a frigate. The contractor for the 74's frame having entirely failed, the frigate's frame alone has been delivered, containing 20,886 cubic feet, at a cost of \$24,445 48.

Contracts have also been made for 40,000 cubic feet of oak, and 70,000 cubic feet of pine plank stocks, of which 29,792 feet of oak, and 7,763 feet of pine, have been received, which, with 410 white oak knees purchased, amount to the sum of \$15,308 49.

Contracts are about to be made for 25,000 feet of oak, and 15,000 feet of pine, to be delivered in the ensuing year.

PHILADELPHIA.

Contracts were also made for the delivery, at this yard, of frames of two frigates and one sloop of war, which have been received, making 54,680 cubic feet, and cost the sum of \$62,426 49.

There has also been delivered 68,582 cubic feet of oak, which cost, including 34 white oak knees, \$2,537 09.

Other contracts are now making for 10,000 feet of oak and 10,000 feet of pine, to be delivered during the year 1833.

WASHINGTON.

At this yard, the live oak frames for one frigate, and for one sloop of war, have been received, containing 38,830 cubic feet, at a cost of \$48,118 77.

119 white oak knees have been purchased at a cost of \$500 90, and contracts have been made for 10,000 cubic feet of white oak, and for 10,000 cubic feet of pine plank stocks, to be delivered at this yard.

NORFOLK.

The frames for two ships of the line, one frigate, and one sloop of war, making 110,491 cubic feet, have been received and stowed away at this yard, amounting in cost to \$139,799 10.

Two sheds for the preservation of this timber have also been constructed at this yard, which cost the sum of \$66,116 19. Another building is nearly completed, which has cost \$27,489 42 thus far; a further sum of \$5,000 will finish it.

Contracts have been made for 70,000 feet of oak, and for 50,000 feet of pine plank stocks, and for the masts and spars of two ships of the line, one frigate, and one sloop of war; of which there has been received 23,151 feet of oak, and 11,110 feet of pine plank stocks, 5,273 cubic feet of mast and spar timber, and 2,042 white oak knees, amounting to the sum of \$23,069 77.

Contracts are also about to be made for 20,000 cubic feet of white oak, and for 20,000 cubic feet of pine plank stocks, and for the mast and spar timber for one ship of the line.

A dry dock has been constructed, and, during the past year, great exertions have been made to hasten the completion of it: all the important branches of the work have been accomplished, and expenses paid. In the course of the coming winter all the important work will be completed, except the floating gate, and the removal of the coffer dam.

An unusual suspension of the masonry was caused last year by the cold weather which set in so uncommonly early, and endured so long. Last summer the great panic produced by the malignant cholera, which was very prevalent, especially at this place, induced upwards of a hundred workmen to quit the dock for several weeks, and prevented others from coming to supply their places.

This embarrassment caused great delay in the work—much langor and uneasiness in those who remained. Notwithstanding these discouraging circumstances, the great operations are mostly accomplished; and, considering the nature of the interruptions, it is hoped that the progress has been satisfactory.

The great wells, and steam engine house, steam engine, with the great pumps, are complete, and the latter are in full and satisfactory operation. The drain from the pumps is finished; all the masonry of the wing and jettee walls is done.

The masonry of the dock, and two-thirds of the coping, is laid, and the whole banked up to the level of the bottom of the coping. The turning gates are nearly completed, and one of them is in its place. Most of the graduation of the ground round the dock is formed, and prepared for building sewers to receive the paving.

There has been expended during the past year, ending 1st November, 1832,		
	for materials	\$138,515 92
	for labor	102,352 66
		240,868 58

Which, added to the previous expenditures of,		
	for materials	\$284,709 70
	for labor	302,642 37
		587,352 07

Makes the sum expended on this dock, from its commencement in December, 1827, to the 1st November, 1832,		\$828,220 07
--	--	--------------

The work yet remaining to be done is the completion of the coping, the making of the sewer round the dock, paving round the dock, and between the dock and engine house, the stones for which are mostly delivered; graduating and forming the ground round the dock, now mostly accomplished; finishing the turning gates, and the floating gate: the former will soon be done, and the latter with as little delay as possible—the removal of the coffer dam and clearing out the entrances. These are all the important branches now to be completed.

The cost of finishing this dock will, probably, be about \$50,000, and, although the engineer regrets to state that the work cannot, as heretofore stated, be done in December, he has no doubt it may be completed during the winter.

From the foregoing statement, it is seen that there are live oak frames now in deposite at the following yards, viz.

At Boston, frames for two ships of the line, two frigates, and one sloop

At New York, frame for one frigate.

At Philadelphia, frames for two frigates.

At Washington, frames for one frigate, and one sloop of war.

At Norfolk, frames for two ships of the line, one frigate, and one sloop of war; which includes three frigate frames, originally contracted for under a gradual increase, and subsequently ordered by the department to be changed to gradual improvement: one frame at each of the yards of Boston, New York, and Philadelphia.

E—GENERAL ESTIMATE.

There will be required for the navy during the year 1893, in addition to the unexpended balances that may remain on hand on the 1st day of January, 1893, the sum of three millions one hundred and seventy-six thousand seven hundred and sixty-six dollars and eighty-seven cents.

1st. For pay and subsistence of officers of the navy and pay of seamen, - - - - -	\$1,478,824 64
2d. For pay of superintendents, naval constructors, and all the civil establishment at the several yards, - - - - -	57,330
3d. For the purchase of provisions, - - - - -	460,000
4th. For the repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission, - - - - -	506,750
5th. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick, - - - - -	35,000
6th. For improvements and the necessary repairs of navy yards, - - - - -	228,862 23
7th. For ordnance and ordnance stores, - - - - -	10,000
8th. For defraying the expenses that may accrue for the following purposes, viz. for freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent, 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 sick quarters where there is no hospital, and for funeral expenses; for commissions, clerk hire, and office rent, stationery and fuel to navy agents; for premiums, and incidental expenses of recruiting; for apprehending deserters, for compensation to judge advocates, for per diem allowances for persons attending courts martial and courts of inquiry, and for officers engaged in extra service beyond the limits of their stations; for printing and stationery of every description, and for books, maps, charts, and mathematical and nautical instruments, chronometers, models and drawings; for purchase and repair of fire and steam engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, timber, wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships of war; for cabin furniture of vessels in commission, and for furniture of officers' houses at navy yards; for taxes on navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil and fuel for vessels in commission and in ordinary; for repairs and building of magazines and powder houses; for preparing moulds for ships to be built, and for no other object or purpose whatsoever, - - - - -	295,000
9th. For contingent expenses for objects not hereinbefore enumerated, - - - - -	5,000
	\$3,176,766 87

E, 1.

ESTIMATE of the Pay and Subsistence of all Persons in the Navy, attached to vessels in commission, for the year 1833, being part of the first item of the general estimate.

Rank and Grade.	1 ship of the line.	3 frigates, 1st class.	1 frigate, 2d class.	11 sloops, 1st class.	7 schooners.	Total each grade.	Aggregate amount for each grade.
Captains - - -	2	3	1	-	-	6	\$14,500 00
Masters commandant - - -	-	-	-	11	-	11	12,938 75
Lieutenants commanding - - -	-	-	-	-	7	7	8,233 75
Lieutenants - - -	10	18	5	44	21	98	94,570 00
Masters - - -	2	3	1	11	-	17	11,262 50
Pursers - - -	1	3	1	11	7	23	15,237 50
Surgeons of the fleet - - -	1	3	-	-	-	4	8,045 00
Surgeons - - -	-	-	1	11	-	12	14,518 08
Assistant surgeons - - -	4	6	2	11	7	30	24,540 00
Chaplains - - -	1	3	1	-	-	5	3,312 50
Midshipmen - - -	34	72	20	132	28	286	65,203 00
Boatswains - - -	1	3	1	11	-	16	5,300 00
Gunners - - -	1	3	1	11	7	23	7,618 75
Carpenters - - -	1	3	1	11	-	16	5,300 00
Sailmakers - - -	1	3	1	11	-	16	5,300 00
Secretaries - - -	1	3	-	-	-	4	4,000 00
Schoolmasters - - -	1	3	1	11	-	16	6,260 00
Clerks - - -	1	3	1	11	7	23	6,900 00
Boatswains' mates - - -	6	9	3	22	14	54	12,312 00
Gunners' mates - - -	3	6	2	11	-	22	5,016 00
Carpenters' mates - - -	3	6	2	11	7	29	6,412 00
Sailmakers' mates - - -	2	3	1	11	7	24	5,472 00
Quartermasters - - -	12	27	9	55	21	124	23,808 00
Quarter gunners - - -	20	36	10	66	28	160	28,900 00
Yeomen - - -	3	9	3	33	7	55	9,900 00
1st capt's of tops & fore-castle	8	24	8	88	-	128	23,040 00
2d do. do. do.	6	18	6	66	-	96	16,128 00
Captains' stewards - - -	1	3	1	11	7	23	4,968 00
Captains' cooks - - -	1	3	1	11	-	16	3,456 00
Coopers - - -	1	3	1	11	-	16	3,456 00
Armorsers - - -	1	3	1	11	-	16	3,456 00
Armorsers' mates - - -	2	3	1	-	7	13	2,340 00
Masters at arms - - -	1	3	1	11	-	16	3,456 00
Ship's corporals - - -	4	6	2	-	-	12	2,016 00
Cooks - - -	1	3	1	11	7	23	4,968 00
Masters of the band - - -	1	3	1	-	-	5	1,080 00
Musicians, first class - - -	6	12	3	-	-	21	3,024 00
Musicians, second class - - -	5	9	2	-	-	16	1,920 00
Seamen - - -	300	450	120	98	98	1,628	234,432 00
Ordinary seamen - - -	240	360	100	330	49	1,079	129,480 00
Landsmen - - -	100	150	30	220	21	521	59,016 00
Boys - - -	46	81	21	132	35	315	22,680 00
95 passed midshipmen - - -	-	-	-	-	-	-	37,168 75
84 midshipmen who may be arranged as passed midshipmen, in addition to allowance as midshipmen - - -	-	-	-	-	-	-	13,713 00
	835	1,362	368	2,068	392	5,025	\$965,562 58

E, 2.

EXHIBIT of the Officers, &c. Waiting Orders and on Furlough, for the year 1833, being part of the first item of the general estimate.

	Captains.	Masters commandant.	Lieutenants.	Passed midshipmen.	Midshipmen.	Pursers.	Surgeons.	Assistant do.	Chaplains.	Masters.	Sailmakers.	Total amount.
Waiting orders -	19	13	94	10	1	7	9	6	-	-	4	\$197,039 56
On furlough -	-	1	11	2	1	1	-	-	1	3	-	8,194
												\$205,233 56

E, 3.

ESTIMATE of the number, Pay, &c. of Officers, &c., required for five receiving vessels, for the year 1833; being part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Total amount.
Masters commandant -	1	1	1	1	-	4	\$ 4,705 00
Lieutenants -	3	3	2	3	2	13	12,545 00
Masters -	1	1	-	1	-	3	1,987 50
Pursers -	1	1	-	1	-	3	1,987 50
Assistant surgeons -	1	1	-	1	-	3	2,081 25
Midshipmen -	3	3	2	3	2	13	2,964 00
Boatswain's mates -	1	1	1	1	1	5	1,140 00
Carpenter's 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
Seamen -	2	2	2	2	2	10	1,440 00
Ordinary do. -	6	6	4	6	2	24	2,880 00
Boys -	10	10	2	10	2	34	2,448 00
	32	32	17	32	13	126	\$37,250 25

E, 4.

ESTIMATE of the Pay, &c. of the Officers attached to recruiting stations, ordnance service, and depot for instruments, charts, &c. &c. for the year 1833, being part of the first item of the general estimate.

RECRUITING.

	Roston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Total amount.
Masters commandant - - -	1	1	1	1	1	5	\$10,053 75
Lieutenants - - - - -	2	2	2	2	2	10	9,650 00
Midshipmen - - - - -	2	2	2	2	2	10	3,192 50
Surgeons - - - - -	1	1	1	1	1	5	5,425 00
							<u>\$28,321 25</u>

ORDNANCE.

1 Captain - - - - -	\$1,930 00
1 Lieutenant - - - - -	965 00
	<u>\$2,895 00</u>

DEPOT FOR INSTRUMENTS, &c. &c.

1 Lieutenant - - - - -	965 00
1 Midshipman, passed - - - - -	482 50
	<u>\$1,447 50</u>

E, 5.

ESTIMATE of the Pay, Rations, and all other allowances of Officers and others, at the Navy Yards and stations, for the year 1833.

PORTSMOUTH.	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords wood per annum.	Servants pr mo. at		Pay, rations, &c. per ann.		Aggregate.
							\$	6	Dols.	Cts.	
Captain - - - - -	1	100	16	-	65	30	3	-	3,466	75	14,537 50
Master commandant - - - - -	1	60	5	300	40	20	2	-	2,010	75	
Lieutenant - - - - -	1	50	4	-	20	20	1	-	1,292	25	
Master - - - - -	1	40	2	200	20	12	1	-	1,141	75	
Surgeon - - - - -	1	60	4	200	20	20	1	-	1,612	25	
Purser - - - - -	1	40	2	200	20	12	1	-	1,141	75	
Midshipmen - - - - -	3	19	1	-	-	-	-	-	957	75	
Boatswain - - - - -	1	20	2	12	-	9	-	1	651	75	
Gunner - - - - -	1	20	2	12	-	9	-	1	651	75	
Carpenter - - - - -	1	20	2	12	-	9	-	1	651	75	
Sailmaker - - - - -	1	20	2	12	-	9	-	1	651	75	
Steward - - - - -	1	18	1	-	-	-	-	-	307	25	
14,537 50											
ORDINARY.											
Lieutenant - - - - -	1	50	4	-	-	-	-	-	965	00	4,337 75
Carpenter's mate - - - - -	1	19	1	-	-	-	-	-	319	25	
Seamen - - - - -	4	12	1	-	-	-	-	-	941	00	
Ordinary seamen - - - - -	10	10	1	-	-	-	-	-	2,112	50	
4,337 75											
CIVIL ESTABLISHMENT.											
Store-keeper - - - - -	1	-	-	200	-	-	-	-	1,400	00	4,350 00
Master builder and inspector of timber - - - - -	1	-	-	-	-	-	-	-	900	00	
Clerk to the yard - - - - -	1	-	-	-	-	-	-	-	600	00	
Do commandant - - - - -	1	-	-	-	-	-	-	-	500	00	
Do store-keeper - - - - -	1	-	-	-	-	-	-	-	350	00	
Do master builder - - - - -	1	-	-	-	-	-	-	-	300	00	
Porter - - - - -	1	25	-	-	-	-	-	-	300	00	
4,350 00											
Dollars										27,225 25	

NOTES.—House rent is estimated for officers, and is to be allowed only in cases where no house is furnished by the Government.
 Pay and rations of surgeons and their assistants are averaged under the law of 20th May, 1829.
 * Directed, February, 1830, by Secretary of the Navy.

ESTIMATE E, 5—Continued.

WASHINGTON.	Number.	Pay per mo.	Rations per day.	House rent per annum.	Candles per annum.	Cords wood per annum.	Servants pr mo. at		Pay, rations, &c. per ann.	Aggregate.
							\$8	\$6		
Captain - - -	1	100	10	-	65	30	3	-	3,466 75	
Master commandant - -	1	75	6	-	40	20	2	-	1,982 00	
Lieutenant - - -	1	50	4	-	20	20	1	-	1,292 25	
Master - - -	1	40	2	-	20	12	1	-	961 75	
Do in charge of ordnance	1	40	2	-	-	-	-	-	662 50	
Chaplain - - -	1	40	2	200	12	9	-	1	1,091 75	
Purser - - -	1	40	2	200	20	9	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	
Do keeper of magazine	1	20	2	90	12	9	-	1	741 75	
Carpenter - - -	1	20	2	90	12	9	-	1	741 75	
Steward - - -	1	18	1	-	-	-	-	-	307 25	
										13,873 00
ORDINARY.										
Lieutenant - - -	1	50	4	-	-	-	-	-	965 00	
Boatswain's mate - -	1	19	1	-	-	-	-	-	319 25	
Carpenter's do - - -	1	19	1	-	-	-	-	-	319 25	
Seamen - - -	6	12	1	-	-	-	-	-	1,411 50	
Ordinary do - - -	14	10	1	-	-	-	-	-	2,957 50	
										5,972 50
HOSPITAL.										
Surgeon - - -	1	70	4	-	20	20	1	-	1,532 25	
Assistant do - - -	1	30	2	145	16	14	-	1	950 75	
Steward - - -	1	18	1	-	-	-	-	-	307 25	
Nurses - - -	1	10	1	-	-	-	-	-	211 25	
Washers - - -	1	8	1	-	-	-	-	-	187 25	
Cook - - -	1	10	1	-	-	-	-	-	211 25	
										3,400 00
CIVIL ESTABLISHMENT.										
Store keeper - - -	1	-	-	-	-	-	-	-	1,700	
Assistant master builder	1	-	-	-	-	-	-	-	1,000	
Clerk to yard - - -	1	-	-	-	-	-	-	-	900	
Inspec'r & meas'r of timber	1	-	-	-	-	-	-	-	900	
Clerk to commandant - -	1	-	-	-	-	-	-	-	750	
Do do - - -	1	40	-	-	-	-	-	-	480	
Do store keeper	1	-	-	-	-	-	-	-	500	
Do ass't mag builder	1	-	-	-	-	-	-	-	420	
Master camboose maker and plumber	1	-	-	-	-	-	-	-	1,200	
Do chain cable and anchor maker	1	-	-	-	-	-	-	-	1,000	
Machinist and engineer -	1	-	-	-	-	-	-	-	1,000	
Porter - - -	1	25	-	-	-	-	-	-	300	
										10,150 00
										33,395 50

ESTIMATE E, 5—Continued.

BALTIMORE.	Number	Pay per month	Rations per day	House rent per annum.	Candles per annum.	Cords wood per ann.	Servants per month at		Pay, &c. per ann.		Aggregate	
							\$8	\$6	Dols.	Cts.		Dols.
Captain	1	100	8	300	65	30	3	-	3,036	75	6,676 50	
Lieutenant	1	50	4	200	-	-	-	-	1,165	00		
Surgeon	1	60	4	200	20	20	1	-	1,612	25		
Purser	1	40	2	200	-	-	-	-	862	50		
CHARLESTON.												
Captain	1	100	8	300	65	30	3	-	3,036	75	6,676 50	
Lieutenant	1	50	4	200	-	-	-	-	1,165	00		
Surgeon	1	60	4	200	20	20	1	-	1,612	25		
Purser	1	40	2	200	-	-	-	-	862	50		
SACKETT'S HARBOR.												
Master	1	40	2	200	20	12	1	-	-	-	1,141 75	

RECAPITULATION.

	1st item	1st item	1st item	2d item	AGGREGATE
	Naval.	Ordinary.	Hospital.	Civil.	
	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	
Portsmouth	14,537 50	4,337 75	-	4,350 00	23,225 25
Boston	20,291 50	18,554 50	3,902 50	8,300 00	51,048 50
New York	21,431 50	19,554 50	3,902 50	8,300 00	53,224 50
Philadelphia	15,209 75	4,750 25	4,029 25	6,450 00	30,439 75
Washington	13,873 00	5,972 50	3,400 00	8,930 00	33,395 50
Norfolk	21,764 00	19,554 50	3,902 50	8,930 00	54,151 00
Pensacola	16,901 75	4,114 50	3,600 00	3,850 00	28,466 25
Baltimore	6,676 50	-	1	-	6,676 50
Charleston	6,676 50	-	-	-	6,676 50
Sackett's Harbor	1,141 75	-	-	-	1,141 75
Naval constructor	-	-	-	3,000 00	3,000 00
Civil engineer	-	-	-	4,000 00	4,000 00
	138,503 75	76,873 50	22,737 25	57,330 00	295,444 50

E, 6.

ESTIMATE for the Repairs and Improvement of Navy Yards, for the year 1853.

	Dolls. cts.	Dolls. cts.
POKESMOUTH, N. H.		
Towards the erection of officers' quarters on site No. 2 - - - - -	15,000	
For new roofs to wings of ship-house No. 2, repairing foundation, &c. &c. - - - - -	1,452	
For laying new platform under the frigate Santee, in ship-house No. 2 - - - - -	910	
For laying new platform at west end of brick store, making new crane, and under-pinning the old mast and spar house - - - - -	1,162	
For levelling yard - - - - -	3,000	
		21,524
BOSTON.		
Towards the erection of a quay wall, and stone fence thereon - - - - -	16,954 74	
Towards building foundation under ship-house 3, and ship; clearing away old wharf, filling in, &c. &c. - - - - -	27,807 95	
Towards quay walls from ship-houses, I and 39 - - - - -	9,419 74	
Towards the erection of a steam box shed, a pitch house, and oil and varnish house - - - - -	4,526 86	
For completing warrant officers' houses in block No. 7, authorized in 1832, and towards building the other two houses - - - - -	9,000	
For painting and repairing, &c., brick stores, officers' houses, ship houses, and mast sheers, and for painting porter's and gunner's house, blacksmith's shop and tank shed; for repairing wharves, and for painting and repairing mast, boat and timber sheds - - - - -	5,825 26	
		73,531 55
NEW YORK.		
For completing works already commenced - - - - -	14,250	
Towards facing dock in timber pond - - - - -	5,600	
Towards filling in and levelling the yards, and for masting shears - - - - -	11,500	
To repairs to yard buildings - - - - -	3,500	
		34,850

ESTIMATE E, 6—Continued.

	Dolls. cts.	Dolls. cts.
PHILADELPHIA.		
Towards building a steam box house - - -	1,200	
For filling up door ways in timber shed No. 5; for filling up and levelling yard, &c.; wharfing from mast and boat house to the shore, and across the head of timber pen, and for repair- ing offices' and store rooms, workshops, &c. &c.	2,075	3,275
WASHINGTON.		
For filling in wharf north side of timber dock -	8,500	
For repairs to officers' quarters, work shops, &c.	7,500	16,000
NORFOLK.		
For the completion of master commandant and surgeon's houses (2 & 3) - - - -	12,178 77	
Towards building a permanent bridge across the creek, dividing the yard - - - -	10,500	
Towards the erection of a timber dock - - -	25,000	
Towards the foundation of stone under the ship of the line New York - - - -	17,301 71	
For facing wharves - - - -	25,000	
For completing mast house No. 28, and for gut- ters to Nos. 28, 32, 33, 34, 35, 10 & 11 -	12,398 75	
For graduating yard - - - -	4,000	
For completing wall around the yard - - -	7,500	
For repairing all works in the yard of every kind, including the foundation of the frigate St. Law- rence - - - -	12,650	126,529 23
PENSACOLA.		
Towards completing dwelling houses already commenced - - - -	18,000	
Towards completing store house - - - -	2,200	
completing wharf - - - -	13,500	
completing timber shed - - - -	12,700	
completing blacksmith's shop - - - -	5,250	
Repairs of all kinds - - - -	1,500	53,150
Total amount of estimate - - - -	-	328,862 78

E, 7.

ESTIMATE of Pay for Officers, Non-commissioned Officers, Musicians, and Privates, and subsistence of officers of the Marine Corps, for the year 1833.

PAY.			
1	Lieut. col. commandant at \$75 per month	-	\$ 900
5	Do cols. by brevet, (com.) 60 do	-	3,600
1	Paymaster 60 do	-	720
1	Quartermaster 60 do	-	720
3	Captains 40 do	-	1,440
23	First lieutenants 30 do	-	8,280
16	Second do 25 do	-	4,800
1	Surgeon 60 do	-	720
1	Hospital steward 18 do	-	216
1	Sergeant major 10 do	-	120
1	Quartermaster sergeant 10 do	-	120
1	Drum major 9 do	-	108
1	Fife major 9 do	-	108
71	Sergeants 9 do	-	7,668
73	Corporals 8 do	-	7,008
21	Drummers 7 do	-	1,764
21	Fifers 7 do	-	1,764
750	Privates 6 do	-	54,000
Extra pay to the adjutant and inspector, at \$30 p. mo.			360
Pay for five clerks, viz: one for the lieutenant colonel commandant; one for the paymaster; one for the adjutant and inspector, and two for the quartermaster, at \$20 per month each		- - - -	1,200
			\$95,616
SUBSISTENCE.			
1	Lt. col. commandant 12 rat. per day, 4,380 rat. 20c.		876
5	Do cols. by bvt. (com.) 10 do 18,250 " "		3,650
1	Paymaster 4 do 1,460 " "		292
1	Quartermaster 4 do 1,460 " "		292
1	Adjutant and inspector 4 do 1,460 " "		292
3	Captains (command'g) 6 do 6,570 " "		1,314
23	First lieutenants 4 do 33,580 " "		6,716
16	Second do 3 do 17,510 " "		3,501
1	Surgeon 4 do 1,460 " 25c.		365
1	Hospital steward 1 do 365 " "		73
			17,374
			\$112,990

HEAD QUARTERS, MARINE CORPS,
Paymaster's Office, Oct. 15, 1832.

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

E, 8.

*ESTIMATE for Expenditures in the Quartermaster's Department of
the United States' Marine Corps, for the year 1833.*

<i>Subsistence,</i>		
For 421 non-commissioned officers, musicians, privates, and washerwomen, serving on shore, at one ration per day each, 153,665 rations, at 12 cents per ration, is - - -		\$18,439 80
<i>Clothing,</i>		
For 938 non-commissioned officers, musicians, and privates, at \$30 each, is - - - -	\$28,140	
For 100 watch coats, at \$6 25 each, is - - -	625	
		28,765
<i>Fuel,</i>		
For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for the public offices, hospitals, and armory - - - - -		9,098
<i>Barracks.</i>		
For repairs of barracks at the different stations, and for erecting an hospital at head quarters - - - -		8,000
<i>Transportation and Recruiting.</i>		
For the transportation of officers and men, and for expenses of recruiting - - - - -		5,000
<i>Medicines.</i>		
For medicines, hospital stores, and surgical instruments, for the officers and marines serving on shore - - -		2,369 71
<i>Military Stores.</i>		
For the pay of armorers, keeping arms in repair, armorers' tools, musical instruments, drums, fifes, flags, and ordnance stores - - - - -		2,000

ESTIMATE E, 8—Continued.

<i>Contingencies.</i>	
<p>For freight of stores, toll, ferriage, wharfage, and cartage, per diem allowance for attending courts martial and courts of inquiry, and for officers on extra duty, compensation to judge advocates, house rent, and chamber money where there are no public quarters assigned, incidental labor in the Quartermaster's Department, per diem allowance for a messenger to the public offices, expenses of burying deceased persons belonging to the marine corps, printing and stationery, forage, postage on public letters, expenses in pursuing deserters, candles and oil for the guards at the different stations, straw for the men, barrack furniture, bed-sacks, spades, axes, shovels, picks, and carpenters tools</p>	<p>14,000</p> <hr/> <p>\$87,672 51</p>

Respectfully submitted.

E. J. WEED,
Quartermaster Marine Corps.

HEAD QUARTERS, MARINE CORPS,

Quartermaster's Office, Washington, Nov. 15, 1832.

E, 9.

Estimate of the sums required for the support of the Office of the Secretary of the Navy for the year 1833.

Secretary of the Navy	\$6,000 00
Six clerks, per act of 20th April, 1818	8,200 00
One clerk, per act of 26th May, 1824	1,000 00
One ditto, per act of 2d March, 1827	1,000 00
	10,200 00
Messenger and assistant messenger	1,050 00
Contingent expenses	3,000 00
	20,250 00
One clerk employed under authority of the act for the regulation of the navy and privateer pension and navy hospital funds, passed 10th July, 1832	1,600 00
Salary of ditto from 16th July, when appointed, to 31st December, 1832	736 22
	2,336 22
	\$22,586 22

E, 10.

Estimate of the sums required for the support of the Office of the Commissioners of the Navy for the year 1833.

For salaries of the commissioners	-	-	-	-	\$10,500 00
of their secretary	-	-	-	-	2,000 00
of clerks and draftsmen, per acts of 20th April, 1823, 26th May, 1824, and 2d March, 1827	-	-	-	-	7,750 00
of messenger	-	-	-	-	700 00
For contingent expenses	-	-	-	-	1,800 00
					<u>\$22,750 00</u>

E, 11.

Estimate of the expenses for the Navy Building for the year 1833.

For superintendent	-	-	-	-	\$250 00
For two watchmen, at \$300 each	-	-	-	-	600 00
Extra for Sunday watching, at 50 cents each	-	-	-	-	52 00
For contingent expenses of said building, including fuel, labor, oil, repairs, engines, and improvement of the grounds	-	-	-	-	3,350 00
					<u>\$4,252 00</u>

F, 1.

Extract from a letter addressed to the Secretary of the Navy by Philo White, Purser, &c., and dated at Valparaiso, Chili, 6th April, 1832.

SIR: I have the honor to advise you that I have drawn two bills on the department, under this date: No. 40, in favor of Richard Alsop, esq., for five thousand dollars; No. 41, in favor of H. J. Leaman, for one hundred and twenty-seven dollars; which I have sold at five per cent. premium, realizing for the two bills \$5,383 35, gold currency of Chili.

F, 2.

U. S. SHIP WARREN,

Buenos Ayres, July 17, 1832.

SIR: I have drawn on Messrs. Baring, Brothers, & Co., London, the following bills for the disbursements of this squadron:

One dated July 11, for £500, out, pay, &c.
 " " " 12, " 500, " repairs.
 " " " 13, " 500, " provisions.

I have drawn in anticipation of the wants of the squadron, exchange being much more favorable here than at Rio. The advantage to the United States in drawing for £2,000 sterling, after allowing ten per cent. to replace the funds in England, is \$1,497.

I have the honor to be, sir,

Very respectfully,

Your obedient servant,

BENJ. COOPER.

To the Hon. LEVI WOODBURY,

Secretary of the Navy, Washington, D. C.

G.

GENERAL ORDERS.

To the Commanders of Navy Yards:

When any vessel of war, belonging to the United States, shall return from a cruise to the yard under your command, unless the captain of the vessel is your superior in rank, in which case the department will make a special order, you will, soon as practicable, and before her crew are detached or discharged, unite with you the two officers highest in rank at your station, and with them make an examination of the general condition of the vessel and her equipments, leaving a critical survey in respect to the necessary repairs to be afterwards executed in the usual manner.

You will also inspect closely the situation of the vessel as to internal regulations and arrangements, discipline, health, and accommodations of her officers and men, and any other particulars deemed useful to the service.

In the discharge of this duty, all the officers of the vessel inspected are required to give every facility and aid in their power.

The result of your inquiries you will forthwith communicate to the department, expressing an opinion on any matters therein, when you may consider it important to the prosperity of the navy.

NAVY DEPARTMENT, October 8, 1832.

H.

Suppression of the Slave Trade, under the act of 3d March, 1819.

Dr.		Cr.	
1832.		1832.	
Jan. 1,	To balance in the Treasury this day -	Feb. 14,	By bill of exchange of Jos. Mechlin, agent, for his salary -
	\$3,573 36	Mar. 17,	By salary of J. W. Anderson, late assistant agent, deceased -
		Sept. 3,	By bill of exchange of Jos. Mechlin, agent, for salary -
		Nov. 19,	By balance in the Treasury this day -
			750 00
			159 45
			750 00
			6,913 91
			8,573 36
Nov. 19,	To balance in the Treasury this day -		
	6,913 91		

I.

REPORT of Lieut. B. Page, commanding U. S. schooner Bozer.

Extracts of a letter from Lieut. Commandant Benjamin Page, jr., of the United States' schooner Bozer, to the Secretary of the Navy, dated off Cape Messurado, 9th April, 1832.

I have the honor to inform you, by the brig Bethia, of our safe arrival at this place, on the 5th instant.

After getting soundings, we stood in for Cape Mount; about that point we could see nothing of any vessel of suspicious appearance, or answering the description we had of Rayman's brigantine, which vessel you informed me took and destroyed the colony schooner commanded by Captain Thompson, of whom, I learn, since my arrival, no satisfactory information has been obtained. It is however reported, and the report is believed, that he has been taken to Cuba, where the brigantine is said to belong, merely to keep him out of the way as long as possible, as he is represented as a vigilant officer, and well known and dreaded along the coast by such as Rayman, who has, it is believed, taken his departure, as the French and English cruisers (seven in number) are very vigilant.

As you directed, I have furnished the colony with what we could spare of the articles we had on board, which they stood in need of. For your liberal instructions to me on this head, the Governor requests me to tender you, in the name of the colony, his grateful acknowledgments. We have received from them all that attention and kindness for which they have been given credit by preceding visitors. They have lately been called to act in the field against a combination of the Dey and Gurrah kings. It seems that some of the slaves of these kings, when about to be sold to the Spaniards at the Gallinas, ran away, and took shelter among the recaptured Africans, who are settled about two miles from Caldwell, on the Stockton river, and that a son of King Brumley was sent down to demand them at Monrovia, but the Governor could not treat with him with any safety, as, from his general character, his statements could not be depended upon. He was however told that if the King himself would visit the colony, he would find no obstacle to a fair adjustment. On the return of the young man, King Brumley suddenly died, and his successor commenced aggressions without delay, by seizing our colonists, depriving them of their property, and even liberty, and cruelly wounding some of the recaptured Africans, at the same time making hostile movements towards the upper colonies, Caldwell and Millsburg. Upon remonstrance being made at their proceedings, they tore up the letters, and declared that if the colonists did not meet them in the field in three days, they would destroy the upper settlements—viz. Caldwell, about N. N. E., distant nine miles, and Millsburg, N. E. by E., distant about twenty-four miles from Monrovia.

In this serious state of things, part of the forces of the colony were marched to Brumley's town. It was found that the natives had left that place, and had assembled at a fortified town about ten miles further inland. Towards this place the colonists marched, armed with muskets and a field piece. On their arrival they had a battle, which resulted in the capture of the town. One colonist was killed, James Thompson, and three wounded; one severely and two slightly. It is said fifteen of the natives were killed, and a number wounded. After their flight, they sent messengers to sue for peace. On receiving assurance that they would be treated with on equitable

terms, the kings came down, and have entered into a treaty highly advantageous to the colonists. Thus peace and tranquillity have been entirely restored: trade is again resuming its usual course. Another deputation has arrived since we have been here, proposing a junction, in addition to the kingdoms of the Numba and Quah countries already in connexion with the colony; and Boatswain, the most powerful and intelligent of the kings of this section of Western Africa, still remains, as he ever has been, their firm and efficient friend, having declared that if the Dey Kings ever trespassed again, he himself would attend to the task of putting them in order. A trading caravan from his country is now here, besides the Quah deputation. There are six vessels laying in the harbor, and arrangements are making to establish another settlement at Cape Mount, so that every thing looks encouraging. Between that cape and this place, all along the sea shore, many inoffensive old men, women, and weakly persons, belonging to the different inland kingdoms, are living in thick settlements, and are engaged in making salt, which is carried inland about one hundred and twenty miles by them, and exchanged for ivory and other produce, which brings them, at the colony, at the rate of one dollar for every gallon of salt. I mention this in order to point out an error which has been fallen into by some, in supposing that salt is a good article of commerce here: this is not the case, as foreign salt has been offered and rejected at forty cents per bushel. The Liverpool traders sometimes take it in as ballast, and carry it down to leeward to the river Cameroons, but no other than native salt is encouraged by the interior natives hereabouts, as they are jealous of encroachments upon this means of livelihood for their old and weakly. This subject is somewhat connected with the commerce of this country, concerning the condition and prospects of which you have directed me to report particularly. It is not as extensive as that of the coast at large, as all vessels passing by do not anchor, but still it is in a flourishing state. I have conversed with the most intelligent, and have taken some time to look round for myself. When I say that it is in a thriving, I do not wish to be understood to mean that it is now, or can ever be, in such a state, independent of an industrious and persevering yeomanry. There appears to be several kinds of soil in the vicinity; to the southwest of the town, close by, there is a large tract of excellent coffee land, the wild produce of which has been esteemed for its flavor as highly as that of the Java coffee: cultivation will somewhat improve it, and a single individual is now setting out a plantation of twenty thousand coffee trees, which is expected to be completed by May. Another quality of soil is that of Bushrod Island, which, I understand, is very similar in its location and formation to those lands on the coast of Georgia where Sea Island cotton is raised; and another, to the northward and eastward of the island, is a large and rich tract of soil suitable for raising sugar cane, rice, indigo, Indian corn, and tobacco. These locations are close around the settlement, and this, I am informed, is the general quality of the soil of all this section of the western coast, a little removed from the sea.

When it is taken into consideration, that such valuable articles of trade as have been enumerated, can be cultivated at an expense of about five bars, or one dollar and fifty cents, (five cents per day,) and sufficient rice for the daily subsistence of each native employed; that these natives do not work like slaves, but are a strong, laborious people, who might be brought out of their habit of giving up labor after the farming season is over, and employing their time in singing and dancing; and that these articles are in

demand in our country and in Europe, there can be but one inference drawn, and that is, that, in proportion as an industrious farming interest is established, who are disposed for agriculture and its peaceful pursuits, the commerce of the colony will flourish, and keep pace with their exertions. There are several enterprising merchants here, but, at present, they can do all, and even more than the business of the colony, as they attend to some commission business for houses both in Europe and the United States. It is not however a favorable spot for small store keepers and wandering pedlars, who, I am told, generally become stript of what little they may have got; and, in wandering about in the interior for small traffic, disgust the natives by their immoralities, and thus create difficulties and disturbances which sometimes have resulted in their imprisonment, and a demand of ransom money. It is now pretty well understood here, that, in general, such persons only live and thrive as are willing to settle down on a farm, there to enjoy the fruit of their labors, and to dispose of the surplus to those very few traders which are necessary for the present state of things; and that all those who, deceived by the Eutopian notions which have been put abroad by some, expect success by any other means than those of industry, perseverance, and sobriety, certainly sink, and unless assisted by charity, until they can get into the performance of their proper work, would finally starve. As a little specimen of what might be done by the farmer, it might be quoted that a colonist, at the upper settlement, Caldwell, at the junction of the St. Paul's and Stockton rivers, of the name of Jonathan James, from the Eastern Shore of Maryland, has raised, spun, and wove, cotton enough to clothe a considerable family.

With regard to imports, &c. I suppose the following to be pretty nearly correct :

Amount of exports the last year,	\$120,000	} From and to Ame- rica, France, and Eng- land.
Amount of imports the last year,	80,000	
from April, 1831, to April, 1832.		

The number of colonists is now about twenty-seven hundred, amongst which there are four or five merchants of note.

That you may see how much one house has done of the business above stated, I enclose a statement which I have procured from the house whose name it bears.

I have inquired as to the state of health of the colony: the report has been favorable, and I am credibly informed that Doctor Todson, the resident physician at Caldwell, loses hardly in the proportion of four out of every hundred of those who are taken with the country fever, through which ordeal all have, sooner or later, to pass.

I have visited both the day and Sabbath schools, and was pleased with the appearance of things: several of the children did themselves much credit. With all the advantages that have been enumerated, it would be natural to expect to hear of the general contentment of the inhabitants, and, so far as my personal observation has gone, I have indeed found this to be the case. There have been some exceptions, but they are found amongst characters who would be dissatisfied in any situation. Here, as elsewhere, the contentment of the inhabitants may be measured by their morality, industry, and sobriety.

As there does not appear to be any necessity for our remaining longer at the cape, and as we have taken a look off Cape Mount, we shall, as soon as

we have filled up our water, pass down the coast, probably as far as Cape Palmas, and then stretch over to the westward, with the southeast trades, towards the north coast of Brazil, according to your orders. It is therefore my intention, in pursuing the further execution of your orders, to proceed down the coast towards Cape Palmas, by which course I hope to be able to effect the double purpose of making my passage as short as possible, and, also, for the time, of defending our traders on this track from any piratical vessels that may possibly be hovering about.

Statement of C. M. Warring and T. Taylor.

Amount of sales,	- - - - -	dolls. 80,000
<i>Shipments.</i>		
3,000 tons camwood,	- - - - -	\$18,000
11,000 galls. palm oil, at 25 cents	- - - - -	2,750
1,700 do do	- - - - -	1,850
Cash and gold dust,	- - - - -	4,000
Bills,	- - - - -	14,000
Ivory,	- - - - -	32,200
		—————71,800
		nominal dollars.

These exports, with the exception of bills and cash, sold at an advance in the United States of about 20.

On hand, 1st January.

300 tons camwood	- - - - -	\$1,800
1,000 galls. palm oil,	- - - - -	500
600 lbs. of ivory	- - - - -	1,700
		4,600
Good debts	- - - - -	3,800
Bad debts	- - - - -	3,000
Merchandise, the produce of foreign countries, on hand	}	11,400
1st January		

List of articles suitable to bring to this market.

Virginia leaf tobacco, flour, beef, pork, lard, butter, hams, tea, sugar, sperm. candles; salt fish, viz. mackerel, shad, and herring; soap (common brown), rum, West India molasses, a little sugar-house molasses, pound beads, viz. blue, white, and black, small sized; cheap black hats; common decanters, viz. quart, pint, and half pint; hollow ware, crockery; hardware, such as cast iron pots, copper or brass rods about as thick as the finger, for ornaments, brass kettles, muskets, common single powder flints, padlocks, knives and forks, steel-yards, nails, different sizes, iron bars; paints, paint oil, blue serampores, strong shoes, assorted cordage for merchant ships, oars, and some (a very few pretty large sized) spruce spars, large bowl Ohio pipes—fine calicoes for the colony, and domestic blue and white for the natives, both should be yard wide; some fine scarlet cloth for the Maningo men; American lumber, viz. weather boarding, flooring, joist, rafters, and frame pieces, cypress shingles. The lumber will bring from thirty to thirty five dollars per thousand feet, and shingles six dollars per thousand. Each vessel might bring out as ballast a few tons of sea-coal, and a few barrels of slacked lime. Snuff is a good article at Cape Mount, and to windward generally, but not here, and pipe coral beads are a good article to leeward.

K.

Commissioner upon Rules, &c.

AT THE NAVY COMMISSIONERS' OFFICE,

24th November, 1832.

SIR: To enable the commissioners appointed under the act of 19th May, 1832, to execute the duties assigned to them, an appropriation will be necessary.

The sum that may be required cannot be ascertained with any precision; but the commissioners suppose it may be \$15,000, and would respectfully submit that sum as their estimate upon the subject.

I have the honor to be,

With great respect, sir,

Your very obedient servant,

CHS. STEWART.

Hon. L. WOODBURY,

Sec'ry of the Navy.

L, 1.

LIST OF DEATHS in the Navy of the United States, as ascertained, since the 1st of December, 1831.

Name and rank.	Date.	Cause.	Place.
CAPTAINS.			
George W. Rodgers	- 21 May 1832	Infla'n of bowels	Buenos Ayres.
Cha's C. B. Thompson	- 2 Sept. do	-	Hot Springs, Va.
James T. Leonard	- 9 Nov. do	-	New York.
LIEUTENANTS.			
Alexander Eskridge	- 17 Mar. do	Dropsy	Norfolk.
Elias C. Taylor	- 20 April do	-	At sea, off Perna.
Russell Baldwin	- 25 April do	Rup're bl'd vessel	Hall co'ty, Geo.
John H. Lee	- 30 June do	-	Norfolk.
James G. Boughan	- 6 Nov. do	-	Fredericks'g, Va.
H. E. V. Robinson	- 16 Aug. 1831	Lost in sch. Sylph, off the Ba-	lize, coast of Louisiana.
SURGEONS.			
James Page	- 15 Mar. 1832	-	Baltimore.
ASSISTANT SURGEONS.			
William Tyler	- 14 Jan. do	-	Mediterranean.
PURSERS.			
Nathaniel H. Perry	- 8 May do	-	New York.
Alexander H. Coleman	- Mar. do	-	Kentucky.
PASSED MIDSHIPMEN.			
William C. Selden	- 16 Aug. 1831	Lost in sch. Sylph, off the Ba-	lize, coast of Louisiana.
MIDSHIPMEN.			
William G. Elliott	- Summer of '31	-	Lit. Rock, A. T.
Dudley G. Woodbridge	- 21 Jan. 1832	-	New York.
Peter L. Gansevoort	- 7 Mar. do	Drowned	Near N. York.
Daniel Carter	- 25 Mar. do	Disease of heart	Baltimore.
George T. Crump	- 12 April do	-	At sea.
George M. Fowler	- 2 May do	Drowned	Pensacola Bay.
John A. Coyle	- 16 Aug. 1831	} Lost in sch. Sylph, off the Ba-	lize, coast of Louisiana.
Lloyd P. Somers	- do do		
Daniel Hunt	-	-	Ohio.
BOATSWAINS.			
Eli Dill	- 19 Dec. do	-	New York.
Richard A. Munroe	- 27 Mar. 1832	-	Do
James Evans	- 3 July do	Dropsy	Mediterranean.
GUNNERS.			
George Jackson	- Nov. 1831	-	Pensacola.
Samuel Hebbard	- 9 July, 1832	-	Norfolk.
MARINE OFFICERS.			
Marshall Love	- 28 July do	-	-

L, 2.

*LIST OF DISMISSIONS from the Navy of the United States since
the 1st December, 1831.*

Name and rank.	Date of dismission.
LIEUTENANTS.	
E. D. Whitlock - - -	23d May, 1832.
T. McKean Buchanan - - -	20th October, 1832.
ASSISTANT SURGEONS.	
Gideon White, Jr. - - -	12th January, 1832.
PASSED MIDSHIPMEN.	
Edward Boyd - - -	5th December, 1831.
MIDSHIPMEN.	
Erastus Huntington - - -	3d February, 1832.
Cincinnatus Pryor - - -	16th May, do
Richard W. Meade - - -	" do. do
S. A. Washington - - -	17th do. do
Lewis Ogden - - -	1st June, do
Geo. W. Gay - - -	28th November, do
BOATSWAINS.	
John Heywood, (acting) - - -	18th April, 1832.
MARINE OFFICERS.	
Captain Joseph L. Kuhn - - -	7th April, 1832.
2d Lieut. James W. Shaumburgh - - -	20th October, 1832.

L, 3.

LIST OF RESIGNATIONS in the Navy of the United States since the 1st of December, 1831.

Name and rank.	Date of resignation.
PURSEERS.	
Thomas I. Chew - - -	March 12th, 1832.
William M. Sands - - -	Do. 24th, do.
PASSED MIDSHIPMEN.	
Charles S. Renshaw - - -	11th February, 1831.
Henry Tooley - - -	24th September, do.
William C. Homes - - -	18th October, do.
MIDSHIPMEN.	
George W. Taylor - - -	19th December, 1831.
William Stearns, Jr. - - -	11th February, 1832.
William M. A. Moore - - -	8th March, do.
Gabriel A. O'Brien - - -	" do. do.
Charles Henderson - - -	12th do. do.
William A. Howard - - -	12th April, do.
Edward H. Hubbard - - -	8th May, do.
Mark Hale - - -	29th do. do.
Richard S. Coxe, - - -	13th June do.
Osman Claiborne - - -	21st do. do.
Stephen D. McCutcheon - - -	25th do. do.
John A. Underwood - - -	2d July, do.
Edgar Irving - - -	31st August, do.
Stephen D. Elliott - - -	12th September, do.
James H. Popelston - - -	19th do. do.
N. B. Waters - - -	31st July, do.
John Buchanan - - -	19th October, do.
John S. Stoddard - - -	24th November, do.
SAILMAKERS.	
William D. Hills - - -	27th July, 1832.
Charles C. Cowpland - - -	22d August, do.
MARINE OFFICERS.	
2d Lieut. Theodore Bainbridge -	18th January, do.

M.

STATEMENT showing the Number, Name, and State, and Condition, of the Vessels of War in ordinary at the Navy Yards, Boston, New York, Philadelphia, Norfolk, and Portsmouth.

BOSTON.

There are four vessels in ordinary at this yard, viz. Columbus and Independence, ships of the line; Constitution, frigate; and Erie, sloop of war. The three first have light covering over them.

Columbus. This ship is sound, and in good order in her hull; will require to have part of two strakes of whales put on, rudder to finish, and masts to wedge, and will require some new spars; anchors and stocks to be made, to be thoroughly caulked and new coppered.

Independence. The frame and bottom plank of this ship are supposed to be sound; the plank outboard, from lower rail to rail, the ceiling, all the decks, magazine platforms, plank on the stern, cutwater, and head, are defective, and will require to be new. She will require to be thoroughly caulked and new coppered.

Constitution. The frame, bottom plank, ceiling between decks, spar deck, knees and beams, are sound; the outboard plank, from light water mark to rail, ceiling in the hold, orlop and berth decks, magazine platforms, plank on spar deck, bulwark, plank on stern galleries, channels, and capstan, are defective, and will require to be new, and the ship new coppered.

Erie. The frame of this ship, bottom plank, and part of the ceiling, are sound; the outboard plank from lower wale to rail, the gun and berth deck platforms, and thick strakes in the hold, are defective, and will require to be new. She will require new fore and main-masts, and some spars, and to be caulked throughout.

NEW YORK.

The vessels in ordinary at this yard are four, viz. Ohio, Washington, and Franklin 74's, and Hudson frigate, of the first class.

Ohio. Ship of the line. This ship was launched in May, 1820, but has never been masted or fitted for sea. Her outside plank, from the rail to the water line, is believed to be decayed, and will require to be replaced; as will also a part of the ceiling, clamps, and waist on the upper and lower gun decks. Beams and knees are sound, and in good condition; spar deck plank will require to be replaced; all bulk heads have been removed, to admit circulation: she is now protected from the weather by a tight covering. No materials have been procured for the repairs and equipment of this ship, except tanks, guns, sails, and shot.

Washington. This ship was launched in 1814, and has made but one cruise. That part of her frame, which is live oak, is sound; her beams, knees, deck frames, and two-thirds of her gun decks, are sound and good, as well as her bottom plank, below water; her upper works are in a decayed state; a tight covering over her is now in progress, to prevent the action of the weather on her. She requires extensive repairs, for which no materials are provided.

Franklin. This ship was launched in 1815, and has made two cruises, and is in about the same condition as the Washington, and would require the same repairs. She is, at present, used as a receiving ship; is well ventilated and taken care of. No materials are provided for her repairs.

Hudson Frigate. This ship is built of common oak, and is known to be partially decayed in her upper works. It cannot, however, be known, until she is opened, to what extent she is decayed, to warrant saying how far she requires repairing. The spar deck has been caulked the past season, to keep the frame as dry as practicable. No materials have been provided for her repairs.

PHILADELPHIA.

Cyane. This is the only ship in ordinary at this yard: contracts are about being made for the live oak frame, of which she is about to be rebuilt.

NORFOLK.

The ships in ordinary at this yard, are, the North Carolina and Delaware-line of battle ships; Java, Guerriere, frigates of the first class, and Congress, frigate of the second class; and Natchez, Fairfield, and Ontario, sloops of war.

North Carolina. This ship will require repairs in her upper works, and must be docked: she leaks badly; her copper is no doubt off, and the worms have eaten through. She will require to be new caulked and coppered, at a cost of \$35,211, exclusive of docking.

Java. This ship is decayed generally, her frame being of white oak and mahogany, or baywood. She is to be re-built, and contracts are now making for a new frame of live oak. She is at present, however, used as a receiving ship, which purpose she answers well.

Guerriere. This ship is decayed in her upper works, and third and fourth futtocks: her frame is of the same materials as the Java, and she is about being covered in.

Congress. This ship is decayed in her hull generally; her frame is of live oak; about one-third of her timbers are decayed; the rest, from repeated repairs, much cut with auger holes. She is very much hagged, otherwise much defective, and requires to be rebuilt or extensively repaired.

Delaware. This ship has been repaired the present year, having been ordered to be fitted out; and now only requires to have the state of her copper ascertained.

Natchez, has undergone a thorough repair.

Fairfield and Ontario, are sound and good, and only require their bottoms to be examined.

PORTSMOUTH, N. H.

There is but one vessel at this yard, the Vincennes sloop of war, of the first class; is generally in good order, but requires slight repairs in her quarter galleries, and some new plank in her gun deck. She requires caulking, and it is now in progress.

N.

Statement showing the Number of Vessels now on the Stocks, their state of preservation, the yards where building, and the time and expense necessary to prepare them for launching.

PORTSMOUTH.

There are two ships on the stocks at this yard, the Alabama and Santee, both in a good state of preservation.

Alabama, ship of the line, is under cover in ship-house No. 1; she can be prepared for launching in ninety days, at the cost of \$38,320 60.

Santee, frigate of the first class: she is under cover in house No. 2; can be prepared for launching in seventy days, at the cost of \$29,341.

BOSTON.

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

Vermont and Virginia, ships of the line, can be prepared for launching in ninety days: the first at an expense of \$70,360 60; the second at an expense of \$79,726 46.

Cumberland, frigate of the first class, can be prepared for launching in ninety days, at an expense of \$74,790 56.

NEW YORK.

In the ship-house No. 1 is the frigate *Sabine*, in a fine state of preservation, and could be launched in sixty working days, at the expense of \$46,357.

In the ship-house No. 2 is the frigate *Savannah*, generally in a good state of preservation, but, from having been exposed to the weather previous to the house being built, and from having been caulked, some parts are injured, to wit: the wales were decayed and were taken off, the strings and part of the waist and ceiling are also decayed. She is now protected from further decay by a tight covering. She could be launched in one hundred and twenty working days, at a cost of \$46,435.

PHILADELPHIA.

There are two vessels on the stocks at this yard; the *Pennsylvania*, line of battle ship, and the *Raritan*, frigate of the first class.

Pennsylvania. The timber, plank, beams, knees, &c. &c., of this ship, as far as can be judged of from examination, are as healthy as when the work was put together, except the ceiling in the hold, which, though apparently sound, does not appear to possess the strength of the white oak in other parts of this ship. It will require six months, at an expense of \$33,754.

Raritan is in a similar good state of preservation with the *Pennsylvania*, and can be prepared for launching in three months, at an expense of \$15,500.

WASHINGTON.

There is but one ship on the stocks at this yard, the *Columbia*, frigate of the first class: she is in a good state of preservation, and can be got ready for launching in two months, at an expense of \$42,576 49.

NORFOLK.

There are two ships on the stocks at this yard; the *New York*, line of battle ship, and the *St. Lawrence*, frigate of the first class.

New York. This ship rests upon a wooden foundation, which will require to be replaced with stone, if she should stand any time: she is under cover of a wooden house that rests on a stone foundation, and is in good repair: it will require ninety days to finish her for launching, at an expense of \$37,775.

St. Lawrence. This ship rests upon a good substantial stone foundation, which has been put under her the present year. She is under cover of a wooden house, on a brick foundation. She can be made ready for launching in ninety days, at an expense of \$32,590.