

DOCUMENTS

FROM

The Navy Department,

ACCOMPANYING THE

PRESIDENT'S MESSAGE.

The Secretary of the Navy to the President of the United States.

NAVY DEPARTMENT,

December 1, 1824.

SIR: I have the honor to present to you the following report, exhibiting the administration of this Department during the present year.

There are now in commission for the sea service, the vessels named in paper A, subjoined to this report.

Nothing, worthy of particular observation, has occurred with our squadron in the Mediterranean.

It has been maintained at the extent which was proposed in the report of last year, and has afforded the necessary protection to our commerce there. The unfriendly relations, however, which exist between Algiers and some of the governments of Europe, and the effects not unlikely to be felt, upon our political and commercial interests in that quarter, with other important considerations, have been supposed to render it expedient to augment our force. With this view, the North Carolina has been prepared, and will sail in a few days. The squadron will then consist of the ship of the line, North Carolina, frigate Constitution, corvette Cyane, the sloops of war Erie and Ontario, and schooner Nonsuch; and will be under the command of Commodore Rodgers, who has been, for several years past, the President of the Board of Navy Commissioners, and whose high qualifications are so well known and justly estimated by the nation.

Our naval force in the Atlantic and Gulf of Mexico, has continued under the command of Commodore Porter. By direction of the Department, he has, from time to time, despatched one of the vessels of his squadron to the Coast of Africa, to touch at Cape Messurado, minister to the wants of the agency there, and return by the usual track of the slave ships. None of these, or any other of our public ships, have found vessels engaged in the slave trade, under the flag of the United States.

and in such circumstances as to justify their being seized and sent in for adjudication. And, although it is known, that the trade still exists, to a most lamentable extent, yet, as it is seldom, if ever, carried on under our own flag, it is impossible, with the existing regulations and instructions, to afford very efficient aid in exterminating it. That object can only be accomplished by the combined effort of the maritime nations, each yielding to the others the facilities necessary to detect the traffic under its own flag. The agency for recaptured Africans has been maintained, in the same manner as in the last year. The eleven negroes which were taken from Captain Chase, at Baltimore, and sent to the agency, were restored to their homes, under circumstances very gratifying to humanity, and calculated to produce a good effect upon their several tribes. The near relations of some of them were on the shore when they arrived, manifested much sensibility at their unexpected return, and furnished safe means of restoring them to their families.

The agent, Dr. Ayres, was compelled, by enfeebled health, to return to the United States, and left Mr. Ashmun as acting agent. He likewise was obliged, by the same cause, to be absent for a time; inconveniences necessarily resulted, and it was thought expedient to send the Rev. Mr. Garby to examine into the situation of the agency, with directions to make certain arrangements, should circumstances require them. His report marked B, with other papers, will be annexed, should his health enable him to make it in time, and will show the condition and prospects of the agency. The principal difficulties which have been encountered there, have arisen from the want of a fit position and suitable accommodations for the agent, and the recaptured Africans, on their arrival on the coast. These difficulties have been, in a great degree, overcome, and will, with the expense, be regularly diminished, as the establishment made by the Colonization Society increases, and is rendered more permanent and well regulated, furnishing facilities for all the objects for which the agency was created. The expenditures during the year, so far as they are yet known, of the appropriation for the prohibition of the slave trade, has amounted to \$ 15,526 02, and there remains, of that fund, a balance of \$ 47,391 59.

The manner in which the force assigned to the protection of our commerce, and the suppression of piracy, in the West Indies, has been employed, will be seen by the annexed letters and reports of Commodore Porter, marked C. The activity, zeal, and enterprize of our officers, have continued to command approbation. All the vessels have been kept uniformly and busily employed, where the danger was believed to be the greatest, except for short periods, when the Commander supposed it necessary that they should return to the United States, to receive provisions, repairs and men; and for other objects essential to their health, comfort, and efficiency. No complaints have reached this Department, of injury from privateers of Porto Rico, or other Spanish possessions, nor have our cruisers found any violating our rights. A few small piratical vessels, and some

boats, have been taken and establishments broken up, and much salutary protection afforded to our commerce. The force employed, however, has been too small, constantly to watch every part of a coast, so extensive as that of the islands and the shores of the Gulf of Mexico, and some piratical depredations have therefore been committed; but they are of a character, though, perhaps, not less bloody and fatal to the sufferers, yet differing widely from those which first excited the sympathy of the public, and exertions of the Government. There are few, if any, piratical vessels of a large size in the neighborhood of Cuba, and none are now seen at a distance from the land; but the pirates conceal themselves, with their boats, in small creeks, bays, and inlets, and finding vessels becalmed, or in a defenceless situation, assail and destroy them. When discovered, they readily and safely retreat into the country, where our forces cannot follow, and, by the plunder which they have obtained, and which they sell at prices low and tempting to the population, and by the apprehensions which they are able to create in those who would otherwise give information, they remain secure, and mingle, at pleasure, in the business of the towns, and transactions of society, and acquire all the information necessary to accomplish their purposes. Against such a system, no naval force, within the control of this Department, can afford complete security, unless aided by the cordial, unwavering, and energetic co-operation of the local governments; a co-operation which would render their lurking places on land unsafe, and make punishment the certain consequence of detection. Unless this co-operation be obtained, additional means ought to be entrusted to the Executive, to be used in such manner as experience may dictate.

The health of the squadron, and of Thompson's Island, has been much better than during the last season; yet many of our officers, and among them Commodore Porter have suffered severely from disease, and several have died; most of the latter have fallen victims to the necessity, real or imagined, of visiting unhealthy places upon shore, which they were warned as much as possible to avoid, and which a sense of duty, no doubt, induced them to visit. A list of those who have died during the year, on that and other stations, will be annexed, marked D.

Some improvements have been made, and others are proposed at Thompson's Island by cutting the timber, clearing and draining the ground, and building store houses, and, if the means are afforded, it is confidently believed, that it will be made both comparatively comfortable and healthy, before the next summer and fall. A balance of \$28,784 69 still remains of the appropriation of December, 1822, "authorizing an additional naval force for the suppression of piracy," but claims exist against it, to a large amount, which have not yet been presented.

Two of the small schooners, the Greyhound and the Jackall, purchased under the authority of that act, have been found "so much out of repair, that it was not for the interest of the United States to repair them," and were disposed of; and one other, the Wild Cat, it

is feared, is lost, with her officers and crew, in a passage from Havana to Key West.

The force on that station has been in this way somewhat reduced, and it has been considered expedient to augment it, by the addition of the frigate *Constellation*, which will be ready to join it, as soon as men can be enlisted for the purpose. One of the sloops of War, now in the Mediterranean, will, probably, be ordered there in the spring, should circumstances permit.

The surveys directed by the act, entitled "An act authorizing an examination and survey of the Harbor of Charleston, in South Carolina, of St. Mary's in Georgia, and of the Coast of Florida, and for other purposes," have not yet been completed.

Competent naval officers have been ordered upon the service. It was thought useful to unite with them, in a part of the examinations, one or more of the Corps of Engineers, which could not be effected.

On application to the War Department, it was found that all the officers of that corps were so engaged, as to prevent the Secretary from detailing even one for this service. It is hoped, however, that such information has, in the mean time, been procured, respecting the places named, except St. Mary's, as will accomplish the purpose for which the law was passed; should Congress act upon the subject at this Session. Should it be proposed, however, to fix upon a site for a Naval Depot in the Gulf of Mexico, I would respectfully suggest the propriety of entrusting the selection and purchase, to the Department, after further and satisfactory surveys shall have been made.

Commodore Stewart, in the *Franklin*, arrived at New York in the month of August, having left Commodore Hull, with the frigate *United States*, the sloop of war *Peacock*, and the Schooner *Dolphin*, in the Pacific. It is hoped that this force will be able to prevent depredations on our important commerce in that sea, and secure respect for our flag. Our commerce, however, has increased so rapidly there, and is scattered over so large a space, that an addition of one or more vessels would be made, if they were within the control of the Department.

This addition will become indispensable, should the Government be disposed to make permanent provision for the protection of our commerce, and other interests in the neighborhood of Columbia river, and on the northwest coast. Constant experience shews the importance of such augmentation of the number of our vessels, as will enable the Government to add to the force both in the Atlantic and Pacific. Inconveniences are felt, and losses are sustained, by our citizens in both oceans, which might be prevented, were the means for their protection enlarged.

In the course of the year, several regulations have been adopted to promote efficiency and economy in the medical and other departments of the service, and some good is anticipated from them. It is impossible, however, to do all which is desired without the aid of Congress. Several laws seem necessary to render the establishment

economical and efficient. Among them are those which were under consideration at the last session, for building ten sloops of war, and reorganizing the navy. To these ought to be added a revision of the law for the better government of the Navy, and the system of Courts Martial. But especially some provision should be made for the education and instruction of the younger officers. We have now the light of experience on this point in the army, and its salutary effects are very manifest. Instruction is not less necessary to the Navy than to the Army. I refer to the views taken of some of these subjects in the reports made during the last Session, and it will be my duty to develop them more fully in answer to a resolution of the Senate now before me.

The expenditures of the year are submitted in a report from the Second Comptroller, marked F, and the estimates for the next year in one, from the Commissioners of the Navy, marked G. In the latter, it will be found that estimates have been made of the expense of certain necessary improvements at Thompson's Island, and for the repairs of four of our frigates, which policy and economy require to be placed in such a situation, that their services can be commanded whenever they shall be necessary.

We have, at present, no frigate which could be sent to sea, without large repairs, creating a delay which, under certain circumstances, might be injurious to the public interest.

The general estimate comprehends the several heads of expenditure, in the form supposed to be best fitted for keeping the accounts, with plainness and accuracy, most easily explained, best adapted to a rigid investigation of the expenses of the naval service, and, as far as practicable, conformed to the views of the House of Representatives at the last Session, as understood at the Department. It is accompanied by explanatory statements of the several items, in great detail, exhibiting the propriety of the estimate, and the necessity of the appropriation.

The estimates for the Marine Corps, with the explanatory statements, are added and marked H.

I have the honor to be,

With great respect, Sir,

Your most obedient servant,

SAMUEL L. SOUTHARD.

To the PRESIDENT of the United States.

(A.)

VESSELS of the United States Navy in commission—1825.

Names.	Rate.	No. of guns.	Station.
North Carolina	Ship of the line	74	Mediterranean
Constitution	Frigate - - -	44	do.
United States	do. - - -	44	Pacific
Constellation	do. - - -	36	West India Sea
John Adams	Corvette - -	24	do.
Cyane - - -	do. - - -	24	Mediterranean
Eric . - - -	Sloop - - -	18	do.
Ontario - - -	do. - - -	18	do.
Hornet - - -	do. - - -	18	West India Sea
Peacock - - -	do. - - -	18	Pacific
Spark - - -	Brig - - -	12	West India Sea
Porpoise - - -	Schooner - -	12	do.
Grampus - - -	do. - - -	12	do.
Shark - - -	do. - - -	12	do.
Dolphin - - -	do. - - -	12	Pacific
Nonsuch - - -	do. - - -	12	Mediterranean
Decoy - - -	Store ship -	6	West India Sea
Sea Gull - - -	Brig - - -	3	do.
Ferret - - -	Schooner - -	3	do.
Beagle - - -	do. - - -	3	do.
Weazel - - -	do. - - -	3	do.
Fox - - -	do. - - -	3	do.
Terrier - - -	do. - - -	3	do.

B.

Extract of a letter from Doctor Ely Ayres, Agent under the law for the prohibition of the Slave Trade, to the Secretary of the Navy, dated

WASHINGTON, March 15, 1824.

SIR: Agreeably to your instructions, I proceed to give you a statement of the proceedings of the Agency for Captured Africans on the Western Coast of Africa. On the 25th of July, 1821, I was appointed a surgeon to that agency, and arrived on the coast in the November following. On my arrival at Fourah Bay, where the captured Africans and laborers then were, I found Mr. J. B. Winn, the United States' agent, had deceased. A few days before the death of Mr. Winn, he had authorized Christian Wiltberger in case of his death, to take charge of his papers and effects, and to act as United States' agent, until one should be appointed by the Government to supply his place. Mr. Wiltberger was acting under this authority when I arrived in Africa.

The situation at Sherbro, which was selected for a permanent settlement in the first place, had been formally renounced by Mr. Winn, and no other obtained.

Mr. Wiltberger's health did not admit of his proceeding on, to the examination of the coast. I therefore took upon myself so much of the United States' agency as respected the examination of the coast, procuring a permanent establishment, removing the laborers, and making the necessary preparations for receiving their families, agreeably to the instructions of the Navy Department to Mr. Winn, dated December 1, 1820, which says: "In making a settlement at Sherbro, or elsewhere, as circumstances shall point out to be most expedient, the first object of your attention will be, to make the necessary arrangements with the government of the country, for such other places as you may select, with a full and candid exposition of all the objects contemplated, in which you will be guarded against possible deception, or bad faith; and then proceed to make preparations for building, to shelter the captured Africans, and to afford them comfort and protection until they can be otherwise disposed of."

On the 8th of December, 1821, I proceeded, agreeably to the above instructions, down the coast, in the schooner *Augusta*, in company with Lieut. Stockton, of the *Alligator*, and contracted with the natives of Montserado for a tract of land in their neighborhood. After which I returned to Fourah Bay, and, on the 1st of January, 1822, sailed from that place with the laborers, to take possession, and prepare the necessary buildings for the reception of their families.

After this object was accomplished, I returned again to Fourah Bay, for the remainder of the laborers and their families.

On the 2d day of April, 1822, Mr. Wiltberger made arrangements to return to the United States; and, after that date, all the duties of United States' agent devolved on myself.

While I was absent from the settlement, on this occasion, a serious disaster occurred to the laborers at the Cape which, for a time, involved us in a war with the natives, and totally interrupted the progress of their proceedings until my return.

A British prize-vessel, with thirty five slaves, was cast away on the bar, at the mouth of Montserado River. The exertions of our laborers to relieve the sailors on board the vessel, and prevent the natives from plundering, was the cause of their hostilities.

One of the British sailors, by firing a cannon at the natives, communicated fire to our store-house, and consumed nearly all the stock of provisions and clothing then on hand. This accident made it necessary for me, after restoring peace with the natives, to return to Freetown, and procure provisions and clothing for the use of the laborers and captives, until they could procure a supply from the United States.

I could respectfully suggest to the Department the importance of having a deposite on the settlement of such articles as will be necessary for the United States' vessels of war, when on the coast, as they can be furnished much cheaper direct from the United States, than they can be purchased in the British settlements.

The company which was formed in Baltimore, for that purpose, being about to dissolve, owing to obstacles thrown in their way, the colony will now be left destitute of such aid.

Respectfully, your most obedient servant,

E. AYRES.

To the Hon. S. L. SOUTHARD,
Secretary of U. States' Navy.

C.

*Copy of a letter from Com. David Porter, to the Secretary of the Navy,
dated*

U. S. SHIP JOHN ADAMS,

Norfolk, January 20th, 1824.

SIR: in reference to your letter of the 15th inst. enclosing one from Mr. Cambreleng, I have the honor to state that I despatched the U. S. schooner Shark, on or about the 1st. of this month, to cruise in the neighbourhood of La Vera Cruz, Tampico, and Alvarado, until the 1st of March, for the protection of our commerce in that quarter, and to be relieved at that time by the U. S. brig Spark and schooner Weazel, which vessel sailed two days since, with instructions to scour the West Indies for piratical vessels, said to be out previous to going there.

The Spark will be relieved by the Grampus and another small schooner by the middle of May, and I shall give regular and constant protection to the persons and property of our citizens in the Gulf of Mexico, so long as I am honored with any present command, unless I receive orders from you to the contrary. I contemplate, by a constant routine, giving equal protection to our colony on the coast of Africa and guarding against the slave trade, provided it meets with your approbation.

I have the honor to be, with great respect,
Your obedient servant,
D. PORTER.

HON. SAMUEL L. SOUTHARD,
Secretary of the Navy.

Copy of a letter from Commodore David Porter, to the Secretary of the Navy, dated

U. S. Ship JOHN ADAMS, }
Off Havana, April 8, 1824. }

SIR: I have the honor to inform you, that, in my route to this place, I have touched at St. Bartholomews, St. Christopher's St. Thomas's; examined the south Coast of Porto Rico, looking in at the Dead Man's Chest and Ponce, two noted places for Porto Rico privateers; touching at Mona, St. Domingo, Beata, and Kingston, making diligent inquiries and examinations for piratical vessels, and offering convoy and protection to vessels of all nations from piratical aggressions.

In the course of this long route, although we have visited places formerly the rendezvous of pirates, and saw evidences of their having been recently there, we have not been so fortunate as to capture any, nor have we seen any vessels of a suspicious character, until two days since, when we pursued a small schooner which took shelter among the Colorados reefs, and, from every circumstance, there cannot be a doubt that she is a pirate.

I shall, as soon as I can place the vessels now under convoy in safety, hasten to Thompson's Island, to despatch the barges and small vessels in pursuit, and hope, in a few days, to have her in possession.

It appears that an attempt has been made to revive, on the south side of Cuba, that system of piracy which had so long prevailed. The British have lost some men in attempting to suppress it, and the fortunate assemblage of a large British force at the Isle of Pines, has, I have been informed, caused a dispersion of the gang. Nothing but the presence of a strong and active force can keep them in order.

I have the honor to be, your obed't serv't,
D. PORTER.

To the Hon. S. L. SOUTHARD,
Secretary of the Navy.

Copy of a letter from Commodore David Porter, to the Secretary of the Navy, dated.

UNITED STATES SHIP JOHN ADAMS,
Port Rodgers, Thompson Island, April 24th, 1824.

SIR: I have the honor to transmit to you a copy of Captain Wilkinson's report of the expedition after the piratical schooner.

I shall immediately despatch vessels to the coast of Yucatan, in pursuit of the vessel of which he gives information.

I have the honor to be, very respectfully,

D. PORTER.

Hon. SAMUEL L. SOUTHARD,
Secretary of the Navy.

Copy of a letter from Capt. J. Wilkinson, to Commodore David Porter, Commander in chief of the United States naval forces in the West Indies, Gulf of Mexico, and on the coast of Africa, communicated to the Secretary of the Navy, dated,

UNITED STATES STEAM GALLIOT SEA GULL,
24th April, 1824.

SIR: I have the honor to report to you my return with the Steam Galliot, Sea Gull, and four barges, having given a thorough examination of the coast of Cuba, inside the Isabella and Colorados, keep in search of pirates, agreeable to your orders of the 12th inst.

The Sea Gull and one barge entered at Cape Antonio, and progressed Eastward, and with three barges, I commenced at the river Ortigosa and progressed Westward, examining minutely every part of the coast until I met the Sea Gull with the whole of the forces

I then proceeded to the spot designated by you for the anchorage of the Greyhound, where I arrived on the 20th inst. took in a supply of water and provisions and sailed the same evening for Thompson's Island, with the Greyhound and Fox in company. I dispatched the Greyhound for Havana. It being calm at 7 o'clock yesterday morning, made signal for the Sea Gull to take the barges in tow and also for the Fox to make the best of her way to Thompson's Island.

I ascertained from several concurrent statements, that the celebrated pirate Diablero, sailed from Cape Antonio about ten days previous to our arrival there, his destination unknown, but supposed to be for the coast of Yucatan, from the course he steered off, to increase his armament, having at that time but eight men, and nothing but small arms. The schooner he commanded he had captured but a short time before on the Coast of Cuba.

I have the honor to be, sir, your ob't serv't,

J. WILKINSON.

Com. DAVID PORTER, Commander in Chief of the
United States' Naval forces in the West Indies, Gulf of Mexico,
and on the Coast of Africa.

Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated

U. S. GALLIOT SEA GULL,

Matanzas, June 1st, 1824.

SIR: I have the honor to enclose you a copy of a letter from Lieutenant Commandant John H. Lee, who was sent by me in pursuit of the pirate that escaped from the *Colorados*. I shall not cease the pursuit, until I hear of his capture or destruction.

I have the honor to be,

With great respect,

Your obedient servant,

D. PORTER.

Hon. SECRETARY of the Navy.

Copy of a letter from Lieutenant Commandant John H. Lee, to Commodore David Porter, commanding United States' naval forces on the West India station, Gulf of Mexico, and Coast of Africa, dated

U. S. SCHOONER JACKALL,

Sisal, 12th May, 1824.

SIR: I have the honor to report to you, that, for the purpose of executing your orders to me on the 25th of April, the *Jackall* and *Wild Cat* sailed, on the 26th of that month, from *Thompson's Island*. On the following day, we made the Coast of Cuba, (*Bahia Honda*) and passing *Cape Antonio* in the night, we were unable to look in there, although I felt a great desire to do so. On the 29th, arrived off *Cape Catoche*; and, on the same afternoon, anchored between the *Island of Contoy* and the main land. This island is small, and thinly wooded, so that it required but a few hours to examine every part of it. We could discover no traces of any persons living there, or even of any persons having been there, except two thatched huts, in a very decayed state.

Early on the morning of the 30th we left that *Island*, and approaching as near the shore as the safety of the vessels would permit, we proceeded to the *Island of Mugerres*, and in the night anchored between its southwest end and the main land. On the following morning, having found the watering place, the vessels were removed to it, and, at the same time, detachments of men were sent on shore for the purpose of commencing an examination.

This island is larger, more thickly wooded, and much more difficult of access than *Contoy*; and we were, consequently, compelled to proceed at a comparatively slow rate. But, sir, I can safely say, that, at the expiration of two days, almost every foot of *Mugerres* had been traversed.

We found, here, six Indians, from the vicinity of Sisal. They stated that they made annual visits to this island for the purpose of making salt, large quantities of which was piled up on the borders of the salt ponds in the interior. While at Mugerres, we were visited by several parties of Indians, from the main, and the islands of Cankum.

I could glean nothing satisfactory from these men respecting piracy. The stories they told were so very contradictory, and seemingly without foundation, that it was impossible to reconcile them with each other, or with truth: but from all I could hear, and from my own observations, Mugerres has not, for the last two years, been the resort of pirates.

A severe gale detained us at anchor three days longer than was necessary, and this circumstance afforded an opportunity of visiting the main land, which was done by Lieutenant Commandant Legare and Lieut. Piercy, though without discovering any thing more than a few uninhabited fishing huts. On the 7th of this month, we sailed from Mugerres, and passing again by Contoy, anchored near Cape Catoche, and here, sir, our researches were as little to our satisfaction as they had been hitherto, nothing was to be seen but an old dilapidated church and a fishing hut. From thence we continued our course towards New Malaga, examining the coast as we went along, and arrived there on the afternoon of the 8th. Some of the Indians had informed me that a piratical vessel was fitting out at that place; but, sir, no such vessel was there on our arrival, and the commandant, who is apparently a respectable man, assured me that the Fox was the last vessel he had seen.

On the 9th we left New Malaga, and coasted it along within two miles of the shore, looking into all the inlets and communicating with almost every settlement between Malaga and Sisal, until our arrival at the latter place, late on the 11th. From the time we commenced our examination of the Coast, we have never sailed during the night, except once in chace of a schooner, which proved to be a privateer fitted out at Sisal, and then, sir, I returned, with the Jackall, to the place I discovered her, and waited until the following morning.

At this port the commandant has been barely civil to us, and the inhabitants, generally, appear to view us more in the light of spies than friends.

You will perceive, from this report, sir, the manner in which we have performed our duty, and I sincerely hope it will meet with your approbation. To the prompt and active exertions of Lieut. Legare, I feel much indebted; and I assure you it would have afforded me great pleasure to have been associated with him for a longer time.

From this place I shall proceed with all possible dispatch, to execute your further orders.

I have the honor to be, very respectfully, sir, your most obedient servant,

JOHN H. LEE.

Com. DAVID PORTER,

*Commanding U. S. naval forces on the
West India station, Gulf of Mexico, and Coast of Africa..*

Extract of a letter from Lieut. Comm'dt John D. Sloat, to Commodore David Porter, Commanding the U. S. Naval forces in the West Indies, Gulf of Mexico, and coast of Africa, communicated to the Secretary of the Navy, dated

U. S. SCHOONER GRAMPUS,

Matanzas, May 29th, 1824.

SIR: In conformity to your orders of the 24th January, 1824, I sailed from Hampton Roads on the 28th February and proceeded to the coast of Africa. On the 4th of April I anchored at Cape Mesurado and visited the colony of free people of colour, where I remained eight days, and have the satisfaction to report that I found them comfortably settled, and at peace with all the neighbouring nations, although they apprehend that the tribe they had the difficulty with previous to the visit of the Cyane is not friendly to them, yet they do not believe they will venture to attack them again, particularly since my visit, as I gave the natives to understand that I should return there shortly, and they know that I supplied the colony with ammunition, provisions, &c. &c. a return of which I enclose. The appearance of the Grampus on the coast has been of essential service to the settlement. The trade with the natives in their immediate vicinity had been stopped for some time, but when they found the Grampus to be a vessel of war, the King sent in word that he would open the trade, and before I left there the natives began to come in with provisions and other articles, in considerable numbers. The agent for the United States as well as for Colonization Society had left the settlement some time before my arrival, they have appointed acting agents, Mr. Waring for the United States, and Mr. Johnson for the Society, both coloured men. By their advice the people have elected a council of twelve to assist in managing the affairs of the colony, and by what I could discover, they appear to be doing very well, but they are extremely desirous to have the advice of *good agents*; they say they do not yet feel themselves competent to manage the establishment. Their settlement is very pleasantly situated on a narrow peninsula, the sea on one side and Mesurado river on the other, on high ground and they have for its protection a tolerable good fort, built of stone at one end of the village, on which are mounted at present one long eighteen pounder, and two eighteen pound gunnades; at the other extremity is a block-house with one nine pounder and one six. They also have mounted one brass four pound field piece and one two pound swivel, besides several other guns not mounted, and about one hundred muskets, eighty of which are in good order, and the others they will be able to repair with the tools and materials I gave them: the number of inhabitants is two hundred and thirty seven; seventy eight of them capable of bearing arms, who are formed into a company, and muster for exercise every Saturday. They all have very good houses, and some of them begin to cultivate gardens; they have also cleared a considerable piece of ground intended for cultivation; they catch in the river a variety of fish, and plenty of oysters. They have an abundance of fine timber, and the soil is very good; and they all appeared

to be quite contented with their situation. They probably enjoy as good health there, as they would in any part of the world. Of the last emigrants, one hundred and five, all have gone through their seasoning; three young children only have died, and they with complaints incident to every climate and country. I have made this detailed report, believing it would be agreeable to you, to the Society, and to all those friendly to the settlement, to know exactly how these people are situated, as I have been informed at St. Thomas, that there are very discouraging reports in circulation in the United States. We sailed from thence on the 12th of April, and I am sorry that I am obliged to add, on the eighth day several cases of malignant bilious fever occurred on board, three of which proved fatal. A particular description of the character and progress of the disease, by Dr. Halse, I beg to enclose. No person has been permitted to go on shore except when necessity required it, and no persons were attacked with this disease except those who had been thus exposed. After leaving Cape Mesurado, I beat up the coast to the northward of Rio Grande, but did not meet with any vessels coming within the limits of my instructions. From there I proceeded in the execution of your further orders, and, on the 10th of May, anchored at Martinico, to obtain information, fill my water casks, and obtain other supplies, all of which were nearly exhausted. Sailed thence on the 16th, and anchored at St. Bartholomews on the 18th; sailed again on the 19th, and anchored at St. Thomas on the 20th; sailed thence on the 21st; called off St. Johns, Porto Rico, on the 22d, and communicated with the American Consul. The next day I stood close into the town of Aguadilla, where I found a Dutch man-of-war brig; communicated with the commander, who informed me he had been there some days, and had not heard of any piracies or suspicious vessels in the Mona Passage lately. Remained in the Mona Passage all night, and then made the best of my way to the Island of Cuba.

I have examined the North Coast closely as far down as Sugar Key, where I anchored in consequence of seeing several tents on the Key. I, however, found them to be the crew of a Spanish brig of war from Cadiz, cast away there twelve days previous. From there the weather did not permit me to approach the Keys along the Cuba shore. I examined Ginger Key, but found no person there, nor any indication of any having been there recently.

I am, sir, your most obedient servant,

JOHN D. SLOAT.

To Com. DAVID PORTER,

*Commanding U. S. naval forces in the West Indies,
Gulf of Mexico, and Coast of Africa.*

Extract of a Letter from Lieut. Commandant James M. McIntosh to Commodore D. Porter, communicated to the Secretary of the Navy, dated

Allenton, Thompson's Island, July 12, 1824.

SIR: I have the honor to inform you, that the Terrier, with the barge Diableta in company, returned here yesterday. Lieut. Paine reports the brig robbed off Escondido, to have been the Acasta, of Portland. They robbed her of two thousand dollars in cargo, her sails, and anchors, beat the commander and crew severely, and then suffered her to proceed to Havana.

Could I, sir, have received the information one day earlier, the Diableta would have completely succeeded in re-capturing the property, and probably have detected the pirates in the very act. The property stolen has been carried to Havana; at which place Mr. Paine saw and conversed with the master of the Acasta. The appearance of the barge at so early a period after the transaction, together with the very strict search, I trust will have a good effect.

Copy of a Letter from Acting Lieutenant Alex. B. Pinkham, to Commodore David Porter, communicated to the Secretary of the Navy, dated

U. S. SCHOONER BEAGLE,

Quarantine Ground, N. Y. Aug. 4, 1824.

SIR: I have the honor to acquaint you of the arrival of the Beagle at this place, in eleven days, from Thompson's Island, and have also the painful duty of announcing to you the death of the late commander of this vessel, Lieut. N. L. Montgomery, who died on the 30th ult. in lat. 35° 23' north, longitude 74° 30', in consequence of which I considered it my duty to acquaint you with the events of our cruise, in continuation of a report commenced by Lieut. Montgomery, found among his papers, and hereto attached.

The convoy from St. Jago de Cuba, consisted of the brigs Susan, of Philadelphia, Jane and Boston Packet of Kennebunk: we also fell in with, off Cape Dona Maria, and took under convoy, the English ships Glasgow and Caledonian, from Jamaica. Having accompanied the convoy through the Crooked Island passage, as far as Matland's Island, we returned to St. Jago, (having touched at Crooked Island to fill up our water,) on the 21st of June; we sailed from thence on the 22d, and arrived at Trinidad on the 27th.

Sailed from thence on the 4th July, having under convoy the brigs Florida of Boston, Mary and Eliza of Sandwich, schooner Hannah, of Boston, and the French brig Duc d'Angouleme. Parted company with the convoy on the 9th, off Cape Antonio, in order to make the best of our way to Havana, in consequence of the sickly state of

the officers and crew, the yellow fever having made its appearance on board on the 6th, of which disease six persons, including Lieut. Commandant Montgomery, have died. More than half the crew were attacked, but most of them have recovered.

On the 20th we arrived at Havana, filled up our water, and sailed same day. On the 22d arrived at Thompson's Island, and having received the necessary supplies of provisions, sailed from thence on the 24th. You may rest assured, sir, that the disease did not originate from any local cause. The general regard to cleanliness observed on board the vessel, and Lieut. Com. Montgomery's attention to the comforts of the crew, would impress a belief that it originated from the unhealthiness of the climate, and of the ports we lay in.

I have the honor to enclose you a correspondence between Lieut. Com. Montgomery and the Governor of Trinidad, with other papers; also, a list of the officers and crew of the Beagle.

In consequence of the disability of my right arm from the effects of a violent attack of the yellow fever, from which I am yet much debilitated, I am not able to sign my name, but I have the honor to be very respectfully,

Your most obedient servant,

ALEX. ^{his} B. PINKHAM, Act'g Lieut.
mark

Com. D. PORTER, &c. &c. &c.

Copy of a communication from Lieut. Com'dt N. L. Montgomery, to Commodore David Porter, communicated to the Secretary of the Navy, headed

U. S. SCHOONER BEAGLE, &c. &c.

SIR: I have the honor to report to you my arrival in this port, from Thompson's Island, in ——— days. In pursuance of your order of the ——— April, I proceeded to Kingston, (Jamaica,) looking in at the Havana, Cape St. Antonio, and searching out every bay and inlet on the south side of Cuba, as far to the Eastward as St. Jean de Huago, a few miles to leeward of which I fell in with H. B. M. frigate Hussar, Captain Harris, from whom I carried despatches to Admiral Sir L. W. Halstead, and for whom I had the honor to be entrusted with communications from yourself. On the evening of that day, off the Isle of Pines, I chased a very suspicious two-topsail schooner, which succeeded in making her escape during the night. I, however, had the good fortune to protect, (which the suspicious sail was then in chase of,) the English schooner Bristol, Capt. Thomas, and convoy her safely to Kingston.

After receiving the answer to your communication from Sir Lawrence Halstead, I proceeded to St. Jago de Cuba, on the ——— of May,

to ascertain what protection our commerce required at that port. On the 5th of June, sailed from St. Jago, with vessels under convoy.

Extract of a letter from Lieut. Com'dt M-Intosh, to Commodore David Porter, communicated to the Secretary of the Navy, dated

ALLENTON, THOMPSON'S ISLAND,
8th August, 1824.

The *Terrier*, Lieut. Paine, returned yesterday morning with the medical stores which I had the honor to inform you were necessary for the station, on the 2d inst. She has been longer executing this service than could have been contemplated, in consequence of continued calms since she sailed from here, and considerable drift to the eastward. She sails again to day for Matanzas, with orders to give convoy to any of our vessels requiring it, and then to proceed and examine minutely the key in the vicinity of Point Yeacos and the Bay of Suagassa, from thence to run down the North Coast of Cuba to Bahia Honda, at which place piratical depredations are said to be almost daily committed.

Copy of a letter from Com. David Porter to the Secretary of the Navy, dated

WASHINGTON, August 9, 1824.

SIR: I have the honor to transmit you the enclosed copy and translation of a correspondence between Lieut. Commandant John Ritchie and the Commandant of Tampico: and, in reply to your instructions of the 20th ultimo, requiring protection to the citizens of the United States engaged in commerce with that port, have to state, that the *Shark* and two of the small schooners have been sent to the Gulf of Mexico, to afford the protection required.

This, under existing circumstances, is all the force which, at present, can be sent on that service. The sickly condition of some of the vessels that have returned to the United States, which has caused them to be placed under quarantine; the want of repairs in others; the revival of piracy about Cuba and elsewhere, and the reduced state of my squadron, from these and other causes, prevent my affording, with the means at my disposal, as much protection to the citizens of the United States engaged in commercial pursuits within the limits of my command, as I could wish.

I have the honor to be, with great respect, &c.

DAVID PORTER.

HON. SECRETARY OF THE NAVY.

Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated

WASHINGTON, August 10, 1824.

SIR: I have the honor to acknowledge the receipt of your letter of the 29th ult. enclosing a copy of a letter from W. Neilson, President of the American Insurance Company of New York, complaining of the capture of the Mercator, near the port of Matanzas, when some of our vessels of war were stationed there, reflecting on the Government of Cuba for permitting the seizing of "numerous and valuable vessels and cargoes, sailing under our flag," charging it with connivance or imbecility, and justifying the Government for taking decisive measures for the protection of our trade. I have also received your letter enclosing an application from the merchants of Matanzas, for further protection to our commerce in that port, as well as your letter of the 28th July, enclosing a copy of a letter from the master of the brig John, of Newport, recounting the circumstance of the robbery of that vessel near the harbor of Matanzas, asserting that there were no United States vessels on that side of the Island of Cuba, and stating that there had been six captures between Matanzas and Havana. In the various letters accompanying these statements, it is enjoined on me to use my efforts, and make such disposition of the force under my command, as will render piratical aggressions, of this description, less frequent, if it is possible. The whole history of my operations, in conjunction with the authorities of Cuba, against the pirates, renders any defence of my conduct, or the conduct of those under my command, against any imputations of neglect, from any quarter, unnecessary, as it is well known to the Department that we have been devoted to the inglorious service, sacrificing health, comfort, and personal interests, for the sole object of suppressing a system of long continuance, the existence of which was disgraceful to the civilized nations whose citizens and subjects were victims to it, and which the peculiar state of the Government of Cuba, arising from the various changes in Spain, and the numerous facilities to piracy, arising from the nature of the population of the island, and various other causes, originating in the suppression of the slave trade, and progress of the South American revolutions, put it out of the power of the local authorities to suppress, without aid from other quarters, which was no sooner obtained, by our presence, than the most zealous co-operation was commenced on the part of the Government of Cuba, which has ever since continued, and has changed, entirely, the character of piracy from the bloody and remorseless manner in which it was conducted, to simply plundering of property, and the means from large cruising vessels, to open boats. This latter mode of carrying on their depredations, renders it extremely difficult to detect them, and is calculated to baffle the efforts of the most vigilant, from the ease with which they are enabled to possess themselves of boats along the Coast of Cuba, the certainty of being enabled to escape to the unsettled coasts of the island, and the certainty, for some hours, in the early part of every day, that merchant vessels may be found, becalmed, near the land.

Nothing but resistance on the part of those who call on us for protection, can put down the present system; and from the small force employed by them, the mere show of resistance, in a few instances, is all that is required. We have seen it stated, that one of the vessels robbed, was taken possession of by a boat with seven men, and plundered, the crew beaten, and confined below. Surely, sir, blame should not be attached to us, or to the Government of Cuba, for the dastardly conduct of those who, with the most ordinary means of defence, which every merchant vessel affords, could permit such an act: as well might this, or any other Government, be charged with imbecility, and its officers with neglect, for not detecting every highway robber, housebreaker, incendiary, or counterfeit. The charge of imbecility must rest on those who fail to defend themselves against their petty aggressions, and the cause is attributable, almost entirely, to the parsimony of the owners, who fail to furnish a few weapons to put into the hands of the crew of vessels destined to Cuba.

Those robberies are committed most frequently by the persons employed in loading the vessels, who are well acquainted with their destination of fire arms at the time of sailing.

I have taken the liberty of enclosing you reports from Lieut. McIntosh, the commandant of Thompson's Island, by which you will perceive that every vigilance has been exercised by him in endeavoring to recapture the vessels taken, and punish the offenders, that at the very time that Wm. Norris states that no United States' vessels were on the north side of Cuba, the Terrier, Lt. Paine, and Diabola, were cruising there, and I have also to state, that the Ferret, Lt. Farragut, was on that coast and had been, daily, (until a few days previous employed in giving convoy in and out of the harbor, sometimes with his vessel, and sometimes with his small boats. I have further to state, that the John Adams, Corvette, the brig Spark, the schooner Grampus, the Jackall, Weazel, and the Beagle, have, a short time since the date of Mr. Norris's letter, all visited the coasts and ports of Cuba, zealously employed in the protection of our commerce, in the performance of which duty, I regret to state, that Lt. Montgomery and Cumming, with several others, have fallen victims.

The reports of Capt. Dallas, Lieut. Comm'ts Newton, Sloat, Lee, and Zantinger, and Act. Lt. Farragat, with which you have already been made acquainted, will show the arduous duties they have performed; and the report of Act. Lt. Pinkham, the successor of Lieut. Com't. Montgomery, will show the result of his arduous, useful, and disastrous cruize. There is, at this time, on the Coast of Cuba, and on their way there, the ships Hornet and Decoy, the schooners Shark, Wild Cat, and Terrier, and six Barges; and, in a short time, the force will be augmented by the departure of others of the schooners, large and small. The charge, then, or intimation in any shape, of neglect, on the part of myself or officers, to the interest of the merchant, who have no feeling but for their own pecuniary concerns, is, as you perceive, unfounded. It is true, that, warned by the dreadful mortality of last year, and by approaching disease, I left the West Indies, and or-

dered home the greater part of the force under my command; and the only cause of regret to me now is, that I did not remove them earlier, by which many valuable lives would have been saved, and that there should be a necessity for their return at this unfavorable season, which will undoubtedly cause the death of more.

I beg you to excuse my going so much into detail, but as the frequent applications to the Department, from the merchants concerned in the Matanzas trade, for protection, might induce the belief of neglect on my part, I have felt that this explanation is necessary.

I cannot conceal to you, however, my mortification at their conduct, after the devotion we have all shown to their *particular* interests, which entitled us to their warmest gratitude.

I have the honor to be, with great respect, your ob't servant,

D. PORTER.

Hon. SAMUEL L. SOUTHARD;

Secretary of the Navy.

Extract of a letter from Lieut. Comm'r Jas. M. McIntosh, to Commodore David Porter; communicated to the Secretary of the Navy, dated,

ALLESTON, THOMPSON'S ISLAND,

25th August, 1824.

The United States' Schooner Wild Cat, Lt. Com'dt Legare, arrived here on the 20th inst. from Matanzas. By Lieut. Legare I received your instructions of the 14th, 15th and 16th ult. and shall avail myself of her sailing, this evening, to comply with the order of the 16th.

The Wild Cat, from the representation of her commander, was permitted to leave out and overhaul; every exertion however, has been made together ready for sea; she is now in good order, and will, with the Terrier, I hope, be enabled to protect our commerce in the vicinity of Havana and Matanzas.

Lieut. Legare spoke the Terrier the night previous to his going into Matanzas, to windward, where I had ordered her for the purpose of examining Point Yeacos and Suaguassa Bay; and it is with pleasure I inform you, that he stated the Terrier to have been successful in the capture of a pirate, a launch with from eight to ten men. I expect the Terrier, Lieut. Paine, every hour; on her arrival I will embrace the first opportunity of giving you the particulars of this pleasing information.

Copy of a letter from Lieut. Com'dt John Gallagher, to Com. David Porter—communicated to the Secretary of the Navy.

U. STATES' SCHOONER SHARK.

Havana, Nov. 6th, 1824.

SIR: I had the honor to address you from Thompson's Island, dated 8th September last, giving an account of our proceedings up to that date.

The wind being from the southward, and squally, we did not sail from Thompson's Island until the 10th, and arrived at the Havana on the 12th. After remaining at the Havana three days, not finding any vessels bound into the Gulph of Mexico, or desirous of convoy, we left the harbor, and stretched over for Thompson's Island, for the double purpose of landing \$2000, taken on board at Havana for Purser Thornton, (which money I was requested to land there, it being much wanted for the station,) and ascertaining: if Lieut. Varnum, in the Barge Gallinipper, and the schooner Terrier, had sailed on the expedition to Point Yeacos.

I arrived at the Island on the 16th September, landed the specie, (Lieut. Varnum had sailed four days previous) and sailed again on the next day, shaping our course for the Gulf of Mexico.

After arriving in the Gulf we cruized about six weeks, touching off Campeachy, and communicating with the town. Not finding any American vessels here, nor hearing of any pirates or recent piracies, we proceeded to the westward, cruizing from Roca Partido up with Alvarado; after which, anchored off the harbor of Alvarado, and communicated with the town, offering convoy and protection to our commerce. There being only three American vessels in port, none of which were ready to sail immediately, my further services being unnecessary at that time, I proceeded to Vera Cruz, at which place we remained at anchor three days, the Weazel in company, bound to Alvarado. There was not a single American vessel in port, consequently my services were not necessary at that place. We got under way, and cruized to the northward, as far as Tampico, where we anchored and communicated with the town, offering protection and convoy to any vessels bound out. We remained off Tampico, and in the neighborhood, ten days: from thence, cruized to the southward, and off Vera Cruz and Alvarado, but was unable to communicate with the shore, in consequence of bad weather.

The term of our cruize in the Gulf having nearly expired, we shaped our course for Yacatan Bank, where we cruized in sight of Alacran, and in the neighborhood, a few days, stretching off Cape Catoche and Antonio, from thence to this port, where we arrived to-day. It affords me great satisfaction to state, that the officers and crew have enjoyed health since leaving New York, not having lost a man by sickness, nor have we had a single case of malignant fever on board.

I have the honor to be, sir, with great respect, your ob't. serv't.

JOHN GALLAGHER.

To Com. DAVID PORTER,

Commanding U. S. Squadron in the Gulf of Mexico and West Indies

(D.)

Deaths in the United States Navy since December 1st, 1823.

NAMES.	WHEN DIED.	STATE.
<i>Captains.</i>		
Samuel Evans - -	June, 1824	New Jersey
Joseph Bainbridge - -	November " "	Do
Edward Trenchard - -	" " "	Do
Joseph S. Macpherson - -	April " "	Pennsylvania
<i>Lieutenants.</i>		
Richard G. Edwards - -	December, 1823	North Carolina
Francis B. Gamble - -	September 1824	New Jersey
Nathaniel L. Montgomery - -	July " "	Do
William Berry - -	" " "	Maryland
Charles Lacy - -	June " "	New Jersey
John L. Cummings - -	July " "	Do
<i>Surgeons' Mates.</i>		
William F. Rogers - -	August, 1824	Virginia
John D. Armstrong - -	September " "	Ireland
Joseph Kenz - -	" " "	Louisiana
<i>Pursers.</i>		
Richard C. Archer - -	June, 1824	Maryland
George S. Wise - -	November " "	Virginia
J. C. De Hart - -	" " "	New Jersey
<i>Midshipmen.</i>		
William Rice - -	February, 1824	Maine
J. H. Clinton - -	June " "	New York
Charles E. Cutts - -	" " "	New Hampshire
James Hodge - -	March " "	Pennsylvania
Gregory Purcell - -	June " "	New Hampshire
Ebenezer Reyner - -	" " "	Pennsylvania
William Shaw - -	August " "	Pennsylvania

(F.)

TREASURY DEPARTMENT.

Second Comptroller's Office, Nov. 25. 1824.

SIR: I have the honor herewith to furnish the statement requested by your letter of 20th inst. shewing the expenditure of the appropriations for the support of the navy, during the three first quarters of the present year.

Very respectfully,

Your most obedient servant,

RICHARD CUTTS.

Hon. SAMUEL L. SOUTHARD,
Secretary of the Navy.

STATEMENT of the Expenditure of the Appropriations for the Support of the Navy, from the 1st January, to the 30th September, 1824.

APPROPRIATIONS.	Amount of requisitions drawn on the Treasury.	Amount of refunding requisitions drawn.	Amount expended.
Pay, &c. of the navy afloat, - - -	\$ 850,087 55	151,870 10	698,217 45
The same, shore stations - - -	169,221 06		169,221 06
Provisions - - -	297,069 80	69,167 92	227,901 88
Contingent expenses prior to 1824 - - -	102,447 67	1,595 50	100,852 17
The same, for 1824 - - -	88,038 87	530 48	87,508 39
The same, for objects arising in the current year, and not enumerated - - -	44 45		44 45
Improvement of navy yards, &c. - - -	61,538 38	7,009 97	54,528 41
Ordnance - - -	21,193 53	1,176 05	20,017 48
Medicines, &c. - - -	33,224 97	45 31	33,179 66
Repairs of vessels - - -	312,397 90	8,789 89	303,608 01
Gradual increase of the navy - - -	255,336 59	9,792 01	225,544 58
Pay of superintendents, &c. - - -	4,701 41	1,519 31	3,182 10
Pay of laborers, &c. - - -	7,741 92	308 95	7,432 97
Ship houses - - -	33,699 85	2,313 25	31,386 60
Docks and wharves, in connexion with the inclined plane - - -	9,769 53	2,057 00	7,712 53
Prohibition of the slave trade - - -	12,535 03		12,535 03
Suppression of piracy - - -	23,233 29	9,197 17	14,036 12
Surveying the coast of Florida - - -	4,052 04	3,196 37	855 67
Appropriation for the captors of Algerine vessels, (Act 27th April, 1816.) - - -	56 59		56 59
Pay and subsistence of the marine corps - - -	129,989 55	84 89	129,904 66
Clothing of the marine corps - - -	19,592 42		19,592 42
Contingent expenses, marine corps - - -	5,288 41		5,288 41
Military stores, marine corps - - -	3,051 25		3,051 25
Fuel, marine corps - - -	3,775 93		3,775 93
Medicines, &c. for the marines on shore - - -	450 29		450 29
Repairing barracks, and building new barracks, at Portsmouth - - -	5,631 81		5,631 81
Act for the relief of Benjamin King - - -	657 69		657 69
of John K. Carter - - -	901 57		901 57
of Jonas Duncan - - -	60 00		60 00
Rewarding the officers and crews of two gigs, or small boats, under the command of Lieutenant Francis H. Gregory, for the capture and destruction of a British gun-boat, called the Black Snake - - -	3,000 00		3,000 00
Rewarding the officers and crew of the Constitution frigate, for the capture of the British sloop of war Levant - - -		66 63	
Examining and surveying the harbor of Charleston, in South Carolina, of St. Mary's, in Georgia, and of Pensacola and the coast of Florida - - -	2,962 37		2,962 37
Building barges - - -		409 58	
	\$2,441,751 72	269,130 38	\$2,173,097 55

TREASURY DEPARTMENT,

Second Comptroller's Office, November 25, 1824.

RICHARD CUTTS.

TREASURY DEPARTMENT,

Fourth Auditor's Office, 1st Dec. 1824.

SIR: I have the honor to hand you, herewith, a statement of the Navy Hospital Fund, to the 30th September, 1824, exhibiting a balance to its credit on that day, on the books of this office, of one hundred and thirty two thousand five hundred and seventy four dollars and eighty eight cents.

On the 18th October, 1824, a requisition was drawn in favor of Thomas Tudor Tucker, on account of the moneys passed to the credit of the fund during the preceding quarter, and with which it is charged, for five thousand nine hundred and ninety three dollars and seven cents, which reduces the balance actually due to the Fund on the 30th September, 1824, to one hundred and twenty six thousand five hundred and eighty one dollars and eighty one cents.

It will be perceived, that there is a difference of seventeen dollars and ninety four cents, between the amount credited to the Fund, in the present statement, for the third quarter of 1824, and that reported to you on the 1st of October last, owing to an error in posting the ledger, and not discovered until the books were examined.

I have the honor to be,

Very respectfully, sir,

Your obedient servant,

T. WATKINS.

Hon. SAMUEL L. SOUTHARD,

Secretary of the Navy.

Dr.

NAVY HOSPITAL FUND.

Cr.

[1]

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1824.	To requisition on the Treasury, for No. 2223, in favor of Tho's T. Tucker, for - - -	5,353 74	By amount standing at the credit of the Navy Hospital Fund, per the report transmitted 29th October, 1823 - - -	117,074 34
May 24				
July 14	To do, for No. 2418, in favor of Tho's T. Tucker, for - - -	2,026 99	By amount carried to the credit of said Fund, for 4th quar- ter, 1823, - - -	
	To balance due Navy Hospital Fund - - -	132,574 88	2,640 21	
		<u>\$139,955 61</u>	By amount credited in 1st quarter, 1824, 12,238 74	
			By amount credited in 2d quarter, 1824, 2,026 99	
			By amount credited in 3d quarter, 1824 5,975 33	
				<u>22,881 27</u>
				139,955 61
			By balance to the credit of said Fund, on 30th Sept. 1824,	<u>\$132,574 88</u>

TREASURY DEPARTMENT, Fourth Auditor's Office, Dec. 1, 1824.

T. WATKINS.

G.

NAVY COMMISSIONERS' OFFICE,

20th November, 1824.

SIR: Agreeably to your directions, the Commissioners of the Navy have the honor to enclose—

Estimates of the expenses of the Navy, for the year 1825, marked G 1, with explanatory statements marked G 2.

State of the vessels in ordinary, marked G 3.

Statement of the progress made under the law for the gradual increase of the Navy, marked G 4, and an estimate of the expenses of the Navy Commissioners' Office for the year 1825, marked G 5.

I have the honor to be,

With great respect, Sir,

Your most obed^t serv^t.

JOHN RODGERS.

Hon. SAM'L L. SOUTHARD,
Secretary of the Navy.

(G. 1)

There will be required for the support of the Navy, during the year 1825, the sum of two millions two hundred and ninety-eight thousand seven hundred and ninety-four dollars and sixty cents, viz:

- | | |
|--|--------------|
| 1. For pay and subsistence of officers, seamen, &c. other than those at Navy Yards, shore stations, and in ordinary, - - - - - | \$783,554 37 |
| 2. For pay and subsistence of officers and others, at Navy Yards, shore stations, and in ordinary, - | 270,365 23 |
| 3. For provisions, - - - - - | 355,875 00 |
| 4. For repairs of vessels, and wear and tear of vessels in commission, - - - - - | 450,000 00 |
| 5. For improvement and repairs of Navy Yards, - - - - - | 155,000 00 |
| 6. For ordnance and ordnance stores, - - - - - | 35,000 00 |
| 7. For medicines and hospital stores, - - - - - | 35,000 00 |

8. For defraying the expenses, which may accrue during the year 1825, for the following purposes: For freight and transportation of materials and stores of every description; for wharfage and dockage; for storage and rent; for travelling expenses of officers and transportation of seamen; for house-rent or chamber-money; for fuel and candles to officers, other than those attached to Navy Yards, and shore stations; for commissions, clerk hire, office rent, stationary, and fuel, to navy agents; for premiums and incidental expenses for recruiting; for expense of pursuing deserters; for compensation to Judge Advocates; for per diem allowance to persons attend-

ing Courts Martial and Courts of Enquiry, and to officers engaged in extra service, beyond the limits of their stations; for expenses of persons in sick quarters; for burying deceased persons belonging to the navy; for printing and for stationery of every description; for books, charts, nautical and mathematical instruments; chronometers, models, and drawings; for purchase and maintenance of oxen and horses, and for carts, wheels, and workman's tools of every description; for purchase and repairs of steam and fire engines and machinery; for postage of letters on public service; for pilotage; for cabin furniture vessels in commission; for taxes on navy yards and public property; for assistance rendered to public vessels in distress; for incidental labour at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, steam engines, and for vessels in commission and in ordinary, and for no other object or purpose whatsoever, -	200,000 00
For contingent purposes, - - - - -	5,000 00
	<hr style="border-top: 1px solid black;"/>
	\$2,208,794 00
	<hr style="border-top: 3px double black;"/>

EXPLANATORY STATEMENTS

OF THE SEVERAL ITEMS OF THE

General Estimate

Of the Expenses of the Navy of the U. S.

FOR THE YEAR 1825.

(G. 2)

EXPLANATORY STATEMENT of the first Item of the General Estimate, being an Estimate of the Pay and Subsistence of all Persons in the Navy, other than those attached to Navy Yards, Shore Stations, Vessels in Ordinary, and Hospitals, for the year 1825.

	1 Ship of the Line.	2 Frigates 1st Class.	1 Frigate 2d Class.	3 Sloops 1st Class.	3 Sloops 2d Class.	5 Brigs and Schooners.	8 Small Vessels.	Whole number of Officers, &c. &c.	Amount of Compensation.
Captains - - - - -	2	2	2	1	-	-	-	7	13,121 25
Masters Commandant - - - - -	1	-	-	2	3	-	-	6	6,510 00
Lieutenants Commanding - - - - -	-	-	-	-	-	5	8	13	11,358 75
Lieutenants - - - - -	10	16	7	15	12	10	17	87	57,637 50
Masters - - - - -	1	2	1	3	3	3	8	21	11,996 25
Second Masters - - - - -	1	-	-	-	-	-	-	1	360 00
Chaplains - - - - -	1	2	1	-	-	-	-	4	2,285 00
Surgeons - - - - -	1	2	1	3	3	5	1	16	11,060 00
Pursers - - - - -	1	2	1	3	3	5	1	16	9,140 00
Boatswains - - - - -	1	2	1	3	3	-	-	10	3,312 50
Gunners - - - - -	1	2	1	3	3	-	-	10	3,312 50
Carpenters - - - - -	1	2	1	3	3	-	1	11	3,643 75
Sailmakers - - - - -	1	2	1	3	3	-	-	10	3,312 50
Midshipmen - - - - -	34	40	15	36	30	30	27	212	48,336 00
Surgeons' Mates - - - - -	3	4	2	3	3	-	10	25	11,281 25
Schoolmasters - - - - -	1	-	-	-	-	-	-	1	391 25
Clerks - - - - -	1	2	1	3	3	5	-	15	4,500 00
Armorsers - - - - -	1	2	1	3	3	5	-	15	3,240 00
Boatswains' Mates - - - - -	6	8	3	9	9	15	-	47	10,716 00

Gunners' Mates	3	4	2	6	3	5	8	31	7,068 00
Carpenters' Mates	2	4	1	3	3	5	10	28	6,384 00
Masters at Arms	1	2	1	3	3	5	-	15	3,240 00
Coxswains	1	2	1	3	3	-	-	10	2,160 00
Ships' Corporals	2	4	1	-	-	-	-	7	1,512 00
Coopers	1	2	1	3	3	-	-	10	2,160 00
Cooks	1	2	1	3	3	5	8	23	4,968 00
Sailmakers' Mates	2	2	1	3	3	5	-	16	3,648 00
Quarter Gunners	20	24	10	24	18	10	8	114	24,624 00
Quartermasters	10	16	6	15	12	10	8	77	16,632 00
Yeomen	3	6	3	9	6	5	-	32	6,912 00
Pursers' Stewards	1	2	1	3	3	5	9	24	5,184 00
Seamen	268	332	129	201	201	50	53	1,234	177,696 00
Ordinary Seamen	350	340	131	135	135	-	24	1,115	133,800 00
Boys	50	56	22	30	30	-	1	189	13,608 00
	783	888	350	531	507	183	210	3,452	\$625,120 50

(G. 3.)

STATEMENT of the Vessels in Ordinary, and Receiving Vessels at the Navy Yards upon the Atlantic Coast.*At the Navy Yard, Charlestown, Mass.*

Independence, ship of the line	{	These ships would require an examination of their copper, and some slight repairs before going to sea.
Columbus		
Java, frigate	{	Used as a receiving vessel, is much decayed, but is worthy of repairs, which it is recommended to have made during the next year.

At Navy Yard, Brooklyn, New York.

Ohio, ship of the line	{	Their copper would require examination, and some repairs might be necessary before sending them to sea.
Washington, ship of the line		
Franklin	{	Has just returned from a three years cruise, and would probably require considerable repairs, before making another cruise.
Fulton, steam ship	{	Used as a receiving vessel, much decayed.

At Navy Yard, Gosport, Virginia.

Delaware, ship of the line	{	Her copper would require examination, and some repairs would be necessary, before she went to sea.
Guerriere, frigate		
Congress do	{	Require extensive repairs, which it is recommended to make during the next year.
Macedonian do		
Alert	{	Used as a receiving vessel.
Asp, a small hulk, used as a receiving vessel, at Baltimore, much decayed, and unworthy of repairs.		

STATEMENT showing the state and condition of the Vessels upon the Lake Stations.

At Erie, Pennsylvania.

Lawrence
Detroit
Porcupine
Queen Charlotte
Ghent

{ Much decayed, and believed to be totally unworthy of repair: it is recommended to break them up, or dispose of them, and to sell or transport the stores at Erie to N. York, as may be most advantageous to the public interests.

At Sackett's Harbor, Lake Ontario.

Chippewa, ship of the line
New Orleans do
Superior
Mohawk
Pike
Madison
Jefferson
Jones
Sylph
Oneida
Lady of the Lake
Fourteen gun boats

{ On the stocks, partly finished, and sound under cover.
Originally built of green timber, and now so much decayed as to be deemed unworthy of repair. It is recommended to break them up, or dispose of them, and to transport the stores at Sackett's Harbor to New York, or sell them, as may be found most advantageous to the public interests.

Lake Champlain, at Whitehall.

Confiance
Saratoga
Eagle
Ticonderoga
Six galleys

{ Entirely decayed; recommended to dispose of them or break them up, and transport the stores to New York, or dispose of them, as may be most advantageous.

(G.—4.)

STATEMENT of the progress made under the Law for the gradual increase of the Navy.

SHIPS LAUNCHED.

Columbus
Delaware
Ohio
North Carolina

} Ships of the line.

SHIPS BUILDING.

One Ship of the line, near Portsmouth, N. H. might be launched in	-	-	-	-	60 days
One Frigate	-	do	-	-	60 "
One Ship of the line, at Charlestown, Mass.	-	-	-	-	30 "
One do	-	do	-	-	60 "
One Frigate, at Brooklyn, N. Y.	-	-	-	-	30 "
One do	-	do	-	-	90 "
One Ship of the line, at Philadelphia,	-	-	-	-	150 "
One Frigate	-	do.	-	-	30 "
Two Frigates at Washington,	-	-	-	-	30 "
One Ship of the line, at Gosport, Va.	-	-	-	-	60 "

The *equipment* of these ships would require a considerably longer time than that given in which they might be launched.

Frames for three other Frigates, and for three Steam Batteries, are deposited as follows:

For one Frigate, at Charlestown, Mass.

For two Steam Batteries, at New York.

For one Frigate, at Norfolk.—A considerable part of the copper, iron, lead, 2 steam engines and boilers, and other imperishable articles, are procured for their completion.

For one Frigate, and one Steam Battery, at Washington.

EXPLANATORY STATEMENT of 1st Item—Continued.
FOR RECEIVING VESSELS.

	1—at Boston.	1—at New York.	1 at Norfolk.	1—at Philadelphia	1—at Baltimore.	Whole Number.	
Masters Commandant	1	1	1	-	-	3	\$3,255 00
Lieutenants	3	3	3	1	1	11	7,287 50
Pursers	1	1	1	-	-	3	1,713 75
Masters	1	1	1	-	-	3	1,713 75
Surgeons' Mates	1	1	1	-	-	3	1,353 75
Midshipmen	4	4	4	2	2	16	3,648 00
Boatswains	1	1	1	-	-	3	993 75
Gunners	1	1	1	-	-	3	993 75
Carpenters Mates	1	1	1	-	-	3	648 00
Stewards	1	1	1	-	-	3	648 00
Cooks	1	1	1	-	-	3	64 00
Able Seamen	4	4	4	2	2	16	2,304 00
Ordinary Seamen	8	8	8	-	2	26	3,120 00
Boys	6	6	6	2	-	20	1,440 00
	64	64	64	7	7	116	\$21,803 25

EXPLANATORY STATEMENT of the First Item—Continued.

FOR RECRUITING STATIONS.

	1—at Boston.	1—at New York.	1—at Philadelphia.	1—at Norfolk.	1—at Baltimore.	Whole Number.	
Masters Commandant - - - - -	1	1	1	1	1	5	\$ 5,425 00
Midshipmen - - - - -	2	2	2	2	3	11	9,652 00
Surgeons - - - - -	1	1	1	1	1	4	5,239 00
Surgeons' Mates - - - - -	-	-	-	-	1	1	938 75
	4	4	4	4	5	21	\$15,254 75

[1]

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FOR ORDNANCE DUTIES.

1 Master Commandant - - - - -	1	\$1,176 25
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EXPLANATORY STATEMENT of the First Item—Continued.
OFFICERS AWAITING ORDERS, AND ON FURLOUGH.

	Captains.	Masters Commandant.	Lieutenants.	Masters.	Surgeons.	Purser.	Surgeon's Mates.	Chaplains.	Midshipmen.	Sailmaker.	Whole Number.	Amount of Compensation.
Awaiting orders	4	6	99	10	.	10	-	3	35	1	163	\$100,902 50
On furlough	-	1	12	9	1	1	1	-	21	-	43	11,297 12
	4	7	111	19	1	11	1	3	56	1	214	\$112,199 62

RECAPITULATION.

For cruising vessels in commission	-	-	-	-	-	-	-	-	-	-	-	\$625 120 50
For receiving vessels	-	-	-	-	-	-	-	-	-	-	-	29,503 25
For recruiting stations	-	-	-	-	-	-	-	-	-	-	-	15,254 75
For ordnance duty	-	-	-	-	-	-	-	-	-	-	-	1 475 25
For officers awaiting orders and on furlough	-	-	-	-	-	-	-	-	-	-	-	112 199 62
												<u>\$783,554 37</u>

EXPLANATORY STATEMENT

OF

The Second Item of the General Estimate;

BEING AN ESTIMATE OF THE

Pay, and Subsistence, and Allowances,

OF EVERY DESCRIPTION OF OFFICERS AND OTHERS,

ATTACHED TO NAVY YARDS, SHORE STATIONS, VESSELS IN ORDINARY, AND HOSPITALS.

PORTSMOUTH, NEW HAMPSHIRE.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per anm.	Caulks per annum.	Costs of wood pr. an.	Servants at \$8 per month.	Servants at \$6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Per day.	Month.	Year.	
1	Captain	\$ 150	16	\$ -	\$ 65	30	3	-	3,466 75				
1	Master Commandant	60	5	300	40	20	2	-	2,010 75				
1	Sailingmaster	40	2	200	20	12	1	-	1,141 75				
1	Surgeon	50	2	200	20	20	1	-	1,309 75				
1	Purser	40	2	200	20	12	1	-	1,141 75				
1	Boatswain	20	2	90	12	9	-	1	741 75				
1	Gunner	20	2	90	12	9	-	1	741 75				
1	Steward	18	1	-	-	-	-	-	307 25				
1	Carpenter's mate, qualified as caulker	19	1	-	-	-	-	-	319 25				
5	Seamen	12	1	-	-	-	-	-	1,176 25				
5	Ordinary Seamen	10	1	-	-	-	-	-	1,056 25				
													13,413 25

CIVIL.										\$	\$	\$
1	Storekeeper	-	-	-	-	-	-	-	-	-	-	1,500 00
1	Clerk to do.	-	-	-	-	-	-	-	-	-	-	250 00
1	do. of the yard and Com- mandant's clerk	-	-	-	-	-	-	-	-	-	-	600 00
31	Master builder and inspec- tor of timber	-	-	-	-	-	-	-	-	-	-	2,000 00
1	Clerk to do. and clerk of the check	-	-	-	-	-	-	-	-	-	20	240 00
1	Porter	-	-	-	-	-	-	-	-	-	20	240 00
1	Master blacksmith	-	-	-	-	-	-	-	-	2 50	-	782 50
1	do. joiner	-	-	-	-	-	-	-	-	3 00	-	939 00
1	do. spar maker	-	-	-	-	-	-	-	-	2 00	-	626 00
1	do. caulker	-	-	-	-	-	-	-	-	2 25	-	704 50
1	do. sailmaker	-	-	-	-	-	-	-	-	2 50	-	782 50
1	do. cooper	-	-	-	-	-	-	-	-	2 00	-	626 00
1	do. boatbuilder	-	-	-	-	-	-	-	-	1 75	-	547 75
												9,838 00
												23,251 25

BOSTON.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Cords of wood pr. an.	Servants at \$ 8 per month.	Servants at \$ 6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Per day.	Month.	Year.	
1	Captain	100	16	-	65	30	3	-	3,466 75				
1	Master Commandant	60	5	300	40	20	2	-	2,010 75				
1	Lieutenant	40	3	200	20	20	1	-	1,281 00				
1	ditto	40	3	-	-	-	-	-	753 75				
1	Master	40	2	200	20	12	1	-	1,141 75				
1	ditto	40	2	-	-	-	-	-	662 50				
1	Surgeon	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate	30	2	145	16	14	1	-	950 75				
1	Purser	40	2	200	20	12	1	-	1,141 75				
1	Chaplain	40	2	250	-	-	-	-	912 50				
3	Midshipmen	19	1	-	-	-	-	-	957 75				
1	Boatswain	20	2	90	12	9	1	-	741 75				
1	Gunner	20	2	90	12	9	1	-	741 75				
1	Steward	18	1	-	-	-	-	-	307 25				
1	Carpenter's mate, qualified as caulker	19	1	-	-	-	-	-	319 25				
10	Seamen	12	1	-	-	-	-	-	2,852 50				
10	Ordinary seamen	10	1	-	-	-	-	-	2,112 50				21,164 00

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HOSPITAL.													
1	Surgeon	-	50	2	200	20	20	1	-	1,300 75			
1	Surgeon's mate	-	30	2	145	16	14	-	1	950 75			
1	Steward	-	18	1	-	-	-	-	-	307 25			
2	Nurses	-	10	1	-	-	-	-	-	422 50			
2	Washerwomen	-	8	1	-	-	-	-	-	374 50			
1	Cook	-	12	1	-	-	-	-	-	235 25			3,600 00
CIVIL.													
1	Storekeeper	-	-	-	200	-	-	-	-	-	-	-	1,500 00
1	Clerk to do.	-	-	-	-	-	-	-	-	-	-	-	450 00
1	do. of the yard	-	-	-	-	-	-	-	-	-	-	-	900 00
1	do. to Commandant	-	-	-	-	-	-	-	-	-	-	-	750 00
1	do. to do.	-	-	-	-	-	-	-	-	-	30	-	360 00
1	Master builder	-	-	-	-	-	-	-	-	-	-	-	2,000 00
1	Clerk to do. and clerk of the check	-	-	-	-	-	-	-	-	-	35	-	420 00
1	Inspector and measurer of timber	-	-	-	-	-	-	-	-	-	-	-	900 00
1	Porter	-	-	-	-	-	-	-	-	-	30	-	360 00
1	Master boatbuilder	-	-	-	-	-	-	-	-	2 00	-	-	626 00
1	do. joiner	-	-	-	-	-	-	-	-	3 00	-	-	939 00
1	do. blacksmith	-	-	-	-	-	-	-	-	2 50	-	-	782 50
1	do. caulker	-	-	-	-	-	-	-	-	2 50	-	-	782 50
1	do. sparmaker	-	-	-	-	-	-	-	-	2 25	-	-	704 25
1	do. cooper	-	-	-	-	-	-	-	-	2 00	-	-	626 00
1	do. sailmaker	-	-	-	-	-	-	-	-	2 75	-	-	860 75
1	do. armorer	-	-	-	-	-	-	-	-	2 81	-	-	879 50
												14,040 50	
												38,804 50	

NEW YORK.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Cords of wood per an.	Servants at \$ 8 per month.	Servants at \$ 6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Per day.	Month.	Year.	
1	Captain	100	16	-	65	30	3	-	3,466 75				
1	Master Commandant	60	5	300	40	20	2	-	2,010 75				
1	Lieutenant	40	3	200	20	20	1	-	1,281 00				
1	Do.	40	3	-	-	-	-	-	753 75				
1	Master	40	2	200	20	12	1	-	1,141 75				
1	Do.	40	2	-	-	-	-	-	662 50				
1	Surgeon	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's Mate	30	2	145	16	14	-	1	950 75				
1	Purser	40	2	200	20	12	1	-	1,141 75				
1	Chaplain	40	2	250	-	-	-	-	912 50				
3	Midshipmen	19	1	-	-	-	-	-	957 75				
1	Boatswain	20	2	90	12	9	-	1	741 75				
1	Gunner	20	2	90	12	9	-	1	741 75				
1	Steward	18	1	-	-	-	-	-	307 25				
2	Carpenter's mate, qualified as caulker	19	1	-	-	-	-	-	319 25				
10	Seamen	12	1	-	-	-	-	-	2,352 50				
10	Ordinary seamen	10	1	-	-	-	-	-	2,112 50				
													21,164 00

[1]

HOSPITAL.													
1	Surgeon	-	50	2	250	20	20	1	-	1,309 75			
1	Surgeon's mate	-	30	2	145	16	14	-	1	950 75			
1	Steward	-	18	1	-	-	-	-	-	307 25			
2	Nurses	-	10	1	-	-	-	-	-	422 50			
2	Washerwomen	-	8	1	-	-	-	-	-	374 50			
1	Cook	-	12	1	-	-	-	-	-	235 25			
CIVIL.													
1	Storekeeper	-	-	-	200	-	-	-	-	-	-	1,500 00	3,000 00
1	Clerk to do.	-	-	-	-	-	-	-	-	-	-	450 00	
1	Do. of the yard	-	-	-	-	-	-	-	-	-	-	900 00	
1	Do. to commandant	-	-	-	-	-	-	-	-	-	-	750 00	
1	Do. to do.	-	-	-	-	-	-	-	-	-	30	360 00	
1	Master-boat builder	-	-	-	-	-	-	-	-	-	-	2,000 00	
1	Clerk to do. and clerk of the clerk	-	-	-	-	-	-	-	-	-	35	420 00	
1	Inspector and measurer of timber	-	-	-	-	-	-	-	-	-	-	900 00	
1	Porter	-	-	-	-	-	-	-	-	-	30	360 00	
1	Master boat builder	-	-	-	-	-	-	-	-	1 75	-	547 75	
1	do. joiner	-	-	-	-	-	-	-	-	3 00	-	939 00	
1	do. blacksmith	-	-	-	-	-	-	-	-	2 50	-	782 50	
1	do. caulker	-	-	-	-	-	-	-	-	2 25	-	704 25	
1	do. spar maker	-	-	-	-	-	-	-	-	2 00	-	626 00	
1	do. cooper	-	-	-	-	-	-	-	-	2 00	-	626	
1	do. sailmaker	-	-	-	-	-	-	-	-	2 50	-	782 50	
1	do. armor'er	-	-	-	-	-	-	-	-	2 00	-	626 00	13,474 00
												38,238 00	

PHILADELPHIA.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Cords of wood per an.	Servants at \$ 8 per mo.	Servants at \$ 6 per mo.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Per day.	Month.	Year.	
1	Captain	100	6	-	65	30	3	-	3,466 75				
1	Master Commandant	60	5	300	40	20	2	-	2,010 75				
1	Master	40	2	200	20	12	1	-	1,141 75				
1	Surgeon	50	2	200	20	20	1	-	1,309 75				
1	Purser	40	2	200	20	12	1	-	1,141 75				
1	Boatswain	20	2	90	12	9	-	1	741 75				
1	Gunner	20	2	90	12	9	-	1	741 75				
1	Steward	18	1	-	-	-	-	-	307 25				
1	Carpenter's mate, qualified as caulker	19	1	-	-	-	-	-	319 25				
5	Seamen	12	1	-	-	-	-	-	1,176 25				
5	Ordinary seamen	10	1	-	-	-	-	-	1,056 25				
	HOSPITAL.												
1	Surgeon	50	2	200	20	20	1	-	1,309 75				13,413 25
1	Surgeon's mate	30	2	145	16	14	-	1	950 75				2,260 50

[1]

CIVIL.										
1	Storekeeper	-	-	-	-	-	-	-	-	1,200 00
1	Clerk to do.	-	-	-	-	-	-	-	-	300 00
1	do. of the yard	-	-	-	-	-	-	-	-	600 00
1	do. to commandant	-	-	-	-	-	-	-	-	600 00
1	Constructor	-	-	-	-	-	-	-	-	2,300 00
1	Master builder and master joiner	-	-	-	-	-	-	-	-	1,200 00
1	Clerk to do. and clerk of the check	-	-	-	-	-	-	-	25	300 00
1	Inspector of timber	-	-	-	-	-	-	-	-	500 00
1	Porter	-	-	-	-	-	-	-	20	240 00
1	Master boat builder	-	-	-	-	-	-	1 75	-	547 75
1	do. blacksmith	-	-	-	-	-	-	2 50	-	782 50
1	do. sparmaker	-	-	-	-	-	-	2 00	-	626 00
1	do. caulker	-	-	-	-	-	-	2 25	-	704 25
1	do. cooper	-	-	-	-	-	-	2 00	-	626 00
										10,526 50
										26,200 25

NORFOLK.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Cords of wood pr. an.	Servants \$ 8 per month.	Servants at \$ 6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Day.	Month.	Year.	
1	Captain	\$ 100	16	\$ -	\$ 65	30	3	-	3,466 75				
1	Master Commandant	60	5	300	40	20	2	-	2,010 75				
1	Lieutenant	40	3	200	20	20	1	-	1,281 00				
1	Do.	40	3	-	-	-	-	-	753 75				
1	Master	40	2	200	20	12	1	-	1,141 75				
1	Do.	40	2	-	-	-	-	-	662 50				
1	Surgeon	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's Mate	30	2	145	16	14	-	1	950 75				
1	Purser	40	2	200	20	12	1	-	1,141 75				
1	Chaplain	40	2	250	-	-	-	-	912 50				
3	Midshipmen	19	1	-	-	-	-	-	957 75				
1	Boatswain	20	2	90	12	9	-	1	741 75				
1	Gunner	20	2	90	12	9	-	1	741 75				
1	Steward	18	1	-	-	-	-	-	307 25				
1	Carp't's mate qual. as caulker	19	1	-	-	-	-	-	19 25				
10	Seamen	12	1	-	-	-	-	-	32 50				
10	Ordinary Seamen	10	1	-	-	-	-	-	22 50				
													21,164 00

[4]

HOSPITAL.												
1	Surgeon	50	2	200	20	20	1	-	1,309 75			
1	Surgeon's Mate	30	2	145	16	14	-	1	950 75			
1	Steward	18	1	-	-	-	-	-	307 25			
2	Nurses	10	1	-	-	-	-	-	422 50			
2	Washwomen	8	1	-	-	-	-	-	374 50			
1	Cook	12	1	-	-	-	-	-	235 25			\$,600
CIVIL.												
1	Storekeeper	-	-	200	-	-	-	-	-	-	1,500 00	
1	Clerk to do.	-	-	-	-	-	-	-	-	-	450 00	
1	Do. of the yard	-	-	-	-	-	-	-	-	-	900 00	
1	Do. to Commandant	-	-	-	-	-	-	-	-	-	750 00	
1	Do. to do.	-	-	-	-	-	-	-	-	30	360 00	
1	Master Builder	-	-	-	-	-	-	-	-	-	2,000 00	
1	Clerk to do. and clerk of the check	-	-	-	-	-	-	-	-	35	420 00	
1	Inspector and Measurer of Timber	-	-	-	-	-	-	-	-	-	900 00	
1	Porter	-	-	-	-	-	-	-	-	30	360 00	
1	Master boat builder	-	-	-	-	-	-	-	2 50	-	782 50	
1	Do. Joiner	-	-	-	-	-	-	-	2 50	-	782 50	
1	Do. Blacksmith	-	-	-	-	-	-	-	3 00	-	939 00	
1	Do. Caulker	-	-	-	-	-	-	-	2 25	-	704 25	
1	Do. Spar maker	-	-	-	-	-	-	-	3 50	-	1,095 50	
1	Do. Cooper	-	-	-	-	-	-	-	2 50	-	782 50	
1	Do. Armorer	-	-	-	-	-	-	-	2 50	-	782 50	
1	Do. Sail maker	-	-	-	-	-	-	-	2 50	-	782 50	
1	Keeper of magazine	-	-	-	-	-	-	-	-	40	480 00	14,971 25
											39,735 25	

WASHINGTON.

[1]

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Cords of wood pr. ann.	Servants at \$8 per month.	Servants at \$6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Day.	Month.	Year.	
1	Captain	100	16	-	60	30	3	-	3,466 75				
1	Master Commandant	60	5	500	40	20	2	-	2,010 75				
1	Lieutenant	40	3	200	25	20	1	-	1,281 00				
1	Master	40	2	200	20	12	1	-	1,141 75				
1	Purser	40	2	200	20	12	1	-	1,141 75				
1	Surgeon	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate	30	2	145	16	12	-	1	938 75				
1	Boatswain	20	2	90	12	9	-	1	741 75				
1	Master in charge of ordnance	40	2	104	-	-	-	-	766 50				
1	Gunner as laboratory officer	20	2	-	12	9	-	-	651 75				
1	Master keeper of magazine	40	2	-	-	-	-	-	662 50				
1	Steward	18	1	-	-	-	-	-	307 25				
	Carpenter's mate qualified as caulker	19	1	-	-	-	-	-	319 25				
3	Seamen	12	1	-	-	-	-	-	1,176 25				
5	Ordinary seamen	10	1	-	-	-	-	-	1,056 25				
													16,97 200

HOSPITAL.												
1	Surgeon	50	2	200	20	20	1	-	1,309 75			
1	Surgeon's mate	30	2	145	16	12	-	1	938 75			
CIVIL.												
1	Storekeeper	-	-	200	-	-	-	-	-	-	1,500 00	2,248 50
1	Clerk to do.	-	-	-	-	-	-	-	-	-	450 00	
1	Do. of the yard	-	-	-	-	-	-	-	-	-	900 00	
1	Do. to Commandant	-	-	-	-	-	-	-	-	-	1,000 00	
1	Do. to do.	-	-	-	-	-	-	-	-	40	480 00	
1	Naval constructor	-	-	-	-	-	-	-	-	-	2,300 00	
1	Draftsman	-	-	-	-	-	-	-	-	40	480 00	
1	Master builder	-	-	-	-	-	-	-	-	-	1,500 00	
1	Clerk to do. & clerk the check.	-	-	-	-	-	-	-	-	35	420 00	
1	Inspector of timber	-	-	-	-	-	-	-	-	-	900 00	
1	Mas. chain cable & cab. mak.	-	-	-	-	-	-	-	-	-	1,500 00	
1	Master plumber	-	-	-	-	-	-	-	-	-	1,200 00	
1	Porter	-	-	-	-	-	-	-	-	30	360 00	
1	Master anchor maker	-	-	-	-	-	-	-	-	2 24	701 12	
1	Do. shipsmith	-	-	-	-	-	-	-	-	2 50	781 50	
1	Do. sawyer	-	-	-	-	-	-	-	-	2 24	702 12	
1	Do. bleckmaker	-	-	-	-	-	-	-	-	3 00	939 00	
1	Do. joiner	-	-	-	-	-	-	-	-	3 00	939 00	
1	Do. boat bui der	-	-	-	-	-	-	-	-	3 00	939 00	
1	Do. caulker	-	-	-	-	-	-	-	-	2 24	701 12	
1	Do. armorer	-	-	-	-	-	-	-	-	2 24	701 12	
1	Do. cooper	-	-	-	-	-	-	-	-	-	1,000 00	
1	Do. sail maker	-	-	-	-	-	-	-	-	3 00	939 00	
1	Do. engineer	-	-	-	-	-	-	-	-	2 50	782 50	
1	Do. machinist	-	-	-	-	-	-	-	-	-	1500 00	23,815 48
											43,035 98	

NEW ORLEANS.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Cords of wood per an.	Servants at \$ 8 per month.	Servants at \$ 6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Day.	Month.	Year.	
1	Captain	100	16	600	65	30	3	-	4,066 75				
1	Lieutenant	40	3	240	20	20	1	-	1,321 00				
1	Surgeon	50	2	240	20	20	1	-	1,349 75				
1	Purser	40	2	200	20	12	1	-	1,141 75				
1	Boatswain	20	2	104	12	9	-	1	755 75				
1	Gunner	20	2	104	12	9	-	1	755 75				
1	Carpenter	20	2	104	12	9	-	1	755 75				
1	Steward	18	1	-	-	-	-	-	307 25				
4	Seamen	12	1	-	-	-	-	-	941 00				
4	Ordinary seamen	10	1	-	-	-	-	-	845 00				
	CIVIL.												
1	Storekeeper	-	-	200	-	-	-	-	-			1,500 00	
1	Clerk to Commandant	-	-	-	-	-	-	-	-		30	360 00	2,060 00
													12,239 75
													14,299 75

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SACKETT'S HARBOR.													
1	Captain	-	100	8	100	65	30	3	-	3,061 75			
1	Lieutenant	-	40	3	200	20	20	1	-	1,231 00			
1	Surgeon	-	50	2	200	20	12	1	-	1,231 75			
1	Purser, to act as storckeeper	-	40	2	200	20	12	1	-	1,111 75			
1	Boatswain	-	20	2	90	12	9	-	1	719 25			
1	Gunner	-	20	2	90	12	9	-	1	719 25			
1	Carpenter	-	20	2	90	12	9	-	1	719 25			
2	Seamen	-	12	1	-	-	-	-	-	470 50			
4	Ordinary seamen	-	10	1	-	-	-	-	-	845 00			
												10,109 50	
ERIE.													
1	Master Commandant	-	60	5	300	40	20	2	-	1,960 75			
1	Lieutenant	-	40	3	150	20	20	1	-	1,181 00			
1	Surgeon	-	50	2	145	20	12	1	-	1,176 75			
1	Gunner	-	20	2	50	12	9	-	-	516 00			
1	Carpenter	-	20	2	50	12	9	-	-	516 00			
2	Seamen	-	12	1	-	-	-	-	-	470 50			
2	Ordinary seamen	-	10	1	-	-	-	-	-	422 50			
												6,243 50	

WHITEHALL.

number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Costs of wood per an.	Servants at \$ 8 per month.	Servants at \$ 6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Day.	Month.	Year.	
1	Captain - - -	100	8	300	65	30	3	-	2,954 25				6,205 00
1	Lieutenant - - -	40	3	150	20	20	1	-	1,181 00				
1	Surgeon - - -	50	2	145	20	12	1	-	1,176 75				
2	Seamen - - -	12	1	-	-	-	-	-	470 50				
2	Ordinary seamen - - -	10	1	-	-	-	-	-	422 50				
BALTIMORE.													
1	Captain - - -	100	8	300	65	30	3	-	3,036 75				5,009 00
1	Surgeon - - -	50	2	200	20	20	1	-	1,309 75				
1	Purser - - -	40	2	-	-	-	-	-	662 50				
CHARLESTON, S. C.													
1	Captain - - -	100	8	300	65	30	3	-	3,036 75				6,429 25
1	Lieutenant - - -	40	3	200	20	20	1	-	1,281 00				
1	Surgeon's Mate - - -	30	2	200	16	12	-	1	993 75				
1	Purser - - -	40	2	200	20	12	-	1	1,117 75				

[1]

FOR VESSELS IN ORDINARY.

	Carpenter's mates.	Abic seamen.	Ordinary seamen.	Whole number.	
For six ships of the line - - - - -	6	36	78	120	15,912
For one frigate of the first class - - - - -	1	4	11	16	2,124
For two frigates of the second class - - - - -	2	8	18	28	3,768
	9	48	107	164	21,804

EXPLANATION of the 2d Item—Continued.

RECAPITULATION.

	NAVAL.	CIVIL.	HOSPITAL.	VESSELS IN ORDINARY.	TOTAL.
Portsmouth, N. H.	13,413 25	9,838	-	-	23,251 25
Boston	21,164 00	14,040 50	3,600 00	-	38,804 50
New York	21,164 00	13,474 00	3,600 00	-	38,238 00
Philadelphia	13,413 25	10,526 50	2,260 50	-	26,200 25
Norfolk	21,164 00	14,971 25	3,600 00	-	39,735 25
Washington	16,972 00	23,815 48	2,248 50	-	43,035 98
New Orleans	12,239 75	2,060 00	-	-	14,299 75
Sackett's Harbor	10,109 50	-	-	-	10,109 50
Erie	6,243 50	-	-	-	6,243 50
Whitehall	6,205 00	-	-	-	6,205 00
Baltimore	5,009 00	-	-	-	5,009 00
Charleston, S. C.	6,429 25	-	-	-	6,429 25
Vessels in Ordinary	-	-	-	21,804 00	21,804 00
	153,526 50	88,725 73	15,309 00	21,804 00	279,365 23

*EXPLANATORY statement of the 3d item of the General Estimate,
being an estimate for Provisions required for the year 1825.*

For 3452 persons attached to vessels in commission.
 116 do. do. receiving vessels.
 164 do. do. to vessels in ordinary.
 168 do. awaiting orders.

5900 persons at one ration per day each, makes 1,423,500 rations, at 25 cents each, is three hundred and fifty-five thousand eight hundred and seventy-five dollars.

\$ 355,875 00

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EXPLANATORY statement of the 4th item of General Estimate, being an estimate of the probable expense of repairing certain vessels, and for wear and tear of vessels in Commission, during the year 1825, viz.

For repairing the Frigate Java	- -	80,000	
Guerriere	- -	65,000	
Congress	- -	45,000	
Macedonian	- -	40,000	
Ships of the line, Franklin	- -	5,000	
Washington	- -	3,000	
Independence	- -	3,000	
Columbus	- -	3,000	
Ohio	- -	3,000	
Delaware	- -	3,000	
			250,000
For the wear and tear of the North Carolina		20,000	
Constitution		15,000	
Cyane	- -	8,000	
Erie	- -	8,000	
Ontario	- -	4,500	
Nonsuch	- -	2,500	
Constellation		10,000	
John Adams		6,000	
Hornet	- -	6,000	
Sea Gull, steam vessel	- -	5,000	
Spark	- -	3,000	
Shark	- -	3,000	
Grampus	- -	3,000	
Porpoise	- -	3,000	
5 small schrs.		6,000	
Decoy, store ship	- -	2,000	
Building store houses, hospital and other establishments, at Thompson's Island, as rendezvous for the squadron cruising in the West Indies		15,000	
United States,		15,000	
Peacock	- -	10,000	
Dolphin	- -	5,000	
Purchase of timber and other materials for future use	- - - -	50,000	
			200,000
Amount of 4th item of general estimate	- -		\$450,000

EXPLANATORY statement of the 5th item of General Estimate, being an Estimate of the improvements and repairs of the several Navy Yards, required during the year 1825.

<i>At Portsmouth, N. H.</i>		
Ordinary repairs of wharves and buildings		\$3,000 00
<i>At Charlestown, Mass.</i>		
Building a wall and purchasing land	10,000 00	
Levelling the yard	2,500 00	
Repairing wharves and buildings	2,500 00	
Building wharves	5,000 00	
		20,000 00
<i>At New York.</i>		
Wall on S. W. side	4,000 00	
Wharf at N. W. corner	10,000 00	
Building a store house	5,000 00	
Levelling the yard	5,000 00	
Repairing buildings and wharves	5,000 00	
Dock gateway to mill pond	1,500 00	
Fence to define the boundary	1,500 00	
Ship house over the frigate	30,000 00	
		60,000 00
<i>At Philadelphia.</i>		
Building wharf	10,000 00	
Repairs of buildings and wharves	1,000 00	
Filling and levelling the yard	1,000 00	
		12,000 00
<i>At Washington.</i>		
Ship House	30,000 00	
Repairs of wharves, buildings, &c.	10,000 00	
		40,000 00
<i>At Norfolk.</i>		
Store Houses	4,000 00	
Building and repairing wharves	10,000 00	
Repairing buildings, levelling yard, &c.	6,000 00	
		20,000 00
Amount of 5th item of general estimate		155,000 00

H.

HEAD QUARTERS OF THE MARINE CORPS.

Washington, 25d November, 1824.

SIR: I have the honor to transmit to the Department, the estimate for the Marine Corps for 1825, with an explanatory letter from the Quartermaster.

I remain, with great respect,

Your obedient servant,

ARCHIBALD HENDERSON,

Lt. Col. Comd't.

The Hon. SAMUEL L. SOUTHARD,

Secretary of the Navy.

ESTIMATE of Pay for the Officers, Non-commissioned Officers, Music, and Privates, and Subsistence for the Officers of the United States' Marine Corps, for the year 1825.

PAY.			
1 Lieut. Col. Commandant at \$75 per month,	- - - - -	\$	900 00
9 Captains	- - - 40 - - - - -		4,320 00
24 First Lieutenants	- 30 - - - - -		8,640 00
16 Second Lieutenants	- 25 - - - - -		4,800 00
1 Sergeant Major	- - 10 - - - - -		120 00
1 Quarter-Master Sergeant	10 - - - - -		120 00
1 Drum Major	- - 9 - - - - -		108 00
1 Fife Major	- - 9 - - - - -		108 00
71 Sergeants	- - - 9 - - - - -		7,668 00
73 Corporals	- - - 8 - - - - -		7,008 00
20 Drummers	- - - 7 - - - - -		1,680 00
20 Fifers	- - - 7 - - - - -		1,680 00
750 Privates	- - - 6 - - - - -		54,000 00
Extra pay to the Adjutant and Inspector, Pay Master, and Quarter Master, at \$30 per month each			1,080 00
1 Surgeon, at \$45 per month	- - - - -		540 00
1 Surgeon's Mate or Assistant Surgeon, at \$40 per month	- - - - -		480 00
			\$93,252 00
SUBSISTENCE.			
1 Lieutenant Colonel, 6 rations per day, and 6 rations as Commandant, is 12 rations per day, 4320 rations, at 20 cents	- - - - -		876 00
9 Captains, at 3 rations per day each, 9855 rations, at 20 cents	- - - - -		1,971 00
24 First Lieutenants, at 4 rations each, per day; 35,040 complete rations, at 20 cents	- - - - -		7,008 00
16 Second Lieutenants, at 3 rations each, per day; 17,520 rations, at 20 c.	- - - - -		3,504 00
1 Surgeon, at 3 rations per day, is 1095 complete rations, at 20 cents	- - - - -		219 00
1 Assistant Surgeon, or Surgeon's Mate, at 2 rations per day, is 730 rations at 20 cents	- - - - -		146 00
One additional and undrawn ration per day, paid to 24 First Lieutenants, from the 24th April, 1816, to the 31st of December, 1824, is 76104 complete rations, at 20 cents per ration.—This allowance being made by order of the 4th Auditor of the Treasury	- - - - -		15,220 80
			28,944 80
			\$122,196 80

HEAD QUARTERS OF THE MARINE CORPS,

PAY MASTER'S OFFICE,

WASHINGTON, 22d November, 1824.

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

HEAD QUARTERS OF THE MARINE CORPS.

*Quartermaster's Office,
Washington, City. 22d Nov. 1824.*

SIR: Accompanying, I have the honor to hand you an estimate for expenditures, in the quartermaster's department, for the year 1825; also, an estimate of \$5000 for arrearages of contingencies for the years 1823 and 1824—being the amount necessary to liquidate the debts of the corps, which are now and will become due in the present year.

This deficiency occurs in consequence of Congress having appropriated but \$9000, for the year 1824—being \$5000 less than the amount estimated for. It may be proper for me to remark, sir, that the argument used by Congress for reducing the appropriation, was, that the estimate exceeded, in proportion to our number, that of the army. I wish, sir, that the Committee of Ways and Means could be informed that, in the army, transportation, one of the principal articles of expenditure, is separately estimated for; and, I believe there are many other items embraced in our estimate for contingencies, which, in the army, are classed under other heads.

In the last and present year I used every endeavor to curtail the contingent expenses of the corps, but find that, with the strictest economy, not less than the amount estimated for will meet the necessary demands of the service.

I have the honor to be, sir,

Very respectfully, your obedient servant,

E. I. WEED, *Q. M. Corps.*

lt. Col. ARCH. HENDERSON,

Comm. U. S. M. Corps,

Washington, D. C.

ESTIMATE for expenditures in the Quartermaster's Department of the United States' Marine Corps for the year 1825.

[1]

<i>Subsistence.</i>		
For 424 non-commissioned officers, musicians, privates, and washer-women, at one ration per day, each, (being on shore,) 154,760 rations at 12 cents	-	\$18,571 20
For 533 non-commissioned officers, musicians, and privates, (being afloat,) at one ration per day, each, 196,370 rations at 25 cents	- - - - -	49,092 50
		867,663 70
<i>Clothing.</i>		
For 938 non-commissioned officers, musicians, and privates, at \$30 each	- -	28,140 00
For 100 watch-coats, \$6 25 each	- - - - -	625 00
		28,765 00
<i>Fuel.</i>		
For 424 non-commissioned officers, musicians, and privates, on shore, for the use of the hospitals at the different stations, for the public offices, and for the armory	-	6,000 00
<i>Contingencies.</i>		
For travelling expenses for officers, and transportation for men, freight of stores, from one station to another, toll and ferriage, wharfage, and cartage, packing boxes, for army accoutrements and clothing, expenses of recruiting, expenses and per diem allowance for attending Courts Martial and Courts of Inquiry, compensation to judge advocates, house- ing and chamber money where there are no public quarters an-		

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assigned, incidental labor in the Quartermaster's Department, expenses of burying deceased persons belonging to the marine corps, forage, printing blanks of every description, and for the purchase of blank books, and the different articles of stationery, used throughout the corps, coal for the armory, postage on public letters, per diem allowance to officers on extra duty, expenses for pursuing deserters, fuel for the commissioned officers, keeping in repair the barracks at the different stations, straw for the men, bedsacks, guard candles, and lamp oil, extra rations to officers commanding posts and marines of ships in squadron, barrack furniture, spades, axes, shovels, picks, and carpenters tools, and for no other purpose whatever - -	13,500 00		
For sundry contingencies arising in the current year, not herein before mentioned -	500 00		
For arrearages of the years 1823, and 1824 - - - - -	5,000 00		
		19,000 00	
For medicines and hospital stores, instruments &c. for the officers and marines of the marine corps serving on shore - - - - -	- -	2,369 71	471
Dolls.		123,798 41	

HEAD QUARTERS OF THE MARINE CORPS,

Quartermaster's Office, Washington, November 22d, 1824.

E. I. WEED, Quartermaster General.