

**REPORT**  
OF  
**THE SECRETARY OF THE NAVY.**

---

NAVY DEPARTMENT, *November 25, 1844.*

SIR: I have the honor to present to you the annual report of the condition and operations of this department of the public service.

The navy of the United States consists of 6 ships of the line, 1 razee, 14 frigates, 21 sloops of war, 16 brigs and schooners, 3 store-ships, and 8 steamers, afloat.

There are on the stocks, in an unfinished state, 4 ships of the line, 3 frigates, 1 store-ship, an iron steamer at Pittsburg, and one at the navy-yard at Washington, to be used as a water tank. Since the last annual report, after careful survey and inspection, it was found most conducive to the public interest to sell the frigate Hudson, and the store-ships Consort and Chipola, and orders have been recently given for the sale of the Pioneer. In each case, the navy agent conducting the sale was limited as to the price, and the sales are satisfactory. The Hudson was originally built by contract for a foreign government, was found to be unworthy of repair, and it was believed to be more advantageous to sell than to break her up.

The vessels in commission have been employed as follows:

In the home squadron, the frigate Potomac, the sloops Vincennes, Vandalia, and Falmouth, the brigs Somers and Lawrence, and the steamer Union, under the command of Commodore Connor. In the month of August the Vincennes returned north from the gulf of Mexico, was put in ordinary, and her crew discharged.

In the Mediterranean sea, the squadron was under command of Commodore Morris until he left that station in the Delaware 74 in February, when the command devolved on Commodore Joseph Smith. Our naval forces in that sea consist of the frigates Cumberland and Columbia, the sloops Plymouth and Fairfield, and the store-ship Lexington. The new sloop St. Mary's is under orders, and will proceed, as soon as she is ready for sea, to relieve the Fairfield.

On the coast of Brazil, the squadron has consisted of the Columbus 74, frigates Raritan and Congress, sloops John Adams and Boston, brig Bainbridge, and schooner Enterprise.

The Columbus, John Adams, and Enterprise, have returned home, been put in ordinary, and their crews discharged. This squadron is under the command of Commodore Daniel Turner.

In the Pacific ocean there have been employed the frigates United States and Savannah, sloops Cyane, Levant, and Warren, schooner Shark, and store-ship Relief. The United States and Cyane have returned home, been put in ordinary, and their crews discharged. The new sloop Ports-

mouth has been fitted for sea, and is under orders to join this squadron. Commodore Thomas Ap C. Jones was relieved from the command by Commodore Alexander J. Dallas, by whose lamented death, in the month of June last, the command devolved on Captain James Armstrong, the second in command. Commodore John D. Sloat has been ordered to the Pacific, to assume command on that station.

No change has been made in the vessels composing the East India squadron since the last annual report. The frigate Brandywine arrived at Macao, with the Hon. Caleb Cushing on board, in February last. The sloop St. Louis and the brig Perry have since arrived at the same port. Both of these vessels were detained on their outward passage by the illness of Commander Cocke, of the St. Louis, and of Commander Dupont, of the Perry. To the mortification of both these officers, and to the regret of the department, each was compelled, by the state of his health, to relinquish his command and return to the United States. Captain McKeever and Commander John Stone Paine were sent out to supply their places. The squadron is commanded by Commodore Foxhall A. Parker. The frigate Constellation, bearing the pennant of Commodore Kearney, returned home in April last, after a cruise of nearly four years. She has been laid up, and her crew discharged.

The squadron on the coast of Africa, under command of Commodore M. C. Perry, consists of the frigate Macedonian, sloops Saratoga and Decatur, and brig Porpoise, mounting ninety-three guns. The sloops Preble and Yorktown, and brig Truxton, have been sent out to relieve the Saratoga, Decatur, and Porpoise. The new sloop Jamestown has been launched, and is in active preparation to go to sea to relieve the Macedonian. Commodore Charles W. Skinner has been ordered to proceed in her to the station, and relieve Commodore Perry. Another sloop will be ordered to the station with all practicable despatch. The squadron, as thus constituted, will mount eighty-three guns. It is found that single-decked vessels are best suited to this service, and that in them the health of the officers and crews will be more secure than in those of a larger class and more difficult of ventilation. It affords me pleasure to state that the apprehensions which were entertained for the health of the squadron have not been realized. While at sea, it is found that their health is good; and the deleterious influence of the climate is only felt by those on shore. The operations of the squadron have, it is believed, exercised a favorable influence in preventing the slave-trade. With the provision of our laws denouncing it as piracy, and the presence of our own naval forces, with authority to visit all vessels under the American flag, it is not probable that our citizens will engage in this disgraceful and perilous traffic, or our flag be used by others to any great extent.

If other christian nations would inflict the same punishment on the offenders, it is not improbable that the trade would cease.

The store-ship Erie is about to sail from New York with stores for this squadron. The unhealthiness of a residence on shore, the influence of the climate in deteriorating provisions when in store, and the difficulties of landing them, make it very desirable to have a large and well-found store-ship permanently attached to the station.

No alteration has been made in the cruising-grounds of the several squadrons since the last annual report.

The following vessels have been employed on special service: The frigate Constitution, Captain Percival, sailed from New York on the 29th

May last, on a cruise in the Indian ocean. The Hon. Henry A. Wise took passage in this ship, and was landed at Rio de Janeiro on the 6th August, when she proceeded on her cruise.

The steamer Princeton, Captain Stockton, has been employed in gun-practice and experiments. She is under orders to be prepared for a cruise to test her qualities, as well under her sails as her steam, and to determine the advantages of her mode of propulsion.

The steamer Poinsett, Lieut. Semmes, has been employed in making surveys between Apalachicola bay and the Balize. The work is finished, and she will be laid up for the winter.

The brig Truxton, Lieut. Upshur, returned from Constantinople in January last, with the remains of Commodore David Porter, and in June sailed to join the squadron on the coast of Africa, under command of Commander Bruce.

The steamers "Col. Harney" and "Gen. Taylor" were transferred from the War Department for the use of the navy. The former has been employed in the transportation of recruits and supplies for the navy, and is now under orders to sail without delay, under command of Lieut. Lynch, to prevent trespasses on the live oak and other timber on the public lands between Cape Sable and the Balize, with instructions to give aid to merchant vessels in distress during the coming winter. The "Gen. Taylor," Lieut. Farrand, has been employed for like purposes during the past season.

The schooner Phœnix and brig Oregon have been successively employed under the command of Lieut. Arthur Sinclair, as a packet between this country and the isthmus of Darien. The mails for the squadron, and for such of our citizens as choose to adopt this mode of conveyance, are regularly forwarded by this route. The schooner Flirt, Lieut. Davis, will be employed in the same duty. It is believed that great advantage to the service and to the public will result from this mode of communication with the Pacific ocean.

The Pennsylvania, at Norfolk; the North Carolina, at New York; the Ohio, at Boston; the Experiment, at Philadelphia; the On-ka-hy-e, at Charleston; and the Ontario, at Baltimore, are employed as receiving vessels.

The force estimated for, and proposed to be employed, during the year commencing on the 1st day of July, 1845, consists of 10 frigates, 13 sloops of war, 7 brigs, 2 schooners, 4 armed steamers, 3 small steamers, 4 store-ships, and 2 small vessels.

It is not so large as that estimated for in the last annual report; but it is somewhat larger than that authorized by the appropriations for the current fiscal year. It is confidently believed that this force may be most advantageously employed in giving protection to American commerce, which is daily enlarging its operations in every region of the globe.

The cruising-grounds of the several squadrons are so extended, and the interests of our fellow-citizens requiring their protection so large, that it is hardly possible, with the utmost zeal and activity on the part of the officers, to visit many points where the presence of a national ship is necessary to attain this great object. To this protection they are entitled. In affording it, a high public duty is discharged; the officers and men are kept familiar and practised in their duties; and it is not believed that the public vessels sustain more damage than if kept in ordinary.

By the act of the 17th June, 1844, it is provided that the whole num-

ber of petty officers, seamen, ordinary seamen, landsmen, and boys, in the naval service during the current fiscal year, shall not exceed, at any one time, seven thousand five hundred men. The department promptly gave orders to suspend the enlistment of men, and to discharge the crews of the vessels as they reached our own waters, until the required reduction was effected. The line-of-battle ships have been put out of commission, except as receiving vessels, and the complements of men allowed to the several classes carefully revised, and reduced to the lowest point consistent with the safety of the vessel and the honor of the flag. It is hardly possible, in view of the changes of crews on foreign stations, to maintain any specific number with exact precision. The department has endeavored to conform to the law, and it is believed that the measures adopted have been successful.

I deem it my duty to suggest that the reduction made by that proviso will, in my opinion, be injurious to the public interest. It precludes the employment of ships of the largest class; and if it should become the settled policy of the government, the officers who will be required to command them, in the event of war, will not have that degree of familiarity with the order and management of ships of the line which is essential to success. There are also considerations of great weight against adopting as a maximum the number of men intended to be actually employed. In sending reliefs to squadrons abroad, it will frequently happen that the relief vessel sails before the one to be relieved returns home; while one is on the way to her station and the other on her return, there is apparently a double crew in service, but not so for any valuable purpose. With such a restriction, no public exigency or unforeseen national necessity would authorize an addition to the number, until the law could be repealed. The coast survey, the ordinary and the receiving ships, all require men, and they form a part of those allowed to the navy.

I have, therefore, caused estimates to be prepared for nine thousand men for the next year; and it is believed that this number will not leave available, for the ships of war in their appropriate duty on foreign service, more than seven thousand five hundred men.

An increase of the number of pursers and surgeons is respectfully recommended. The number of the former is not sufficient to relieve the commanding officers from the necessity of performing the duties of purser. For this they are not compensated; the duties are not professional; and they are sometimes involved in apparent defalcations, for want of knowledge of accounts and of the required forms of vouchers. The duties of disbursing officer place the commander in such a relation to the crew, as to affect injuriously the discipline of the ship. If provision shall be made for the increase of the number of disbursing officers of the navy, as is earnestly recommended, it may be effected with more economy, and with great advantage, by authorizing the appointment of assistant pursers at a small salary. Twelve such officers might be employed with great advantage in the small vessels in commission. They would acquire an accurate knowledge of their duties, and constitute a class from which promotions to the more important and responsible office of purser might be advantageously made. In the British naval service, the employment of clerks in charge, in the smaller vessels, doing the duty of purser, has been approved, after long experience.

The number of surgeons and assistants is found to be below the wants

of the service. The Oregon had to proceed to sea, recently, with a citizen surgeon; and the voluntary but reluctant resignation of several passed assistant surgeons of great merit shows that the duties required of those in service are greater than they ought to be subjected to.

The measures adopted to keep a regular property account, and to enforce accountability in the purchasing and disbursing of supplies and in the public stores, have been very successful.

The inventories exhibit a very large amount of public property under the control of this department; and the returns required, and the examinations to which they are subjected, will insure, in a great degree, against any abuse or waste in this respect.

There appeared to be a considerable quantity of articles of various kinds which were no longer fit for use. After a careful selection of those which could be made available with repair, the residue have been directed to be sold, and the proceeds carried to the head of appropriation from which they were purchased. A detailed statement of these sales will be communicated as soon as they are closed.

Under the act of the 17th of June, 1844, and the joint resolution of 18th February, 1843, a hemp agent has been appointed for the State of Missouri. The agents for Kentucky and Missouri have been instructed to afford every facility and information on the subject, and arrangements have been adopted for purchases of hemp, with a view of carrying out the policy indicated by Congress—of buying no more foreign hemp, if domestic can be procured of suitable quality, and at as low a price. Some deliveries have been made, and the reports as to their quality are highly satisfactory. The same rule has been adopted in procuring supplies of sail-duck.

To enable the hemp-growers to have their products submitted to the necessary tests and inspection with greater convenience, it is proposed to establish a rope-walk at the Memphis depot, on the Mississippi river.

In execution of the act of the 15th June last, to establish a navy-yard at or adjacent to the city of Memphis, a board of officers was organized and ordered to repair to that city, accompanied by Mr. Sanger, the engineer of the Bureau of Yards and Docks. Captain Rousseau, Commander Adams, and Lieutenant Johnston, were ordered on this duty; they made the selection, and reported the results of their examinations, with a draught and diagram, and with the evidences of title as far as made. The selection is approved, and believed to be highly advantageous. But the difficulties, or rather delays, unavoidably encountered in obtaining a perfect title to the site, have suspended the organization of the establishment and the commencement of active operations. Estimates of additional appropriations for this work are presented.

It is proposed to finish the construction of the frigate *St. Lawrence*, of the sloops *Albany* and *Germantown*, and of the steamer at *Pittsburg*. The estimates from the Bureau of Construction contemplate the completion of these vessels and their equipment. The reasons on which this recommendation is founded are stated by the chief of that bureau in his special report. Under the general head of appropriation for "increase, repair, &c.," as now presented, coal and hemp, which have heretofore been a subject of specific appropriation, are included.

It is not proposed, during the coming year, to procure any additional supplies of live-oak timber beyond those already contracted for. A schedule of all outstanding contracts for supplies of materials for construction

was prepared, by my direction, soon after the adjournment of Congress; and they have been satisfactorily adjusted and closed, or limited so as to bring them to a speedy consummation. The estimates from this bureau provide for the repairs of the necessary vessels to keep up the contemplated force under any circumstances of accident, disaster, or recall; and for the wear and tear of vessels in commission or in ordinary.

It is also submitted for the consideration of Congress, that an appropriation be made to rebuild the frigate *Guerriere*; for completing the iron war-steamer which Robert L. Stevens, esq., has contracted to build according to the provisions of the act of April 14, 1842; and to build a brig to replace the *Enterprise*.

The estimates from the Bureau of Yards and Docks are made with a view of prosecuting with efficiency the dock-yard at Memphis, with its appendages; the works at Pensacola; and to carry out the plan of improvements at the other dock-yards, which was adopted in the year 1828. Amongst the buildings estimated for at Pensacola, is a house or shelter for coals for steamers, which is deemed of very great consequence to the future operations of our naval forces. Whether appropriations shall be made now, or at a future time, to complete the plan of the Atlantic dock-yards, is a question respectfully submitted for the consideration of Congress.

There are reasons of great weight in favor of progressing with all these works with some degree of activity. Labor is at a moderate price, and employment eagerly sought after. It is desirable to retain in the public service experienced mechanics and laborers accustomed to the routine of duty and to the regulations of the public works. Thus, on an emergency, the public interest will not suffer by suddenly calling into employment men who are not thus prepared to be efficient. By temporary employment and sudden discharges in dock-yards, great distress is often produced, which justice to the men employed, and a due regard to the public interest, forbid.

By the act of 17th June, the Secretary of the Navy was directed to expend an appropriation therein made in "continuance of the work already commenced at Brooklyn for the construction of a stone dry-dock, or in the construction of a dry-dock on some other plan, if he shall deem the same better suited for the purposes of the navy, as in his discretion he shall deem best for the public interest."

In a subsequent section of the same act, the Secretary of the Navy was directed to appoint a competent board of officers and engineers to "examine, and report to Congress, at its next session the relative properties and advantages of a dry-dock, and of the different kinds of floating docks, with or without a basin and railways." A board of officers and engineers, consisting of Commodore Kearney and Capt. Wyman, of the navy, and Capt. A. Talcott, and W. P. S. Sanger, civil engineers, were ordered to perform this duty, and to examine the harbors of Pensacola, and of Portsmouth, N. H., for the purposes mentioned in the said section. Uncontrollable circumstances have delayed the board in the performance of their duties. But they have made considerable progress, and their report may be expected at as early a day as will be consistent with the thorough examination necessary to correct conclusions.

In discharge of the duty devolved on me by the section first above recited, I repaired to New York and examined the site at Brooklyn, and the plans of docks submitted for my inspection.

One of these was Gilbert's balance dock, and the other the sectional dock of Messrs. Moody & Dakin. Both are floating docks. Messrs. Moody & Dakin have patented a plan of basin and railway, as an appendage to receive the vessel which has been elevated by their dock. I am not aware that this last improvement had been put into actual operation, otherwise than by a model. In view of the terms employed, and of the duties imposed, by the two sections above referred to, I construed the law to require the establishment of a *dry dock* at Brooklyn. With our own experience of the admirable adaptation of such structures to the purposes of the navy, confirmed by the practice of the principal maritime powers of Europe, I felt it to be clearly my duty to proceed with the stone *dry dock*, already commenced, on a plan similar to those which had proved so successful at Norfolk and Boston. Of the relative properties and advantages of floating docks, with or without basin and railways, and of the stone *dry dock*, for the purposes of the navy, I do not deem it proper to express an opinion, as the aid in forming a correct conclusion, to be expected from the board charged with that inquiry by the direction of Congress, was not at my command.

The work on the stone dry dock is progressing in a satisfactory manner, under the direction of William Gibbs McNeill, esq., as engineer of the dock.

The estimates from the Bureau of Yards and Docks also provide for improvements at the several naval hospitals. These improvements are believed to be important for the protection of the public property, and to insure the safe and judicious treatment of the sick. The navy hospital fund is not sufficient to bear so heavy an outlay at once, and it is respectfully submitted for the consideration of Congress, whether an appropriation shall be made for these objects, in aid of the fund.

I would also respectfully state that there are now confined in the several naval hospitals twelve insane persons belonging to the naval service.

These noble edifices, which have been constructed for the accommodation and comfort of the sick and disabled, have no suitable apartments for the treatment of the insane. Those suffering under this deplorable malady cannot receive that judicious treatment which has, in modern times, so frequently led to a recovery of reason; and the raving of the maniac often prove highly injurious to the sick inmates of the hospital. I therefore suggest that, if it shall be the pleasure of Congress to provide an asylum for the insane of the District of Columbia, provision may be made for the insane of the navy and army in the same establishment.

I invite attention to a report from the Bureau of Ordnance and Hydrography on the subject of the delays and difficulties encountered in procuring, under contract, as required by existing laws, ordnance and gunpowder. The operation of the proviso to the act of the 3d March, 1843, which requires that all supplies for the navy, when time will permit, shall be procured by contract with the lowest bidder after advertisement, has not promoted the public interest, nor secured to the public, in all cases, the advantage of a full and fair competition. To the head of the department, and the officers making purchases, it is a great safeguard against reproaches or imputations of improper preferences. But experience has demonstrated that the public interest is not promoted in procuring many of the most important and necessary supplies for the navy in this mode. Some of these are ordnance, gunpowder, and medicines. The law gives no dis-

cretion, but the lowest bidder is to have the contract, whatever may be his means, his experience, or skill. If he declines, (which he may do without penalty,) it is to be offered to the next; and so on, until, not unfrequently, injurious delays occur, and well-founded complaints are made, that, by combination among bidders, the prices paid are higher than the articles would have cost in open market.

I deem it to be my duty to ask that the provisions of this law, applying only to this department, may be revised and modified.

The building for a depot of charts is completed, and a substantial wall constructed around the square. The grading has been partially made; and to complete it, and to construct a house for the superintendent, an estimate is submitted, and an appropriation recommended. The instruments purchased have been received and placed in the depot. They are well selected, and may be advantageously employed in the necessary observations with a view to calculate nautical almanacs. For these we are now indebted to foreign nations. This work may be done by our own naval officers, without injury to the service, and at a very small expense. It is confidently believed that, in the process of time, a most perfect set of charts may be supplied from the depot to the navy and to the commercial marine, entirely to be relied on for accuracy, at the mere cost of publication.

The operation of the system of supplying the navy with clothing, established by the act of 26th August, 1842, has been highly satisfactory. An appropriation of one hundred thousand dollars is required to meet existing and future liabilities which will call for payment before the returns from the pay of the men will enable the department to continue the supplies. It is believed that, after this appropriation, the addition of 10 per cent. on the prime cost will cover all losses, and the receipts meet the disbursements, while the system possesses the great merit of furnishing to the seamen the best clothes at moderate prices.

The navy hospital fund on the 1st day of November, 1844, consisted of \$230,434 14. The number of aged and disabled seamen who have sought a home at the asylum near Philadelphia has so increased, that it was found necessary to their comfort to provide for withdrawing the governor and surgeon from the rooms occupied by them in the building. Two houses, according to the original plan, have been erected, and are nearly completed, to be occupied by these officers. A small slip of ground adjoining the site of the asylum has been purchased at a reasonable price. These are believed to be very important additions to the establishment.

If it shall be the pleasure of Congress to authorize the investment of the fund in securities of the United States, it would add considerably to its income. The money is now unproductive in the treasury, and I earnestly recommend that authority be given to make the investment.

The condition of the navy pension fund, and the claims on it, are stated in the report of the Commissioner of Pensions, herewith transmitted.

Great anxiety is felt by many of the surgeons and assistant surgeons, and of the pursers in the navy, to have allowed them an assimilated rank; the corresponding officers in the army enjoy it, without detriment to the service. I respectfully recommend the subject to consideration.

Pursuant to the act of the 17th of June last, the naval storekeepers at Rio de Janeiro, Hong Kong, Mahon, the Cape de Verdes, and the Sand-

wich islands, were discontinued; and, with as little delay as practicable, officers of the navy were ordered to perform those duties. As these officers were required to give bond before they entered on the execution of their orders, some delay occurred in making the selection. The compensation allowed to each is \$1,500 per annum, and to each is allowed a clerk at \$600 per annum.

The experimental examinations of coals, of iron, and of copper, in which Professor Walter R. Johnson was engaged, and on which he reported at the last session of Congress, have been suspended, the appropriations being exhausted. - If it shall be the pleasure of Congress to have them continued, an appropriation will be necessary.

In pursuance of the directions of the act of June 17th, orders were given for the discharge of all persons in the navy appointed as masters' mates, to do duty as midshipmen, since 4th day of August, 1842, and who were not at the time of their appointment seamen of the first class. These orders have been executed as to all persons thus situated who were in the United States, or who have returned from foreign stations.

The third section of the act repealed so much of previous acts of Congress as provided that officers temporarily performing the duties belonging to those of a higher grade should receive the compensation of such higher grade while actually so employed.

I respectfully suggest that the operation of this repealing act on those officers who are thus employed on foreign stations will probably involve them in very serious embarrassments. Uninformed of its passage, they will regulate their expenditures by the rate of compensation which they supposed that the law accords to them, and in some of the squadrons may not be advised of their mistake until they have received the higher pay, and expended it to so large an amount as to leave them without any income from their pay for a long time. It is not desirable that the officers should be indebted to the government; and to many, the regular receipt of their pay is necessary to their support.

I would respectfully suggest that the operation of the law, as to them, should be postponed until information of its passage shall be received on board the vessel to which the officer so situated may be attached; and I would recommend that it should not embrace the case of passed midshipmen performing the duty of master. The expenses necessarily incurred by this class of officers in the performance of these duties, are beyond the pay of their own grade.

Their services as master are highly advantageous, and, with the present limited number of warranted masters, many of whom are unable to go to sea, from age or infirmity, indispensable.

The report of the commandant of the marine corps, on the necessity of an increase of the numbers in that branch of the service, is respectfully recommended to consideration.

I respectfully repeat the recommendation of the last annual report, that an additional number of permanent clerks be allowed to this department and the several bureaus. The force now allowed by law, except for a limited time, and for temporary purposes, is not sufficient to perform the duties which the present arrangement of the business in the department requires. The appropriation now made for temporary purposes, and the two clerks allowed for the current year, with an addition of two or three

book-keepers in the bureaus, would procure a sufficient number of permanent clerks.

This division of the duties of this department, made by the act of reorganization of 31st August, 1842, has produced much system and order in its operations, and promises to be yet more beneficial in its results, under regulations suggested by experience. The duties of the chiefs of the bureaus are very laborious; and advantage would result from a division of the duties of the Bureau of Construction, Equipment, and Repair, and the establishment of another bureau.

The estimates from the several bureaus, and from the commandant of the marine corps, of the sums which will be required for the proposed service of the ensuing year, are transmitted with this report.

Respectfully submitted:

J. Y. MASON.

To the PRESIDENT OF THE UNITED STATES.

### LIST OF PAPERS

#### ACCOMPANYING THE REPORT OF THE SECRETARY OF THE NAVY.

- List of deaths, resignations, and dismissions in the navy.
- Estimates for the office of the Secretary of the Navy, bureaus, and southwest executive building.
- General estimate for the naval service, including the marine corps.
- Balances of appropriations on the 30th of November, 1844.
- Reports and detailed estimates from the—
  - Bureau of Yards and Docks.
  - Bureau of Ordnance and Hydrography.
  - Bureau of Construction, Equipment, &c.
  - Bureau of Provisions and Clothing.
  - Bureau of Medicine and Surgery.
- Letter from the Chief of the Bureau of Ordnance and Hydrography, on the mode of procuring cannon and powder for the navy.
- Schedule of proposals made to the Bureau of Provisions and Clothing.
- Letter from the Chief of the Bureau of Medicine and Surgery, on the number of maniacs confined in the several naval hospitals.
- Letter from naval surgeons on the subject of rank to the medical officers of the navy.
- Report of the officers appointed to select a site for the navy-yard at Memphis, Tennessee, with a drawing.
- Letters from Professor W. R. Johnson, on the subject of further experiments on iron, copper, and coal.
- Letter from General A. Henderson, on the increase of the rank and file of the marine corps.
- Estimates from the paymaster and quartermaster of the marine corps.
- Report from the Commissioner of Pensions, with lists of invalid, widow, and privateer pensioners, and estimates.