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

SCHEDULE OF DOCUMENTS

Accompanying the report of the Secretary of the Navy, made to the President of the United States 30th November, 1833.

- A** Estimate for a lithographic press. (Submitted.)
- B** 1 and 2. Reports in relation to a lithographic press, and its uses.
- C** 1 and 2. Estimates for the marine corps.
- D** 1 to 6. Statements in relation to the hospital and pension funds.
- E** List of deaths in the navy since 1st December, 1832.
- F** List of dismissions.
- G** List of resignations.
- H** Estimate for procuring frames of live oak for a frigate and sloop of war. (Submitted.)
- I** List of vessels in commission, their commanders and stations.
- K** 1 and 2. Statements showing the names, distribution and condition of the vessels of the navy, in ordinary and on the stocks, at the several navy yards.
- L** Estimate for building powder magazines at Boston and New York. (Submitted.)
- M** Estimate for procuring a store ship for the transportation of supplies. (Submitted.)
- N** 1, 2 and 3. Abstracts of expenditures on the dry docks at Boston and Norfolk for the year ending October 31, 1833, and from the commencement of the works, and report on gradual improvement.
- O** 1 and 2. In relation to the practicability of deepening the bar at Pensacola.
- P** Respecting a claim by the heirs of the late John Harris to a part of the navy yard Charlestown, Mass.
- Q** Estimate for completing and furnishing hospitals. (Submitted.)
- R** Slave trade.
- S** 1 to 10. General estimates for the naval service, and for the office of the Secretary of the Navy, Navy Commissioners, and superintendent of the south-west executive building.

A.

Estimate submitted for lithographic press.

For the purchase, and use for one year, of a lithographic press, \$1,000 00

B, 1.

Reports on lithographic press.

NAVY COMMISSIONERS' OFFICE,

12th September, 1833.

SIR: The Commissioners have to acknowledge the receipt of your letter of yesterday, enclosing a communication from Lieut. Wilkes upon the subject of a lithographic press for the use of the Navy Department, and requiring an opinion upon the propriety of purchasing one.

The Commissioners are fully of opinion that the possession and employment of such a press would be both useful and economical, as, besides the various uses enumerated by Lieut. Wilkes, it may, in their opinion, be applied to the printing of all the various forms required by the disbursing officers, and officers of the navy yards, which would at once combine uniformity, which is highly desirable, with a great saving of expense.

The communication of Lieut. Wilkes is herewith returned.

I have the honor to be,

With great respect, sir,

Your obedient servant,

JOHN RODGERS.

HON. LEVI WOODBURY,
Secretary of the Navy.

B, 2.

WASHINGTON CITY, 23d August, 1833.

SIR: In reply to your letter of the 27th July, I have the honor to report that I have made very many inquiries relative to a lithographic press, the result of which is, that they can be had from thirty-five to one hundred and fifty dollars, according to the size, goodness, and strength of material of which they are constructed. This is exclusive of rollers, ink, and stones. The rollers and ink will cost about \$30, and the stones are to be had at 10 cents the pound. Presuming your object to be usefulness and economy combined, I submit the following as my estimate of the cost of a suitable one for the printing of charts, viz.

Cost of press,	- - - -	\$120
Rollers and ink,	- - - -	30
500 lbs. of stone at 10 cents,	- - - -	50
		<hr/>
		\$200

For the maintenance of the press, there will be required a printer, and a laborer to assist in working the press when the impressions are striking off. The pay of printer is from \$10 to \$14 a week in New-York, and no one who understands the art can be had under that price. The laborer's services would only be required occasionally, and it would be therefore preferable to hire him when wanted, until the press was in full operation, and constantly employed. Therefore, I should estimate the maintenance of a press as follows for a year :

Lithographic printer, at \$50 per month,	-	-	\$600
Contingencies, including labor, paper, &c.	-	-	100
			\$700

So that the purchase and maintenance of the press for the first year would be nine hundred dollars.

I have made many inquiries relative to the cost of the charts that could be printed on a press for the last ten years, and regret that I have not been able to obtain any information for you, having been informed by the accounting officers that all the accounts of the navy agents and pursers, both at home and abroad, that served in the navy for that time, would have to be consulted, which would require, as they inform me, a period of six months. I am equally at a loss to inform you of the amount that has probably been expended in the service for those purposes.

In the place of this information, I can offer many reasons for the advantages to be derived from such an establishment, which will probably tend to satisfy you that the expenditure would not be thrown away. In the first place, all the charts now on hand might be made serviceable by correcting the erroneous parts, viz. by annexing to them small lithographics of those parts corrected, which charts cannot now be supplied to our public vessels without endangering the public property in some degree; thus making what is now worthless valuable. In the second place, charts of harbors and coasts might be furnished our vessels on large and accurate scales, (and which are alone published by the English and French hydrographical officers,) that cannot now be bought. 3dly. Errors that had been discovered by navigators, (which is of frequent occurrence,) could be immediately corrected, which the publishers of charts wholly neglect, or are slow in doing, not only on account of the expense in altering the plate, but the loss in not being able to sell the impression they have on hand. 4thly. The ease and small expense at which it would enable the Government to extend any hydrographical information to the mercantile marine; and to embody at once, in a useful shape, all hydrographical information that may be obtained, it is believed that many disasters to vessels would be prevented by having small sections of charts, showing the situations of dangers, to enable navigators fully to comprehend them, at once serving to dissipate any erroneous description, and making it clear to the most common understanding. The opportunity of obtaining hydrographical information, well authenticated and illustrated on charts, would facilitate the insurance of vessels, and equalize the risk between the insurer and insured. For the want of this information, and no where to obtain it sufficiently authenticated, many merchants are now denied this privilege, and others receive it at a large premium. As it is one of the great objects of our Government to afford facilities to its commerce, and spread useful information, there are few ways in which more valuable information could be spread, at so small expense, than by the estab-

lishment of a lithographic press connected with this office, which would not only receive there the information, but be enabled to put it in immediate circulation, at the same time that it is a great economy in furnishing the navy with charts, and those that cannot be obtained elsewhere. 5thly. As the coast survey progresses, it would enable the Government to issue copies at little more than the price of the paper, which alone, contrasted with the amount now expending by Congress in the publication of the survey of Nar-ragansett bay, would have bought and maintained a lithographic press for three or four years. In connexion with all this, it might be employed in printing off circulars for the departments. All this, I am of opinion, would occupy a press fully, and could not be obtained by even employing another printer at the press of the War Department, (which would be the same expense, except the first cost of the press,) as the time of printing could not be at our own disposal, which is a material consideration in the success of the operation, being very much influenced by the state of the temperature. These are some of the prominent objects that have appeared to me to be embraced in your letter, and which I have the honor respectfully to submit to your consideration.

I am, your most obedient servant,

CHARLES WILKES, Jr.,

Lieut. U. S. Navy, in charge of charts, instruments, &c.

Hon. LEVI WOODBURY,

Secretary of the Navy.

C, 1.

Estimate of pay for the officers, non-commissioned officers, musicians, and privates, and subsistence for the officers of the marine corps, for the year 1834, and arrearages and increased pay under the act 2d March, 1833.

PAY.

1 lieut. colonel commandant, at \$75 per month	\$	900
5 lieutenant colonels, by brevet (commanding) at \$60 per month	-	3,600
1 paymaster at \$60 per month	-	720
1 quartermaster at 60 do	-	720
3 captains at 40 do	-	1,440
23 first lieutenants at 30 do	-	8,280
16 second do at 25 do	-	4,800
1 surgeon at 60 do	-	720
1 hospital steward at 18 do	-	216
1 sergeant major (under the act of 2d March, '33,) at \$17 per month	-	204
1 quartermaster's sergeant, at \$17 per month	-	204
1 drum major at 16 do	-	192
1 fife major at 16 do	-	192
30 orderly sergeants and 1st sergeants of guards		

	at sea	at \$16 per month	-	\$5,760
41	other sergeants	at 13 do	-	6,396
73	corporals	at 9 do	-	7,884
27	drummers and fifers (served faithfully 2 or more years,	at \$8 per month	-	2,592
15	do do	at 7 do	-	1,260
364	privates	at 7 do	-	30,576
386	do	at 6 do	-	27,792
	Extra pay to the adjutant and inspector, at \$30 per month	-	-	360
	Pay for five clerks, viz. one for the lieut. colonel commandant, one for the paymaster, one for the adjutant and inspector, and two for the quartermaster, at \$20 per month each,	-	-	1,200
	Amount required for bounty, in conformity to the 3d section of the act of 2d March, '33, to improve the condition of the non-commissioned officers, &c., of the army and marine corps, &c.	-	-	1,540
	Amount required for arrearages of pay 1833, the estimate for that year being predicated on former laws, and not sufficient to meet the demands of the abovementioned act of 2d March, '33	-	-	10,940
				<u>\$118,488</u>

SUBSISTENCE.

1	lieut. colonel commandant, 12 rations per day, 4,380 rations, at 20 cents	-	-	\$876
5	lieutenant colonels. by brevet, (commanding) 10 rations per day, 18,250 rations, at 20 cents	-	-	3,650
1	paymaster, 4 rations per day, 1,460 rations, at 20 cents	-	-	292
1	quartermaster, 4 rations per day, 1,460 rations, at 20 cents	-	-	292
3	captains, (commanding,) 6 rations per day, 6,570 rations, at 20 cents	-	-	1,314
23	first lieutenants, 4 rations per day, 33,580 rations, at 20 cents	-	-	6,716
16	second lieutenants, 3 rations per day, 17,520 rations, at 20 cents	-	-	3,504
1	adjutant and inspector, 4 rations per day, 1,460 rations, at 20 cents	-	-	292
1	surgeon, 4 rations per day, 1,460 rations, at 25 cents	-	-	365
1	hospital steward, 1 ration per day, 365 rations, at 20 cents	-	-	91 25
				<u>17,392 25</u>
				<u>\$135,880 25</u>

C. R. BROOM, *P. M. M. C.*HEAD QUARTERS, MARINE CORPS,
Paymaster's Office, September 25, 1833.

CONTINGENCIES.

For freight of stores, ferriage, toll, wharfage and cartage, per diem allowance for attending courts martial and courts of inquiry, and for officers now 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, stationery, forage, postage on public letters, expenses in pursuit of deserters, candles and oil for the guards of the different stations, straw for the men, barrack furniture, bed-sacks, spades, axes, shovels, picks, and carpenters' tools,

\$14,000 00
5,000 00

\$19,000 00

For amount of pay and allowances due the late B't Lieut. Col. William Anderson, under the act approved 14th July, 1832, concerning certain marine officers, being a deficiency in the appropriation of last year, caused by an error in calculating the difference of pay and allowances between those of a captain and major from the 3d of March, 1825, to 2d March, 1827, instead of from the 3d of March, 1825, to 23d May, 1825, the date of his promotion to brevet lieutenant colonel,

954 22

ERECTION OF BARRACKS.

For erection of new barracks for the marines stationed at Brooklyn, Long Island, New York,

30,000 00

Total amount,

\$122,968 73

Respectfully submitted.

E. J. WEED, *Quartermaster M. C.*

HEAD-QUARTERS MARINE CORPS,

*Quartermaster's Office,
Washington, 21st Sept. 1833.*

D.

A statement of the condition of the navy pension, privateer pension, and navy hospital funds, agreeably to an act of Congress passed 10th July, 1832.

This statement includes a period of time from November, 1832, to October, 1833. The accounts of the navy pension fund are exhibited in the papers numbered from 1 to 4 inclusive.

D No. 1. An exhibit from the Register of the Treasury of the receipts and disbursements on account of the fund, from the period above stated.

D No. 2. An exhibit from the Fourth Auditor of the Treasury in relation to this fund.

D No. 3. An exhibit of all the stocks belonging to the fund, with the cost thereof as nearly as can be ascertained, and the nominal value of the same; and, also, the annual amount of interest which accrues to the fund.

D No. 4. An exhibit of the number of pensioners now on the navy pension roll.

The annual income of the navy pension fund, it will be perceived, is estimated at about \$52,443 23

And the amount paid, and required to be paid, for the same time, it is believed, will not fall short of \$33,000 00

Since the last statement to Congress, a number of applications has been made for pensions where the claims did not come within the provisions of any acts of Congress relating to the navy pension fund, or were not supported by the necessary evidence. The former consist, principally, of the widows of officers and seamen who were killed during the late war, or who died in the service while acting in the line of their duty; the latter class of which was provided for by act of Congress passed in March, 1817, and was again provided for by the act of 28th June, 1832. But the widows of those officers and seamen who have died since the repeal of the act of March, 1817, which took place on the 22d January, 1824, are left by that repeal not entitled, under any existing law, to a pension.

The act of March, 1817, provides for the widows of those whose death was produced by casualty while in the service; the act of 28th June, 1832, recognizes these claims, because the claimants were formerly on the pension roll; but the widows of those who have died since 1824, while in the service, are excluded from any benefit to be derived from the navy pension fund under existing laws.

The state of the privateer pension fund, and the number of pensioners who are deriving the benefit of it, appear in

D No. 5. herewith transmitted.

The income of the privateer pension fund is derived from Maryland five per cent. stocks, and stock of the Bank of the United States. It amounts at this time, per annum, to \$2,330 $\frac{35}{100}$

And the sum annually required to pay pensioners on its roll, is estimated at about \$2,628 00

The receipts and expenditures on account of the navy hospital fund are shewn in

D No. 6, being an exhibit of the same from the Register of the Treasury.

D, 1.

NAVY PENSION FUND.

Balance to credit of account on the 18th of November, 1832, as per statement rendered at that time	\$20,642 63
Deduct for error in that statement, repayment of this sum made 17th Nov. 1831, and included among the repayments made subsequently thereto	420 00
True amount of balance on the 18th Nov., 1832	20,222 63
Amount of repayments to credit of account from 19th Nov. 1832, to 30th September, 1833, inclusive	134,606 55
	<u>154,829 18</u>
Amount of payments made on account of said fund, from 19th of Nov. 1832, to 30th Sept. 1833, inclusive	137,156 82
Balance to credit of account on 1st October, 1833	<u>\$17,672 36</u>

TREASURY DEPARTMENT,

Register's Office, 11th Nov. 1833.

T. L. SMITH, Register.

D, 2.

Statements showing the balance standing to the credit of the navy pension fund on the 18th day of November, 1832; the amount of receipts and disbursements on account of said fund, from that date to the 30th September, 1833, inclusively; and the amount of advances to agents during the same period.

I. Balance in the Treasury, to the credit of the fund, on the 18th Nov. 1832, per last report	20,642 63
Deduct for error in Register's balance	420 00
	<u>20,222 63</u>
II. Amount received into the Treasury since that time, from whom, and on what account, viz.	
1832.	
Nov. 29 From the Secretary of the Navy, trustee for dividend on Washington Bank stock, due 1st May, 1832	420 00
“ Do for interest on Maryland 5 per cts., due 30th Sept. 1832	1,181 25
1833.	
Jan. 10 Do for do do due 31st Dec. 1832	1,237 50
15 Do for reimbursement of U. S. 3 per ct. stock	58,555 40
Feb. 1 Do for dividend on U. S. Bank stock	5,876 50
13 Do for do stock of U. States	2,519 55

Feb. 19	From the Secretary of the Treasury, &c. &c. for interest on Pennsylvania 5 per cts.	\$5,311 74
May 16	Do for do on Washington Corporation stock, due 1st April	2,230 23
28	Do for reimbursement of 4½ per ct. U. S. stock	19,946 74
"	Do for dividend on stock of the Bank of Washington	420 00
	Do for do Union Bank of Georgetown	300 00
	Do for do stock of U. States	1,856 03
June 14	Do for interest on stock of the city of Cin- cinnati	2,500 00
20	Do for proceeds of 180 shares of the stock of the Bank of the U. States, sold	20,468 70
July 19	Do for interest on the Maryland 5 per cts.	1,443 75
Aug. 12	Do for dividend on U. S. Bank stock	8,431 50
April 1	Jos. P. McCorkle, for amount of salary advanced him, which has been repaid the fund by an appropriation made by Congress	423 87
8	Richard Smith, for interest on Maryland 5 per cts.	1,443 75
Aug. 8	Benjamin Homans, for this sum refunded	40 00
		<hr/> <u>\$134,605 55</u>

III. Disbursements made from the fund, from the
17th November, 1832, to 30th September, 1833,
inclusively:

1832.		
Nov. 23	Paid Eliza Cassin, widow, for pension	1,053 33
Dec. 14	Do Mary Proctor, do do	1,080 00
1833.		
Jan. 12	Do Isabella McCormick do	626 66
Feb. 15	Do President Branch Bank U. S. Wash- ington, for balance due him	3,543 52
28	Do Secretary of the Treasury for 600 shares of U. States' Bank stock	60,000
March 1	Do Eliza Stewart, widow, for pension	420
13	Do B. Trevett, for 5 years' pension as sole heir of Saml. R. Trevett, sur- geon, deceased	1,500
June 18	Do Secretary of the Treasury for 310 shares of U. States' Bank stock	31,000
	Total amount of disbursements	<hr/> <u>\$ 99,223 51</u>

IV. Advances to agents to pay pensions, &c.:

1832.		
Dec 12	To the President of the Farmers' Bank at New Castle, Del.	36
17	Do Trenton Banking Company, N. Jersey	36
	Do Br. Bank U. States at Pittsburgh, Pa.	54
	Do do Lexington, Ky.	300

To the Pres't of Br. Bank U. S. at Savannah, Geo.		\$114
Do do Norfolk, Va.		2,500
Do do Portsm'th, N. H.		253
Do do Hartford, C.		800
Do do Portland, Me.		600
Do do Providence, R. I.		220
Do do Boston, Mass.		3,750
Do do New York		8,500
Do U. S. Bank, Philadelphia		1,590
Do Branch Bank U. S. Baltimore		560

1833.

Jan. 10	Do do	New York	600
Feb. 19	Do do	Pittsburgh, Pa.	400
"	Do do	Washingt'n, D. C.	1,200
June 14	Do do	Boston, Mass.	2,000
	Do do	Providence, R. I.	200
	Do do	Portsm'th, N. H.	300
	Do do	Portland, Me.	600
	Do Trenton Banking Company, New Jersey		50
	Do Br. Bank U. S. at Savannah, Geo.		150
	Do do St. Louis, Mo.		113
	Do do New Orleans		500
	Do do Cincinnati, O.		330
	Do do Norfolk, Va.		2,400
	Do do Washington, D. C.		2,000
	Do do Baltimore, Md.		1,200
	Do do Pittsburgh, Pa.		100
	Do do New York		4,000
	Do Bank U. S. Philadelphia		1,500
	Do Branch Bank U. S. Hartford, C.		100
	Do do Boston		600
	Do Farmers' Bank, New Castle, Del.		60

37,716

1832.

Nov. 30	To Jos. P. McCorkle, in part for salary	66	67
Dec. 12	" E. Kune, N. A. Washington, for sundries	12	11
31	" Jos. P. McCorkle, in part for salary	45	11

1833.

Jan. 14	" E. Kune, N. A. Washington, for sundries	4	53
31	" Jos. P. McCorkle, in part for salary	44	44
Feb. 28	" Do do	44	45

217 31

Total amount of advances - - - \$37,933 31

TREASURY DEPARTMENT,

Fourth Auditor's Office, 18th Nov., 1833.

AMOS KENDALL.

D, 3.

Exhibit showing the amount of stocks belonging to the navy pension fund, with the cost and nominal value thereof, on the 30th September, 1833.

	Cost.	Nominal value.
United States' stocks, - - -	\$156,856 91	\$149,482 78
United States' Bank stock, - - -	256,900 00	256,900 00
Pennsylvania five per cents. - - -	243,485 92	212,469 16
Maryland five per cents. - - -	152,884 43	140,220 72
City of Cincinnati five per cents. - - -	110,275 00	100,000 00
City of Washington five per cents. - - -	56,493 75	59,472 40
Bank of Washington, - - -	14,260 00	14,000 00
Union Bank of Georgetown, - - -	15,340 50	15,000 00
	\$996,501 51	\$947,565 06
Columbia Bank stock - - -	99,502 60	92,600 00
This last named stock was purchased part in 1809, and part in 1819.		
The bank became insolvent, and the stock, it is believed, is an entire loss to the fund.		
The annual interest accruing to the fund is,		
From United States stocks - - -	7,317 13	
From all other stocks, - - -	45,126 10	
Making the sum of - - -	\$52,443 23	
The amount of stocks redeemed and paid to the fund by the United States to 30th September, 1833, since last report, is per statement from the Register of the Treasury, -	-	\$78,502 14

D, 4.

Exhibit showing the number of pensioners on the navy pension roll from each State respectively, other than those authorized to be placed upon it by the act of 28th June, 1832; and, also, the number from each State respectively who are now on the roll, in accordance to that act, from the States of

Maine - - -	9	Maryland - - -	23
Massachusetts - - -	56	District of Columbia - - -	13
Rhode Island - - -	3	Virginia - - -	25
Connecticut - - -	6	Ohio - - -	2
New Hampshire - - -	9	Kentucky - - -	1
New York - - -	79	Delaware - - -	2
New Jersey - - -	1	South Carolina - - -	2
Missouri - - -	1	Louisiana - - -	2
Pennsylvania - - -	38		
		Total,	977

The number of pensioners on the navy pension roll under the act of 23th June, 1832, is, from the States of

Maine	-	-	1	Maryland	-	-	1
Massachusetts	-	-	2	District of Columbia	-	-	1
New York	-	-	4	Virginia	-	-	3
Pennsylvania	-	-	3	Georgia	-	-	1
Total,							<u>16</u>

The number of pensioners under the act of 23d April, 1800, for long and faithful services, is, from

New Jersey	-	-	1	Maryland	-	-	2
Pennsylvania	-	-	2				<u>5</u>

Making the whole number of pensioners on the roll 298.

D, 5.

On the 16th November, 1832, the date of the last statement to Congress, there remained belonging to the privateer pension fund invested as follows:

In the Maryland five per cents.	-	-	-	\$44,436	52
In the stock of the Bank of the United States	-	-	-	1,100	

Making the sum of	-	-	-	45,536	52
Since which time the sum of	-	-	-	1,869	47

In the Maryland five per cents. has been sold in order to meet the payments due to pensioners on this roll, which left	-	-	-	43,667	05
On the 16th September last, the sum of	-	-	-	1,000	
Was invested in stock of the Bank of the United States, making the amount of stocks now belonging to the fund	-	-	-	\$44,667	05

The income of the fund per annum is	-	-	-	2,330	35
And the annual amount of claims upon it is estimated at	-	-	-	2,628	

Which leaves a deficit of	-	-	-	\$297	65
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The number of pensioners on the privateer pension roll is, from the States of

Maine	-	-	3	Pennsylvania	-	-	1
Massachusetts	-	-	15	Maryland	-	-	5
New York	-	-	9				<u>33</u>
Whole number at this time on the roll,							<u>33</u>

D, 6.

A statement exhibiting the balance in the Treasury to the credit of the navy hospital fund on the 31st October, 1832; and the amount of receipts and expenditures on account of said fund to the 30th September, 1833, together with the balance in the Treasury to its credit on that day:

Balance on the 31st October, 1832	-	-	\$14,014 65	
Receipts into the Treasury from the 1st of November, 1832, to 30th September, 1833	-	-	19,940 58	
				33,955 23
Amount of expenditures from 1st November, 1832, to the 30th September, 1833	-	-	-	5,212 02
Balance to the credit of the fund on 30th September, 1833,	-	-	<u>\$28,743 21</u>	

TREASURY DEPARTMENT,

*Register's Office, 22d Nov., 1833.*T. L. SMITH, *Register.*

E.

List of deaths in the navy of the United States, as ascertained at the department since the 1st of December, 1832.

Name and rank.	Date.	Cause.	Place.
<i>Captains.</i>			
Wm. Bainbridge	27 July, 1833	Dropsy	Philadelphia.
<i>M. Commandants.</i>			
John H. Bell	14 Aug. 1833	Fever	Westmoreland co., Virginia.
<i>Lieutenants.</i>			
Wm. Pottinger	5 Feb. 1833	-	Hagerstown, Md.
John M. Sullivan	22 Feb. 1833	-	Brooklyn, N. Y.
Rich'd R. McMullin	28 Jan. 1833	Fall from poop	Sloop Warren at Rio.
Jos. M. Nicholson	5 Apl. 1833	Protracted illness	Norfolk hospital.
John M. Rinker	31 May, 1833	Consumption	Philadelphia.
John A. Wish	25 Oct. 1833	Injury from the falling of small pair shears	Navy yard, N. Y.
<i>Surgeons.</i>			
Lewis Heermann,	19 May, 1833	Cholera	New Orleans.
<i>Assistant Surgeons.</i>			
Richd. K. H. Sims	5 July, 1833	Consumption	Philadelphia.
Wm. Milnor	16 Apl. 1833	Apoplexy	At sea.
Andrew E. Kennedy	14 June, 1833	Dysentery	Hosptl. at Batavia

LIST—Continued.

Name and rank.	Date.	Cause.	Place.
<i>Passed Midshipmen.</i>			
Wm. F. Irving -	4 Nov. 1835	Consumption -	New York.
John H. Maulsby -	13 July, 1833	Drowned -	In the Delaware, off New Castle.
Wm. F. Hooe -	14 Aug. 1833	Fever -	King George co., Virginia.
<i>Midshipmen.</i>			
Wm. Pryor -	Apl. 1833	Murdered -	Nashville, Ten.
John Middleton -	12 Apl. 1833	- - -	Norfolk.
<i>Sailing-masters.</i>			
Joseph Williston -	14 Apl. 1833	Effusion on the brain.	Navy yd., Boston.
<i>Gunners.</i>			
Joseph Andrews -	19 Oct. 1833	- - -	Navy yard, Ports- mouth, N. H.
<i>Sailmakers.</i>			
John Clementson -	9 July, 1833	Brain fever -	Norfolk.
<i>Marine Officers.</i>			
Bvt. Capt. Jos. C. Hall	17 May, 1833	Suicide -	New York.
<i>Navy Agents.</i>			
Isaac Phillips -	Septem. 1833	Fever -	Baltimore.

F.

List of dismissals from the navy of the United States since the 1st of December, 1832.

Name and rank.	Date of dismissal.
<i>Lieutenants.</i>	
Robert B. Randolph -	19th April, 1833.
<i>Passed Midshipmen.</i>	
Walter C. Cutts -	17th May, 1833.
<i>Midshipmen.</i>	
Philip M. Box -	21st June, 1833.
John E. Holt, jr. -	25th June, 1833.
John C. Davidson -	Do do.
John W. Graham -	9th July, 1833.
John C. Harker -	Do do.
Benj'n S. Slye -	Do do.
John B. Meigs -	24th September, 1833.

G.

List of resignations in the navy of the United States since the 1st December, 1832.

Name and rank.	When accepted.
<i>Lieutenants.</i>	
George Izard - -	4th May, 1833.
John R. Coxé - -	29th May, 1833.
Thomas R. Gerry - -	27th August, 1833.
J. Edward Calhoun - -	11th November, 1833.
<i>Chaplains.</i>	
H. H. Hayes - -	18th April, 1833.
J. P. Fenner - -	23d September, 1833.
<i>Passed Midshipmen.</i>	
Charles A. Thompson - -	27th September, 1833.
Lorenzo T. Bennett - -	18th October, 1833.
<i>Assistant Surgeons.</i>	
Wm. G. Micks - -	18th October, 1833.
Richard Kennon - -	12th November, 1833.
<i>Midshipmen.</i>	
Wm. Russell - -	13th December, 1832.
Edward H. Perkins - -	2d January, 1833.
Benj'n D. Moore - -	2d January, 1833.
Geo. Lansing - -	1st February 1833, as of 27th October, 1832.
Nathan B. Lane - -	27th February, 1833.
David B. Morgan - -	25th March, 1833.
Cranstoun Laurie - -	4th April, 1833.
David M. Stokes - -	15th April, 1833.
John L. Spencer - -	20th April, 1833.
E. L. Greenwood - -	13th May, 1833.
Francis E. Joyner - -	27th May, 1833.
Wm. C. Banister - -	6th June, 1833.
Henry Booraem - -	14th June, 1833.
Alexander M. Henderson - -	17th June, 1833.
Alexander K. Yancey - -	25th June, 1833.
Lewis P. Higbee - -	28th June, 1833.
Geo. Butterfield - -	8th July, 1833.
Virgil McCracken - -	16th July, 1833, to take effect 1st April, 1832.
Hugh H. Stockton - -	5th September, 1833.
Charles G. Bush - -	23d September, 1833.
Francis B. Wright - -	24th August, 1833.
A. C. Hinton - -	28th October, 1833.
Wm. M. Wallace - -	1st November, 1833.

LIST OF RESIGNATIONS—Continued.

Names and rank.	When accepted.
<i>Sailingmasters.</i>	
John Barry - -	9th July, 1833.
<i>Boatswains.</i>	
John Ball - -	11th November, 1833.
<i>Gunners.</i>	
John Martin - -	18th December, 1832.
<i>Carpenters.</i>	
James Jones - -	12th Oct. 1832, by Capt. Read, comd'g frigate Constellation.
Calvin Oaks - -	20th August, 1833.
Elliott Green - -	6th September, 1833.
<i>Marine Officers.</i>	
2d Lieut. A. C. McLean -	8th May, 1833.
Do. Francis S. Neville -	15th July, 1833.

H.

Estimate submitted.

For procuring the live oak frames for a frigate and sloop of war, to be called the Paul Jones and Levant - - - \$50,000 00

I.

List of vessels in commission, their commanders, and stations.

Class.	Name.	Commanders.	Where employed.
Ship of the line -	Delaware -	Capt. H. E. Ballard -	Mediterranean.
Frigate -	United States -	Capt. Jno. B. Nicholson -	Do.
Frigate -	Constellation -	Capt. Geo. C. Read -	Do.
Sloop -	John Adams -	M. Comdt. P. F. Voorhees	Do. (ordered home.)
Schooner -	Shark -	Lt. Hiram Paulding -	Mediterranean.
Sloop -	Vandalia -	M. Comdt. Thos. T. Webb	West Indies.
Sloop -	St. Louis	M. Comt. Thos. M. Newell	Do.

LIST OF VESSELS IN COMMISSION, &c.—Continued.

Class.	Name.	Commanders.	Where employed.
Schooner -	Grampus -	Lt. Joseph Smoot -	West Indies
Schooner -	Porpoise -	Lt. Wm. Taylor -	Do.
Schooner -	Experiment -	Lt. Thos. Paine -	Do.
Sloop -	Lexington -	M. Comt. Isaac McKeever	Coast of Brazil (order'd home.)
Sloop -	Peacock -	Do. David Geisinger -	Coast of Brazil and India.
Sloop -	Natchez -	Do. John P. Zantzinger	Coast of Brazil.
Sloop -	Ontario -	Do. Wm. D. Salter -	Do.
Schooner -	Enterprise -	Lt. Samuel W. Downing -	Do.
Schooner -	Boxer -	Lt. Wm. F. Shields -	Do. & India.
Frigate -	Potomac -	Commodore John Downes	In the Pacific, (ordered home)
Sloop -	Falmouth -	M. Comdt. F. H. Gregory	Do.
Sloop -	Fairfield -	Do. E. A. F. Valette -	In the Pacific.
Sloop -	Vincennes -	Com're Alexr. Wadsworth	Do.
Schooner -	Dolphin -	Lt. Ralph Voorhees -	Do.

K, 1.

Statement showing the names, distribution, and condition of the vessels of the navy in ordinary, 1st of November, 1833.

AT PORTSMOUTH, N. H.

Concord.....Sloop of war, requiring slight repairs.

AT CHARLESTOWN, MASS.

Columbus.....Ship of the line, requiring moderate repairs.

Independence.....Ship of the line, requires a thorough repair.

Constitution.....Frigate, undergoing a thorough repair.

Erie.....Sloop of war, undergoing a thorough repair.

Boston.....Sloop of war, requiring considerable repairs.

AT BROOKLYN, N. Y.

Ohio.....Ship of the line, requiring extensive repairs.

Washington.....Ship of the line, requires thorough repairs.

Franklin.....Ship of the line, requires thorough repairs.

Hudson.....Frigate, requires rebuilding.

Brandywine.....Frigate has just been coppered, and is nearly ready for sea service.

AT PHILADELPHIA.

Cyane.....Sloop of war, to be replaced.

WarrenSloop of war, just arrived, requires slight repairs.

Sea Gull.....Galliot, unfit for repair.

AT GOSPORT, VA.

North Carolina...Ship of the line, requires considerable repairs.
 Java.....Frigate, to be replaced.
 Guerriere.....Frigate, requires extensive repairs.
 Congress.....Frigate, requires extensive repairs.

K, 2.

Statement of the vessels building at the several navy yards, under the law for the gradual increase of the navy.

AT PORTSMOUTH, N. H.—one Ship of the line, one Frigate.
 AT CHARLESTOWN, MASS.—two Ships of the line, one Frigate.
 AT BROOKLYN, N. Y.—two Frigates.
 AT PHILADELPHIA—one ship of the line, one Frigate.
 AT WASHINGTON—one Frigate.
 AT GOSPORT—one ship of the line, one Frigate.

All of these vessels are under cover and in a good state of preservation. There is building at the navy yard, Gosport, a frigate of the second class, to replace the Macedonian, condemned and broken up under a special act of Congress.

L.

Estimate submitted.

For building a powder magazine at Boston,	-	-	\$12,000
For building do do at New York,	-	-	12,000
Total for magazines,	-	-	<u>\$24,000</u>

M.

Estimate submitted.

For procuring a store-ship for the use of the service,	-	\$40,000
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N, 1.

Statement showing the progress made under the law for the gradual improvement of the navy.

Frames of live oak have been delivered at the different navy yards as follows:

For two ships of the line, two frigates, and one sloop of war, at Charlestown, Mass.

For one frigate at Brooklyn, New York.

For two frigates and one sloop of war at Philadelphia.

For one frigate and one sloop of war at Washington.

For two ships of the line, one frigate, and one sloop of war at Gosport, Va.

Contracts for the frame of a frigate and sloop of war at Portsmouth have been made, but a small part only has been delivered. And upon a contract for the frame of a ship of the line at Brooklyn, none has been delivered.

Total quantity of live oak received, cubic feet, - - -	365,435
There is also on hand at the different navy yards belonging to this appropriation of white oak plank, board measure, - - -	206,887
White oak timber, cubic feet, - - - - -	198,652
Yellow pine timber for plank, cubic feet, - - - - -	188,204
Yellow pine mast and spar timber, do. do. - - - - -	44,560
White oak knees, in number, - - - - -	5,500

There has also been built, from this appropriation, at the different navy yards, for the preservation of timber, *five substantial timber sheds*.

Of the dry docks authorized under this appropriation, that which was constructed at Charlestown, Mass., was so far completed on the 24th of June last, as to receive the frigate Constitution for repairs. It is now completed. The total cost, including the engine and pump-house, which will be available for other useful purposes, and all other incidental expenses, has been \$677,089.78½. For the cost in detail the board beg leave to refer to paper N 2, herewith enclosed.

That which was constructed at the navy yard, Gosport, was so far completed on the 17th of June last, as to admit the ship of the line Delaware, and subsequently the North Carolina. The only objects yet unfinished are the floating gate, necessarily delayed to admit the abovementioned ships, and to deepen the entrance a little from the channel to the gate. The expenditures to the 31st of October, were \$943,676 73, and the engineer estimates that it will require 7000 dollars to complete it. This, as at Charlestown, includes the engine and pump-house, and all other incidental expenses. It is expected it will be finally completed in the course of the present year. For the detailed expenditure on this dock the board refer to the enclosed paper, N, 3. From the test given by the actual occupation of both docks, the board feel confirmed in the opinion that they are constructed in the most substantial and durable manner, and will prove highly useful to the nation, and permanent testimonials of the ability and attention of Colonel Baldwin, the superintending engineer.

The board propose to advertise for offers for other articles under this appropriation, as required by your instructions, so soon as they can obtain some information, which is deemed essential, to enable them to determine upon the most advantageous expenditure.

About \$150,000 has been expended for the purchase and reception of timber, and for the preservation and cultivation of live oak timber.

N, 2.

Abstract of expenditures on the different branches of the dry dock at Boston, for the year ending October 31st, 1833, and, also, from the commencement to the completion of the work.

No.		For the past year.			From the commencement.		
		Mat'rials.	Labor.	Total.	Materials.	Labor.	Total.
1	Office, - - -	\$212 43	-	\$212 43	\$1,784 53	\$266 19½	\$2,050 72½
2	Tools, - - -	332 82	-	362 82	2,537 85	1,861 09½	4,398 94½
3	Iron and steel, -	36 91	\$634 69	671 60	11,305 48	22,632 99	33,928 47
4	Driving machines, -	-	-	-	1,198 20	1,188 74	3,106 94
5	Scows, bouts, &c., -	-	-	-	1,355 59½	687 09½	2,042 68½
6	Coffer-dam, - - -	-	-	-	4,399 18	7,103 90½	11,503 08½
7	Pier wharves, - -	135 82	2,129 74	2,265 56	7,286 01½	6,871 83	14,157 84½
8	Spruce and pine timber, -	-	-	-	1,967 31*	-	1,967 31*
9	Blacksmith shop, -	164 25	-	164 25	8,181 58	312 21½	8,493 79½
10	Miscellanies - - -	3,857 15	1,580 22	5,437 37	11,594 54½	19,015 29½	30,609 84½
11	Dry quay wall, - -	-	-	-	5,625 37	102 81	5,728 18
12	Filling coffer dam, -	-	-	-	2,573 28	537 34	3,110 62
13	Surveys and plans of navy yard, - - -	-	-	-	1,132 18	1,764 37	2,896 55
14	Foundation of dock, -	-	-	-	18,686 16	22,451 40	41,137 56
15	Draining, - - -	-	-	-	11,654 44	9,537 27	21,191 71
16	Excavation, - - -	-	-	-	2,259 86	29,795 59	32,055 45
17	Masonry of dock, - -	1,464 72	835 80	2,300 52	116,953 52	123,503 66	240,456 18
18	Great steam engine, -	1,190 28	1,933 19	3,123 47	12,015 12	2,846 76	14,861 88
19	Superintendence, -	2,095 46	3,048 82	5,144 28	14,955 80	30,464 37	45,420 17
20	Banking up behind wall, &c., - - -	3,300 68	-	3,300 68	7,467 31	13,090 77	20,558 08
21	Turning gates, - - -	1,746 74	1,927 90	3,674 64	16,806 66	9,509 95	26,316 61
22	Great pumps, - - -	212 92	-	212 92	28,114 55	-	28,114 55
23	Rent'g coffer-dam, &c.	2,979 49	4,794 48	7,773 97	4,642 50	9,623 59	14,266 09
24	Steam eng'g house, wells &c., - - -	454 73	376 26	830 99	14,707 39	19,593 83	34,301 22
25	Floating gates, - - -	16,085 23	11,537 94	27,623 17	19,689 85	12,288 06	31,977 91
26	Wicket gates, - - -	313 16	-	313 16	2,308 06	129 50	2,437 56
		34,623 79	28,799 04	63,422 83	331,922 34½	345,167 43½	677,089 78½

*11-12th.

N, 3.

Abstract of expenditures on the different branches of the dry dock at Gosport, Virginia, for the year ending October 31st, 1833, and also from the commencement of the work to the same day.

No.	For the past year.			From the commencement.		
	Materials.	Labor.	Total.	Materials.	Labor.	Total.
1 Office, - -	\$96 60	-	\$96 60	\$1,788 91	\$959 87	\$2,748 78
2 Tools, - -	2,020 54	6,888 19	8,908 73	16,286 22	17,849 49	34,135 71
3 Iron nails, &c., -	1,213 43	-	1,213 43	11,155 29	-	11,155 29
4 Driving machine, -	-	-	-	94 75	929 68	1,024 43
5 Lighters, boats, &c.	207 43	299 10	506 53	3,500 01	2,760 29	6,260 30
6 Coffor dam, -	-	-	-	9,317 60	14,215 24	23,832 84
7 Pier wharves, -	-	-	-	6,596 03	4,376 47	10,972 50
8 Pine timber, plank, &c., -	-	-	-	6,639 05	-	6,639 05
9 Blacksmiths' shop, -	407 25	-	407 25	4,942 09	615 08	8,557 17
10 Miscellanies, -	4,085 47	3,435 45	7,520 92	14,087 21	20,954 34	35,041 55
11 Cob wharves, -	-	3,005 69	3,005 69	4,042 42	9,980 17	14,022 59
12 Stables, -	714 83	401 09	1,115 92	10,027 96	2,750 39	12,778 35
13 Surveys and plans of navy yards, -	-	-	-	1,057 69	2,302 57	3,360 26
14 Foundation of dock, -	-	-	-	22,736 57	41,360 89	64,097 46
15 Draining, -	1,397 02	3,075 49	4,472 51	13,341 97	20,461 49	33,803 46
16 Excavation, -	-	-	-	2,744 76	50,827 57	53,572 33
17 Masonry of dock -	14,130 59	25,270 09	39,400 68	248,972 83	201,816 79	450,789 62
18 Carpenters' shop, -	-	-	-	87 67	947 78	1,035 45
19 Superintendence, -	2,000 00	3,967 08	5,967 08	13,463 62	17,794 26	31,258 88
20 Turning gates, -	611 86	3,573 92	4,185 78	14,546 10	8,042 33	22,588 43
21 Banking up, -	255 38	-	255 38	1,745 72	9,693 00	11,438 72
22 Wells and tunnel, -	-	243 07	243 07	3,367 59	10,394 43	13,762 02
23 Great engine house, -	1,192 14	1,467 31	2,659 45	17,796 12	16,105 85	33,901 97
24 G. S. engine & pump -	3,050 70	190 01	3,240 71	26,271 68	1,673 54	27,945 22
25 Floating gate, -	11,103 19	13,018 35	24,121 54	11,103 19	13,018 35	24,121 54
26 Removing coffer-dam, -	-	8,134 81	8,134 81	-	8,134 81	8,134 81
	42,486 43	72,969 65	115,456 08	465,712 05	477,964 68	943,676 73

O, 1.

REPORTS ON THE BAR AT PENSACOLA.

UNITED STATES' NAVY YARD,

Pensacola, 22d August, 1833.

SIR: It affords me great pleasure, in compliance with your order, to examine and report upon the practicability of deepening the bar at the entrance of the harbor of Pensacola, and also to give, as far as practicable, with the limited means at my command, the character of the bottom to be removed; to be able to speak in such terms of a point so important to the interest of the south and west of our country, as will, I hope, induce you to recommend its being put on trial. As a preliminary step to this report, I had an examination of the bar, and the nature of the bottom. The bar itself does not exceed in extent over 1,000 yards. The bottom, as far as could be ascertained, was composed of a pure white sand, very compact and firm. My next object was to ascertain if, since the discovery of the harbor and first survey of the bar, any material change had taken place in the depth or courses necessary to pass over it, in the greatest quantity of water; and if so, at what periods, and under what circumstances. This has necessarily led me into the examination of many works treating on the topography, &c. of the country, as also to call upon some of the most respectable and talented inhabitants of the city of Pensacola for any information in relation to this object, whether traditional or otherwise. It would appear from these researches, that, in the year 1709 (although there is no doubt but that a survey and examination were had previous, and that the harbor was then called the harbor Siguenza,) a French officer, by name Mon. de Jaucourt, addressed a report on the very point in question to the Minister of the French Marine. The report I have no means of coming at. The next notice I find is contained in "Postlethwayt's Dictionary of Trade and Commerce," under the head Mississippi, and states as follows:

"As the harbor of Pensacola will appear to be a considerable acquisition to Britain, it may be of some use to give the following account of it from F. Laval, royal professor of mathematics, and master of the marine academy at Toulon, who was sent to Louisiana on purpose to make observations in 1719; and had the accounts of the officers who took Pensacola at that time, and surveyed the place. 'The road of Pensacola is the only good port there for *large ships*, and Ship island for small ones, where vessels that draw from thirteen to fourteen feet water may ride in safety, under the island, in fifteen feet, and a good holding ground, as well as in the other ports, which are all only open roads, exposed to the south, and from west to east.

"'Pensacola is in the north latitude, 30° 25', and is the *only road* in the bay of Mexico in which ships can be safe from all winds. It is land-locked on every side, and will hold a great number of ships, which have very good anchorage in it, in a good holding ground. You will find not less than twenty-one feet on the bar, which is at the entrance into the road, provided you keep in the deepest part of the channel. Before a ship enters the harbor, she should bring the fort of Pensacola to bear between north and south, $\frac{1}{4}$ east, and keep that course till she is west, or west $\frac{1}{4}$ south, from the fort on the island of St. Rose, that is, till that fort bears east $\frac{1}{4}$ north—

then she must bear away a little to the land on the west side, keeping about midway between that and the island, to avoid a bank on this last, which runs out to some distance west north west from the point of the island.

“In 1719, Pensacola was taken by Mr. Champmerlin, in the *Hercules* man of war, of 64 guns, but carried only 56; in company with the *Mars*, pierced for 60 guns, but had only 54; and the *Triton*, pierced for 54 guns, but carried only 50; with two frigates of 36 and 20 guns.

“The admiral was on board the *Hercules*, which drew twenty-one feet water, and there were but twenty-two feet in the harbor, so that they despaired of carrying in this ship. But an old Canadian, named Grimean, a man of experience, who was perfectly acquainted with the coast, boasted of being able to do it, and succeeded, for which he was the next year honored with letters of noblesse.”

In the foregoing account from Mon. Laval, the measurement is French, consequently the minimum depth of the bar—in the ratio of seven ells of Paris to nine yards English—must be twenty-two feet nine inches; and the twenty-two feet mentioned as being on the bar, equal to twenty-three and ten-twelfths feet, or nearly twenty-four feet English.

Of the unchangeable nature of the bar, there is a chain of proof from the earliest data—those of Mons. de Jaucourt, to those of Mons. Laval—from the sailing directions of the latter, to those of Goult, and from thence to the present day, or to the latest official surveys of our own Government by Col. Kearney of the topographical corps of engineers.

In all these surveys and examinations very little, if any, variation will be found either in the courses and depths and waters, and the period embraced is about a century and a quarter.

From the foregoing information and detail, and from my own observation during a period of some years, I am induced to believe that the bar at the entrance of Pensacola harbor is a permanent bank of sand, not subject to be influenced by the winds, the waves, or the currents of the ocean, nor is there any deposite from any of the waters emptying into the bay.

Having come to this conclusion, I see no difficulty in deepening the bar to almost any extent that may be desirable; but to the depth of seven feet nothing can be more practicable.

The difficulties that have been overcome at Nantucket are much greater than any that offer themselves here. That the bar will remain at the depth excavated, I infer from the want heretofore of any action, either by winds or currents, on its depth or course.

The more difficult part of the call made on me still remains to be complied with. The department are aware that my duties have not led me to the study of the power of the steam engine as now understood and applied, and of course will receive with great indulgence any remark that may be made by me.

Capt. Chase of the corps of engineers, (to whom is entrusted the general superintendence of all fortifications being erected on the shore of the gulf of Mexico,) made a report in relation to the deepening of the bar at Pensacola, entitled *Memoir and Estimate on the Improvement of the Pensacola Bar*. He states (going into detail) that a sum not exceeding 106,690 dollars would excavate 1,385 yards long by 390 wide, adding to the present depth on the bar three feet throughout its whole extent. But it is desirable that an additional three feet should be excavated, the sum of 106,690 dollars must be increased \$40,000, making the amount \$146,690, and giving

a depth of from 29½ to 30 feet water. In the estimate, as made by Capt. Chase, the power of the steam dredging engine is calculated as being competent to the excavation of fifty cubic feet the hour. I fear that an engine the cost of which should not exceed \$10,000, would lack the power give, to it by Capt. Chase. The bar is so firm and compact, that an attempt made by me to examine it at the distance of four feet below the surface, failed by the twisting off of the augur, although the shank was an inch and a half in diameter. In the power of the engine, and the cost of the vessel, which Capt. Chase put down at \$6,000, I differ with him, but in all other points of his report I am of his opinion. I therefore take the liberty of enclosing it to you. The vessel would in all probability cost from 8 to \$10,000.

I need scarcely add that I should be most happy to give my attention to this object, in connection with my other duties here. Capt. Chase and myself would cheerfully unite our exertions to accomplish an object of so much importance to the country; and one of us could always be present.

I am at present, and have been, making observations upon the effect of the caisson upon the bottom as it sinks: when placed in the position it now is, there was but 14 feet water, the bottom hard sand, of nearly the same firmness as that composing the bar; since which it has been sunk five feet in the same position, and has washed away the bottom five feet, leaving at present nineteen feet where originally there was but fourteen.

I have the honor to be, sir,

Very respectfully, your obedient servant,

A. J. DALLAS.

To the Hon. LEVI WOODBURY,
Secretary of the Navy, Washington.

O, 2.

Memoir and estimate on the improvement of Pensacola Bar, transmitted to the House of Representatives by the Secretary of War.

The bar at the entrance of the harbor of Pensacola, is the only impediment to its well-being as a naval depot. This impediment may be removed, and, in proportion to its importance, at a small expense.

It is unnecessary, in this place, to dwell on the importance of Pensacola as a naval depot in conjunction with the defence of the maritime frontier of the gulf of Mexico:—it is sufficient to know, that it is the only harbor on the Gulf, within the limits of the United States, at which a great naval arsenal can be established; and it is satisfactory to know that such an arsenal has not only been commenced, but that it is too intimately connected with the great western and southwestern interests to fear the opposition which personal or sectional views may give rise to.

If the importance, then, of this harbor is felt and appreciated, any proposition for its improvement must be interesting. The following data have, therefore, been collected, and are now respectfully submitted to the Engineer Department, to be added to the information which it may already possess on this subject.

By comparing the oldest charts with those of the present day, we do not find any alteration of the position of the bar. The excellent chart of the survey of the gulf of Mexico, executed by the British in 1763, exhi-

bits the same soundings as were found by Colonel Kearney in his critical survey of the harbor in 1822. The depth of water on any part of the bar does not appear to have increased or decreased since it first began to be known to navigators; and we have, therefore, strong grounds for our belief, that an increased depth of water, obtained by artificial means, would remain without aggression.

The largest ships of war in our service do not draw over 24 feet water; it is therefore proposed to obtain 27½ feet water at low tide. This however, may be increased, *ad libitum*. The capacity of the improved dredging machine is sufficient to the task; and we have only to glance at similar improvements, which are being made at Nantucket, and which are recommended for Ocracock shoals, to show that perseverance, and a judicious application of the proper means, will secure the results desired.

The improvement of the bars or shoals at Nantucket and Ocracock have in view the removal of obstacles more difficult to surmount than are presented at the bar of Pensacola; yet the operations at Nantucket are reported as very successful.

The military engineer in charge of that improvement, states that the channel already excavated, does not fill up, but, on the contrary, that it perceptibly increases in its dimensions.

The vicinity of the public works at Saint Rosa's island would afford many facilities, by reason of the wharves, store-houses, (the casements of the fort,) and other organized means necessary to the operations. The superintendance of the operations would be cheerfully undertaken by the commanding engineer, by which a saving of expense would be exhibited on this score. In short, the manifest advantages that would accrue to the operations would alone induce their prosecution simultaneously with the public defences, even if other inducements were wanting for their speedy commencement and completion.

The depth of water at the pinch of the bar is 21½ feet at low tides. From the pinch, it gradually deepens seaward, to 27½ feet, to a distance of 600 yards; and, towards the harbor, it deepens to 32 feet in a distance of 875 yards.

The whole distance is 1385-yards, as is indicated on the accompanying chart, by the parallelogram A, B, C, D. It being proposed to obtain a depth of 27½ feet, the greatest depth to be excavated is 6 feet, and the least depth 0: the average depth is, of course, 3 feet. It is proposed to excavate a channel 130 yards wide, in the first instance, which is sufficiently wide for our largest vessels to pass through, with a fair wind, in safety: a steam tow vessel would bring them into port if the wind were adverse.

It would be well to increase the width to 260 yards, or even 390 yards, after the first section of 130 yards shall have been accomplished.

The first section of 130 yards wide by 1385 yards in length, = 180,000
The second section of 260 yards wide, by 1385 yards long, twenty-one feet deep, = 360,100

The third section of 390 yards wide, by 1385 yards long, one foot deep, = 546,150

Estimate.

Cost of a steam dredging engine	\$10,000
Do. vessel of 100 tons	6,000
Do. 6 receiving lighters, at \$500 each	3,000

Cost of 1 steam tow vessel	-	-	-	-	\$5,000
Do. contingencies of boats, &c.	-	-	-	-	1,000
					<hr/>
Cost of apparatus	-	-	-	-	\$25,000
Pay of superintendent of steam engine	-	-	-	-	1,000
Do. 3 men, at \$15 per month	-	-	-	-	540
Do. 6 men for lighters	-	-	-	-	1,080
Do. 1 captain of tow vessel	-	-	-	-	480
Do. 1 assistant steam engineer	-	-	-	-	860
Do. 3 men, at \$15 each	-	-	-	-	540
Do. 4 men for all work, at \$15	-	-	-	-	720
Subsistence of 17 persons, at \$8—1 year	-	-	-	-	1,622
Fuel, 500 cords for dredging machine, at \$3	-	-	-	-	1,500
Do. 150 do. tow vessel	-	-	-	-	450
					<hr/>
					8,302
Repairs and contingencies	-	-	-	-	1,698
					<hr/>
					10,000
					<hr/>
This would be the annual cost of one engine	-	-	-	-	\$35,000
					<hr/>

From observations upon the weather for one year, it is supposed that the machine could be worked 120 days, between the 1st of April and 30th September, or two-thirds of the time; and 60 days from the 1st of October to the 31st of March, or one-third of the time, making 180 days per annum.

The capacity of the machine is fixed at 50 cubic yards per hour. We fix the working hours per day, at 10, which gives 1800 hours per year, and 90,000 cubic yards.

90,000 cubic yards would cost the first year \$35,000, or 38,880 cents per cubic yard.

The machine being on hand the second year, its repairs would cost, say,

Its management	-	-	-	-	10,000
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90,000 cubic yards would cost, the second year	-	-	-	-	15,000
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Or 17,44 cents per cubic yard.

90,000 cubic yards, first year	-	-	-	-	35,000
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90,000 do second year	-	-	-	-	15,000
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180,000					50,000
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Which is at the rate of 27,777 cents per cubic yard.

We will suppose the work to be performed in one year by two machines:

1 machine and appendages, its management, &c. will cost	-	-	-	-	35,000
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2 machines, as above, will cost	-	-	-	-	\$70,000
---------------------------------	---	---	---	---	----------

But as one tow vessel would be sufficient to attend upon two machines, we will deduct the cost of one tow vessel

-	-	-	-	-	5,000
---	---	---	---	---	-------

Expense of labor, fuel, &c. for the same	-	-	-	\$2,310
				<hr/> 7,310

The cost, then, of 180,000 cubic yards will be - - - 62,690
Which is 34,82 cents per cubic yard.

The advantages resulting from the use of two machines would be—

1st. The opening of a channel, in one year, of sufficient dimensions to admit ships of the line.

2d. If it were advisable to increase the width of the channel to 260 yards, or double the width, the operations of the same could be performed the second year at a reduced expense; for, the two machines being on hand, the expenditures in excavating 180,000 cubic yards more would be as follows:

Pay of operatives and contingencies	-	-	-	\$10,000
Repairs and contingencies	-	-	-	10,000

Cost of additional 180,000 cubic yards	-	-	-	20,000
Or, 11,11 cents per cubic yard.				

The cost, then, of a channel way 1385 yards long, by one yard deep, and 130 yards wide, = - - - 180,000

The operation being performed in one year, would be - \$62,000

The cost of a similar section in the second year would be - 20,000

86,000

360,000 yards excavation, exhibiting a channel 1385 yards long, 9 yards deep, and 260 yards wide, could be performed for the sum of \$86,690.

To arrive at the cost of making the channel 390 yards wide, we have only to add to \$86,690, the cost of excavating 180,000 cubic yards, on the terms stated for the second section - 20,000

106,690

All which is respectfully submitted.

WILLIAM H. CHASE,
Captain Engineers.

St. Rosa's Island, December 16, 1829.

P

NAVY YARD, CHARLESTOWN,
September 14, 1838.

SIR: I have the honor to inform you that Richard D. Harris, esq., in behalf of the heirs of the late John Harris, has this day served a writ upon me for lands claimed by them in this navy yard.

I have enclosed the writ to the district attorney at Boston, and shall be governed by his decision in the case.

I am, very respectfully,
Sir, your obedient servant,
J. D. ELLIOTT.

To the Hon. LEVI WOODBURY,
Secretary of the Navy, Washington.

Q.

Estimate submitted.

For completing hospital at Chelsea, - - -	\$13,500
For furnishing the hospital for use of the sick, - - -	5,250
For completing hospital at Brooklyn, N. Y. - - -	18,000
For furnishing for use of the sick, - - -	5,250
For completing the north wing and rear building, &c. for hospital at Norfolk, - - -	10,000
For enclosing hospital at Pensacola, - - -	2,500
For furnishing hospital for use of the sick, - - -	3,000
For building house for surgeon at the hospital near Pensacola, - - -	6,500
Total for hospitals, - - -	\$64,000

R.

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

Dr.

Cr.

1832.		1833.		
Nov. 19	To balance in the Treasury this day	\$6,913 91	March 1 By bill of exchange of Joseph Mechlin, agent, for his salary	\$750 00
Feb. 20	To amount appropriated by act of this date - -	5,000 00	Aug. 5 By do. do. -	750 00
		\$11,913 91	Oct. 3 By do. do. -	150 00
			Nov. 19 By balance in the Treasury this day	10,263 91
Nov. 19	To balance in the Treasury this day	\$10,263 91		\$11,913 91

S, 1.

There will be required for the navy during the year 1834, in addition to the unexpended balances that may remain on hand on the first day of January, 1834, the sum of three millions two hundred and ninety-two thousand two hundred and twenty-four dollars and twenty-one cents.

1st. For pay and subsistence of officers of the navy, and pay of seamen, - - -	\$1,487,245 21
2d. For pay of superintendents, naval constructors, and all the civil establishment at the several yards, - - -	61,180
3d. For provisions, - - -	450,000
4th. For the repairs of vessels in ordinary, and the repairs, and wear and tear of vessels in commission, - - -	590,000

5th. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick, - - -	\$40,000
6th. For improvements, and the necessary repairs of navy yards, - - - - -	354,800
7th. For ordnance and ordnance stores, - - - - -	10,000
8th. For defraying the expenses that may accrue for the following purpose, 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 to persons attending courts martial and courts of inquiry, and to officers engaged on 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 officer's houses at navy yards; for taxes on navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil, and fuel; for vessels in commission and in ordinary; for repairs of magazines and powder-houses; for preparing moulds for ships to be built, and for no other object or purpose whatever, - - - - -	295,000
9th. For contingent expenses for objects not hereinbefore enumerated, - - - - -	4,000

\$ 3,292,224 21

S, 2.

Estimate of the pay and subsistence of all persons in the navy attached to vessels in commission for the year 1834; part of the first item of the general estimate.

Rank and grade.	Ships of the line.	Frigates		Sloops, 1st class.	School-ners.	Total number of each grade.	Aggregate amount for each grade.
		1st class.	2d class.				
Captains	2	3	1	3	-	9	\$20,290
Masters commandants	-	-	-	11	-	11	12,938 75
Lieutenants commanding	-	-	-	-	7	7	8,233 75
Lieutenants	10	18	5	44	21	98	94,570
Sailingmasters	1	3	1	8	-	13	8,612 50
Pursers	1	3	1	11	7	23	15,237 50
Surgeons of the fleet	1	1	-	2	-	4	8,045
Surgeons	-	2	1	9	-	12	14,518 08
Assistant surgeons	4	6	2	11	7	30	24,540
Chaplains	1	1	-	-	-	2	1,325
Midshipmen	34	72	20	132	28	286	65,208
Boatswains	1	3	1	10	-	15	4,968 75
Gunners	1	3	1	10	-	15	4,968 75
Carpenters	1	3	1	10	-	15	4,968 75
Sailmakers	1	3	1	11	-	16	5,300
Secretaries	1	3	-	-	-	4	4,000
Schoolmasters	1	3	1	11	-	16	6,260
Clerks	1	3	1	11	7	23	6,900
Boatswains' mates	6	9	3	22	14	54	12,312
Gunners' do	3	6	2	11	-	22	5,016
Carpenters' do	3	6	2	11	7	29	6,412
Sailmakers' do	2	3	1	11	7	24	5,472
Quartermasters	12	27	9	55	21	124	23,808
Quarter gunners	10	36	10	66	28	160	28,800
Yeomen	3	9	3	33	7	55	9,900
1st captains of forecastles and tops	8	24	8	88	-	128	23,040
2d do do	6	18	6	66	-	96	16,128
Captains' stewards	1	3	1	11	7	23	4,968
Captains' cooks	1	3	1	11	-	16	3,456
Coopers	1	3	1	11	-	16	3,456
Armorsers	1	3	1	11	-	16	3,456
Armory masters	2	3	1	-	7	13	2,340
Masters at arms	1	3	1	11	-	16	3,456
Ship's corporals	4	6	2	-	-	12	2,016
Cooks	1	3	1	11	7	23	4,968
Masters of the band	1	3	1	-	-	5	1,080
Musicians, 1st class	6	12	3	-	-	21	3,024
Musicians, 2d class	5	9	2	-	-	16	1,920
Seamen	300	450	120	660	98	1628	234,432
Ordinary seamen	240	360	100	330	49	1079	129,480
Landsmen	100	150	30	220	21	521	50,016
Boys	46	81	21	132	35	315	22,680
	834	1360	367	2065	385	5011	912,520 83

136 passed midshipmen - - - - - 53,210

94 midshipmen who may become entitled to be arranged as passed midshipmen after their examination - - - - - 15,345 50

Dollars, 981,076 33

S, 3.

Exhibit of the officers, &c. waiting orders, and on furlough, for the year 1834; being part of the first item of the general estimate.

	Captains.	Masters com- mandant.	Lieutenants.	Masters.	Pursers.	Surgeons.	Assistant sur- geons.	Chaplains.	Passed mid- shipmen.	Midshipmen.	Sailmakers.	Total amount.
Waiting orders -	15	13	98	-	6	7	7	-	64	37	4	\$194,963 38
On furlough -	-	1	9	3	2	1	-	1	2	1	-	7,951 50
	Dollars,											202,914 88

S, 4.

*Estimate of the number, pay, &c. of officers, &c. required for five re-
ceiving vessels for the year 1834; being part of the first item of the
general estimate.*

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Total amount.
Masters commandant -	1	1	1	1	-	4	\$4,705
Lieutenants -	3	3	2	3	2	13	12,545
Pursers -	1	1	-	1	-	3	1,987 50
Assistant surgeons -	1	1	-	1	-	3	2,081 25
Midshipmen -	3	3	2	3	2	13	2,954
Boatswains' mates -	1	1	1	1	1	5	1,140
Carpenters' mates -	1	1	1	1	-	4	912
Stewards -	1	1	1	1	1	5	1,080
Cooks -	1	1	1	1	1	5	1,080
Seamen -	2	2	2	2	2	10	1,440
Ordinary seamen -	6	6	2	6	2	24	8,880
Boys -	10	10	2	10	2	34	2,448
	31	31	17	31	13	123	\$35,262 75

S, 5.

Estimate of the pay, &c. of the officers attached to recruiting stations, ordnance service, and depot for instruments, charts, &c. for the year 1834; being part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	
RECRUITING.							
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.							
Captain - - -	1	-	-	-	-	-	1,930 00
Lieutenant - - -	1	-	-	-	-	-	965 00
							\$2,955 00
DEPOT FOR INSTRUMENTS, &c.							
Lieutenant - - -	1	-	-	-	-	-	965 00
Midshipman, passed - - -	1	-	-	-	-	-	482 50
							\$1,447 50

S, 6.

Estimate of the pay, rations, and all other allowances of officers and others at the navy yards and stations, for the year 1834.

PORTSMOUTH.										AGGREGATE.	
	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants, at \$8 per month.	Servants, at \$6 per month.	Pay, rations, &c. per annum.		
Captain, - - -	1	100	16	-	65	30	3	-	\$3,466 75	\$14,137 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	-	20	12	1	-	941 75		
Surgeon, - - -	1	60	4	-	20	20	1	-	1,412 25		
Purser, - - -	1	40	2	200	20	12	1	-	1,141 75		
Midshipmen, - - -	3	19	1	-	-	-	-	-	957 75		
Boatswain, - - -	1	20	2	-	12	9	-	1	651 75		
Gunner, - - -	1	20	2	-	12	9	-	1	651 75		
Carpenter, - - -	1	20	2	-	12	9	-	1	651 75		
Sailmaker, - - -	1	20	2	-	12	9	-	1	651 75		
Steward, - - -	1	18	1	-	-	-	-	-	307 25		
ORDINARY.											4,337 75
Lieutenant, - - -	1	50	4	-	-	-	-	-	965		
Carpenter's mate, - -	1	19	1	-	-	-	-	-	319 25		
Seamen, - - -	4	12	1	-	-	-	-	-	941		
Ordinary seamen, - -	10	10	1	-	-	-	-	-	2,112 50		
CIVIL ESTABLISHMENT.										4,350	
Storekeeper, - - -	1	-	-	*200	-	-	-	-	1,400		
Master builder & inspector of timber, - -	1	-	-	-	-	-	-	-	900		
Clerk to yard, - - -	1	-	-	-	-	-	-	-	600		
Clerk to commandant, -	1	-	-	-	-	-	-	-	500		
Clerk to storekeeper, -	1	-	-	-	-	-	-	-	350		
Clerk to master builder, -	1	-	-	-	-	-	-	-	300		
Porter, - - -	1	25	-	-	-	-	-	-	300		
										\$17,825 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 29th May, 1828.

* Directed by the Secretary of the Navy, February, 1830.

ESTIMATE OF THE PAY, &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 per month.	Servants, at \$6 per month.	Pay, rations, &c. per annum.	AGGREGATE.
Captain,	1	100	15	-	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	
Master,	1	40	2	-	20	12	1	-	941 75	
Do.,	1	40	2	-	20	12	1	-	941 75	
Surgeon,	1	60	4	-	20	20	1	-	1,412 25	
Assistant surgeon,	1	30	2	145	16	14	-	1	950 75	
Purser,	1	40	2	200	20	12	1	-	1,141 75	
Chaplain,	1	40	2	200	12	9	-	1	1,091 75	
Teacher of mathematics,	1	40	2	90	12	9	-	1	981 75	
Teacher of languages,	1	40	2	-	-	-	-	1	662 50	
Midshipmen,	4	19	1	-	-	-	-	-	1,277	
Boatswain,	1	20	2	-	12	9	-	1	651 75	
Gunner,	1	20	2	-	12	9	-	1	651 75	
Carpenter,	1	20	2	-	12	9	-	1	651 75	
Sailmaker,	1	20	2	-	12	9	-	1	651 75	
Steward,	1	18	1	-	-	-	-	-	307 25	
Steward ass't to purser,	1	30	1	-	-	-	-	-	451 25	
ORDINARY.										
Lieutenants,	3	50	4	-	-	-	-	-	2,895	
Master,	1	40	2	-	-	-	-	-	662 50	
Midshipmen,	6	19	1	-	-	-	-	-	1,515 50	
Boatswain,	1	20	2	-	-	-	-	-	422 50	
Gunner,	1	20	2	-	-	-	-	-	422 50	
Carpenter,	1	20	2	-	-	-	-	-	422 50	
Carpenter's mates,	1	19	1	-	-	-	-	-	319 25	
Do. do. as caulkers,	3	19	1	-	-	-	-	-	957 75	
Boatswain's mates,	2	19	1	-	-	-	-	-	638 50	
Seamen,	14	12	1	-	-	-	-	-	2,293 50	
Ordinary seamen,	36	10	1	-	-	-	-	-	7,605	
HOSPITAL.										
Surgeon,	1	60	4	200	20	20	1	-	1,612 25	
Assistant surgeon,	1	30	2	145	16	14	-	1	950 75	
Steward,	1	18	1	-	-	-	-	-	307 25	
Nurses,	2	10	1	-	-	-	-	-	422 50	
Washers,	2	8	1	-	-	-	-	-	374 50	
Cook,	1	12	1	-	-	-	-	-	235 25	
CIVIL ESTABLISHMENT.										
Storekeeper,	1	-	-	-	-	-	-	-	1,700	
Master builder,	1	-	-	-	-	-	-	-	2,300	
Clerk to yard,	1	-	-	-	-	-	-	-	900	
Inspector and measurer of timber,	1	-	-	-	-	-	-	-	900	
Clerk to commandant,	1	-	-	-	-	-	-	-	750	
Do. do.,	1	-	-	-	-	-	-	-	600	
Clerk to storekeeper,	1	-	-	-	-	-	-	-	600	
Clerk to master builder,	1	-	-	-	-	-	-	-	500	
Porter,	1	25	-	-	-	-	-	-	300	
									\$20,201 50	
									18,554 50	
									3,902 50	
									8,550	
									\$51,308 50	

ESTIMATE OF THE PAY, &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 per month.	Servants, at \$6 per month.	Pay, rations, &c. per annum.	AGGREGATE.
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	
Master,	-	1	40	2	200	20	12	1	-	1,141 75	
Do.	-	1	40	2	-	20	12	1	-	941	
Surgeon,	-	1	60	4	200	20	20	1	-	1,612 25	
Assistant surgeon,	-	1	40	4	145	16	14	-	1	1,253 25	
Purser,	-	1	40	2	200	20	12	1	-	1,141 75	
Chaplain,	-	1	40	2	200	12	9	-	1	1,091 75	
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	
Boatswain,	-	1	20	2	90	12	9	-	1	741 75	
Gunner,	-	1	20	2	90	12	9	-	1	741 75	
Carpenter,	-	1	20	2	90	12	9	-	1	741 75	
Sailmaker,	-	1	20	2	90	12	9	-	1	741 75	
Steward,	-	1	18	1	-	-	-	-	-	307 25	
Steward, ass't to purser,	-	1	30	1	-	-	-	-	-	451 25	
ORDINARY.											
Lieutenants,	-	3	50	4	-	-	-	-	-	2,895	
Master,	-	1	40	2	-	-	-	-	-	662 50	
Midshipmen,	-	6	19	1	-	-	-	-	-	1,915 50	
Boatswain,	-	1	20	2	-	-	-	-	-	422 50	
Gunner,	-	1	20	2	-	-	-	-	-	422 50	
Carpenter,	-	1	20	2	-	-	-	-	-	422 50	
Carpenter's mates,	-	1	19	1	-	-	-	-	-	51	
Do. do. as caulkers,	-	3	19	1	-	-	-	-	-	957 5	
Boatswain's mates,	-	2	19	1	-	-	-	-	-	638 50	
Seamen,	-	14	12	1	-	-	-	-	-	3,293 50	
Ordinary seamen,	-	36	10	1	-	-	-	-	-	7,605	
HOSPITAL.											
Surgeon,	-	1	60	4	-	20	20	1	-	1,412 25	
Assistant surgeon,	-	1	30	2	-	16	14	-	1	805 75	
Steward,	-	1	18	1	-	-	-	-	-	307 25	
Nurses,	-	2	10	1	-	-	-	-	-	422 50	
Washers,	-	2	8	1	-	-	-	-	-	374 50	
Cook,	-	1	12	1	-	-	-	-	-	235 25	
CIVIL ESTABLISHMENT.											
Storekeeper,	-	1	-	-	-	-	-	-	-	1,700	
Master builder,	-	1	-	-	-	-	-	-	-	2,300	
Clerk to yard,	-	1	-	-	-	-	-	-	-	900	
Inspector and measurer of timber,	-	1	-	-	-	-	-	-	-	1,050	
Clerk to Commandant,	-	1	-	-	-	-	-	-	-	750	
Do. do.	-	1	-	-	-	-	-	-	-	600	
Clerk to storekeeper,	-	1	-	-	-	-	-	-	-	600	
Clerk to master builder,	-	1	-	-	-	-	-	-	-	500	
Keeper of magazine,	-	1	-	-	-	-	-	-	-	480	
Porter,	-	1	25	-	-	-	-	-	-	300	
AGGREGATE.											
										\$21,763 25	
										19,554 50	
										3,537 50	
										9,180	
\$54,055 25											

ESTIMATE OF THE PAY, &c.—Continued.

PENSACOLA.	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants, at \$5 per month.	Servants, at \$6 per month.	Pay, rations, &c. per annum.	AGGREGATE.
Captain,	1	100	16	-	65	30	3	-	\$3,466 75	
Master commandant,	1	60	5	-	40	20	2	-	1,710	
Lieutenant,	1	50	4	-	20	20	1	-	1,292 25	
Do.	1	50	4	-	-	-	-	-	965	
Master,	1	40	2	-	20	12	1	-	941 75	
Surgeon,	1	50	2	-	20	20	1	-	1,109 75	
Assistant surgeon,	1	30	2	145	16	14	1	1	950 75	
Purser,	1	40	2	200	20	12	1	-	1,141 75	
Chaplain,	1	40	2	200	12	9	-	1	1,091 75	
Midshipmen,	3	19	1	-	-	-	-	-	957 75	
Boatswain,	1	20	2	90	12	9	-	1	741 75	
Gunner,	1	20	2	90	12	9	-	1	741 75	
Carpenter,	1	20	2	90	12	9	-	1	741 75	
Sailmaker,	1	20	2	90	12	9	-	1	741 75	
Steward,	1	18	1	-	-	-	-	-	307 25	
										\$16,901 75
ORDINARY.										
Carpenter,	1	20	2	-	-	-	-	-	422 50	
Carpenter's mate,	1	19	1	-	-	-	-	-	319 25	
Boatswain's mate,	1	19	1	-	-	-	-	-	319 25	
Seamen,	4	12	1	-	-	-	-	-	941	
Ordinary seamen,	10	10	1	-	-	-	-	-	2,112 50	
										4,114 50
HOSPITAL.										
Surgeon,	1	50	2	200	20	20	1	-	1,309 75	
Assistant surgeon,	1	30	2	145	16	14	-	-	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
CIVIL ESTABLISHMENT.										
Storekeeper,	1	-	-	-	-	-	-	-	1,700	
Clerk to yard,	1	-	-	-	-	-	-	-	900	
Clerk to commandant,	1	-	-	-	-	-	-	-	600	
Clerk to storekeeper,	1	-	-	-	-	-	-	-	350	
Porter,	1	25	-	-	-	-	-	-	300	
										3,850
										\$28,466 25

ESTIMATE—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per ann.	Cords of wood per annum.	Servants, at \$8 per month.	Servants, at \$6 per month.	Pay, rations, &c. per annum.	AGGREGATE.
BALTIMORE.										
Captain,	1	100	8	300	65	30	3	-	\$3,036 75	\$6,676 50
Lieutenant,	1	50	4	200	-	-	-	-	1,165	
Surgeon,	1	60	4	200	20	20	1	-	1,612 25	
Purser,	1	40	2	200	-	-	-	-	862 50	
CHARLESTON, S. C.										
Captain,	1	100	8	300	65	30	3	-	3,036 75	6,676 50
Lieutenant,	1	50	4	200	-	-	-	-	1,165	
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	1,141 75
MAHON.										
Navy storekeeper,	1	-	-	-	-	-	-	-	1,200	
RIO DE JANEIRO.										
Navy storekeeper,	1	-	-	-	-	-	-	-	1,500	2,700

RECAPITULATION.

	FIRST ITEM,			SECOND ITEM.	AGGREGATE.
	Naval.	Ordinary.	Hospital.	Civil.	
Portsmouth,	\$14,137 50	\$4,337 75	-	\$4,350	\$22,825 25
Boston,	20,201 50	18,554 50	\$3,902 50	8,550	51,208 50
New York,	21,461 50	19,589 50	3,902 50	8,550	53,503 50
Philadelphia,	15,210 25	4,760 25	3,684 75	6,450	30,105 25
Washington,	13,131 25	5,007 50	3,400	10,550	32,088 75
Norfolk,	21,763 25	19,554 50	3,557 50	9,180	54,055 25
Pensacola,	16,901 75	4,114 50	3,600	3,850	28,466 25
Baltimore,	6,676 50	-	-	-	6,676 50
Charleston,	6,676 50	-	-	-	6,676 50
Sackett's harbor,	1,141 75	-	-	-	1,141 75
Naval constructor,	-	-	-	5,000	3,000
Civil engineer,	-	-	-	4,000	4,000
Navy storekeepers,	-	-	-	2,700	2,700
	\$137,301 75	\$75,918 50	\$22,047 25	\$61,180	\$296,447 50

S.—7.

An estimate for the proposed improvements and repairs of Navy Yards for the year 1834.

NAVY YARD NEAR PORTSMOUTH, N. H.

Towards building a ship-house on plan 4	-	-	-	\$20,000
For building a steam box house	-	-	-	1,600
For purchase and repair of fire engines and a platform balance	-	-	-	1,450
For completing officers' quarters and appendages	-	-	-	2,700
For extending and repairing timber docks	-	-	-	1,650
For improving and repairing wharves, platforms and bridges	-	-	-	6,650
For improving and repairing two ship-houses, and all other buildings	-	-	-	6,650
				<u>40,700</u>

NAVY YARD AT CHARLESTOWN, MASS.

For extending the quay wall	-	-	-	\$12,500
Towards building a rope walk	-	-	-	50,000
For laying stone ranges for guns	-	-	-	1,800
For building an anchor hoy and water tank	-	-	-	8,000
For enclosing houses at east end of the yard	-	-	-	4,500
For extending and repairing timber docks, and for repairing all timber docks and wharves	-	-	-	5,000
For repairs of all other buildings, and for keeping steam engines and dock pumps in repair	-	-	-	4,500
				<u>\$6,300</u>

NAVY YARD AT BROOKLYN, N. Y.

To build a timber shed	-	-	-	\$23,000
To build an anchor hoy and water tank	-	-	-	10,500
To complete mast-house	-	-	-	7,500
For dam round timber dock	-	-	-	2,000
For filling and levelling the yard	-	-	-	2,500
To extend and repair wharves	-	-	-	4,500
To repair all other buildings in the yard	-	-	-	7,500
				<u>\$57,500</u>

NAVY YARD AT PHILADELPHIA.

For a steam box-house	-	-	-	\$2,750
For extending and repairing wharves	-	-	-	1,800
For repairs of all buildings, and for all other purposes	-	-	-	2,000
				<u>\$6,550</u>

NAVY YARD AT WASHINGTON.

Towards the completion of south wharf -	-	-	-	\$10,000
For the purchase of a steam engine to work the different machines in the yard -	-	-	-	12,000
For repairing all buildings, and for all other purposes -	-	-	-	7,500
				<u>\$29,500</u>

NAVY YARD AT GOSPORT, VA.

For completing mast-house No. 28 -	-	-	-	\$9,000
For completing houses Nos. 2 and 3 -	-	-	-	2,000
For completing building slip in ship-house A -	-	-	-	2,000
For a smithery on No. 9 -	-	-	-	26,000
For two houses on sites No. 39 -	-	-	-	20,000
Towards completion of timber dock -	-	-	-	25,000
For extension of wharves -	-	-	-	12,500
For oil boiling house -	-	-	-	800
For coal house -	-	-	-	1,200
For repairs of all buildings, and for all other purposes -	-	-	-	9,750
				<u>\$108,250</u>

NAVY YARD AT PENSACOLA.

For the wharf -	-	-	-	\$12,000
For completing buildings Nos. 6, 7, and 8 -	-	-	-	8,000
For completing smith's shop -	-	-	-	1,000
For building a stable -	-	-	-	2,000
For repairs of all buildings, and for all other purposes -	-	-	-	3,000
				<u>\$26,000</u>

RECAPITULATION.

Portsmouth, N. H. -	-	-	-	\$40,700
Charlestown, Mass. -	-	-	-	86,300
Brooklyn, N. Y. -	-	-	-	57,500
Philadelphia -	-	-	-	6,550
Washington -	-	-	-	29,500
Gosport, Va. -	-	-	-	108,250
Pensacola -	-	-	-	26,000
				<u>\$354,800</u>

S, 8.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the year 1834.

Secretary of the Navy, -	-	-	-	\$6,000
Six clerks, per act of 20th April, 1818, -	-	-	-	\$8,200
One clerk, per act of 26th May, 1824, -	-	-	-	1,000
One clerk, per act of 2d March, 1827, -	-	-	-	1,000
				<u>10,200</u>

Messenger and assistant messenger, - - -	\$1,050
Contingent expenses, - - -	2,700
	<hr/>
	19,950
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
	<hr/>
	<u>\$21,550</u>

S, 9.

Estimate of the sums required for the support of the office of the Commissioners of the Navy for the year 1834.

For the salaries of the Commissioners of the Navy Board, -	\$10,500
For the salary of their Secretary, - - -	2,000
For the salaries of their clerks, draftsman, and messenger, per acts of 20th April, 1818, 26th May, 1824, and 2d March, 1827, - - -	8,450
For contingent expenses, - - -	1,800
	<hr/>
	<u>\$22,750</u>

Submitted.

Additional compensation to the chief clerk, whose salary is now \$1,600, which is proposed to be increased to \$1,700 per annum, - - -	100
	<hr/>
	<u>\$22,850</u>

S, 10.

Estimate of the expenses of the southwest executive building for the year 1834.

Superintendent, - - -	\$250
Two watchmen, at \$300 each, - - -	600
	<hr/>
	\$850
Contingent expenses of said building, including fuel, labor, oil, repairs, engines, and improvement of grounds, - - -	3,350
	<hr/>
	<u>\$4,200</u>