
MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES

TO THE

TWO HOUSES OF CONGRESS,

AT

THE COMMENCEMENT OF THE FIRST SESSION

OF

THE THIRTY-FOURTH CONGRESS.

DECEMBER 31, 1855.—Read, and ordered that the usual number of the message and documents be printed; and that 15,000 copies of the message and accompanying documents, in addition to the usual number, be printed for the use of the Senate by the printer of the Senate for the last Congress, at rates not exceeding those established by existing laws.

Resolved, That two hundred additional copies of the President's message and the accompanying documents be printed for the use of each of the Secretaries of State, Treasury, Interior, War, and Navy Departments, the Attorney General, and the Postmaster General.

Resolved, That five hundred additional copies of the annual reports of the Secretaries of the Treasury, Interior, War, and Navy Departments, and Postmaster General, be printed for the use of those departments respectively.

PART III.

WASHINGTON:
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1855.

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December 3, 1855.*

SIR: I have the honor to submit the annual report from this Department, exhibiting the duties performed by the several squadrons, my views of the present condition and future prospects of the service, and suggestions in regard to further legislation required.

SQUADRONS.

The Home Squadron, commanded by Commodore Hiram Paulding, consists of the flag-ship, the frigate *Potomac*, Captain L. M. Powell, the sloop-of-war *Saratoga*, Commander E. G. Tilton, and *Cyane*, Commander A. B. Fairfax, and the steamer *Fulton*, Lieutenant Commanding R. L. Tilghman.

The *Columbia*, late the flag-ship of the squadron, having conveyed from Pensacola to San Juan de Nicaragua the United States Ministers to Nicaragua and Guatemala, proceeded from San Juan to St. Thomas, where she arrived on the 9th of February. The yellow fever having made its appearance on board, she proceeded to Norfolk, where she arrived on the 19th of March. Commodore Newton was detached from the command of the squadron, and the vessel put out of commission.

No intelligence has been received touching the sloop *Albany*, about whose fate, at the date of my last report, a painful anxiety was felt. The steamers *Princeton* and *Fulton* were both sent in search of her. The *Princeton* left Pensacola on the 21st of November, ran down the coast of Cuba, examined the Islands of Little Caymans and Cayman's Brac, thence to Kingston, (Jamaica,) Aspinwall, and Key West. The *Fulton*, Lieutenant J. K. Mitchell, sailed from Norfolk the 30th of December, and ran through the Bahama and Caribbee Islands—along the Spanish Main to Aspinwall—thence to San Juan de Nicaragua—thence across to Jamaica, sighting the various Keys on the way—thence to the Balize, Honduras, and along the coast of Yucatan to Campeachy—thence to Havana and Norfolk, where she arrived on the 5th of April—making a rapid and searching cruise, evincive of the most indefatigable and untiring zeal. Not the slightest information could be obtained of the missing ship.

The sloop *Falmouth*, Commander T. Darrah Shaw, sailed from Norfolk on the 15th of December, and proceeded on a cruise through the West India Islands, touching at St. Thomas, Bay of Samana, city of St. Domingo, Port au Prince, Gonaives, St. Jago de Cuba, Carthagena, and Aspinwall, and thence to Pensacola, where she ar-

rived on the 5th of May. The course of the Falmouth was also such as would afford an opportunity of obtaining information in relation to the Albany.

The Cyane, Commander S. B. Wilson, having been put in commission, sailed from Boston April 28, 1855, to join this squadron. In March, intelligence having reached the government that the Spanish frigate Ferrolana had fired at the United States mail steamer El Dorado, off the coast of Cuba, while peaceably pursuing her cruise, it was deemed necessary and proper that a sufficient naval force should appear in those waters, with a view to the protection of the rights and property of our citizens, and for the purpose of commanding due respect to our flag. The Department, on the 10th of April, assigned Commodore Charles S. McCauley to special duty and to the temporary command of the Home Squadron, and placed under him the Cyane, the Jamestown, the Princeton, and the Fulton. To these vessels was added, as a flag-ship, the San Jacinto, Captain C. K. Stribling. They were actively engaged in cruising and watching over the interests and rights of our countrymen in that quarter until early in June. The instructions issued to Commodore McCauley on that interesting occasion have already been published. It is certainly gratifying that no occasion occurred for collision between the national vessels of the two countries. Apprehensions of unfriendly interference having ceased to exist, Commodore McCauley was detached from this duty.

Commodore Paulding was assigned to the command of this squadron on the 1st of July, and has for his flag-ship the frigate Potomac, Captain L. M. Powell. The Potomac having, in company with the Cyane and Saratoga, made a short cruise to the eastward, Commodore Paulding was ordered to proceed with his flag-ship to the coast of Central America, to look after the interests of our country and to see that American citizens suffer no detriment from the revolutionary troubles now distracting Nicaragua. He sailed from New York under these orders on the 28th of November. The other vessels of this squadron are actively cruising.

BRAZIL SQUADRON.

This squadron (Commodore William D. Salter) consists of the flag-ship, the frigate Savannah, (Captain Samuel Mercer,) the sloop-of-war Germantown, (Commander William F. Lynch,) and the brig Bainbridge, (Commander James H. Rowan.) The store-ship Relief, Commander Stephen C. Rowan, was also attached to this squadron, but returned to New York on the 16th of November, and has been put out of commission. The Savannah and Germantown will be relieved during the ensuing year.

This squadron has been industriously cruising principally between Rio de Janeiro and the Rio de la Plata, looking in at St. Catharine's, Montevideo, and Buenos Ayres. The health of officers and men has been good.

Misunderstandings of a very serious nature, involving a painful collision, having occurred between our consul and officers of the Water Witch and the President of the Republic of Paraguay, it was

deemed expedient by Commander T. J. Page, commanding that steamer, on special service, to discontinue for the present the completion of the survey of the river Parana, in which considerable progress had been made. You are aware of the state of negotiations between the two governments on this subject.

Commander Page has, however, in the meantime, in a small steamer chartered for the purpose, proceeded to the distance of three hundred and sixty miles up the river Salado, which empties into the Parana at Santa Fe, the principal town of the province of the same name, and one of the Argentine Confederation. Beyond this distance it was found impossible to proceed, on account of the shallowness of the water. The Salado had never, before this, been either ascended or descended to this point. The practicability of its navigation was a problem unsolved until this exploration. Commander Page, at last dates, was at Santa Fe, and would proceed from thence to the head or upper waters of the Pilcomayo, with the hope of descending that river. Its exploration has been attempted by others, but never accomplished.

AFRICAN SQUADRON.

This squadron (Commodore Thomas Crabbe) consists of his flag-ship, the *Jamestown*, (Commander James H. Ward,) the sloop-of-war *Dale*, (Commander William McBlair,) and *St. Louis*, (Commander John W. Livingston,) and the brig *Dolphin*, (Commander Edward R. Thompson.)

The flag-ship *Jamestown*, in the early part of the summer, was assigned to special duty off the coast of Cuba, under Commodore McCauley. She sailed from Key West on the 9th of June, and arrived at Funchal Roads on the 8th of July.

The *St. Louis*, Commander J. W. Livingston, sailed from Philadelphia on the 10th of November, to relieve the *Dale*. On her arrival on the coast the *Dale* will return to the United States.

Commodore Isaac Mayo, who recently commanded this squadron, returned with his flag-ship, the *Constitution*, to the United States on the 2d of June, entering the port of Portsmouth, N. H. When within three or four hundred miles of Portsmouth, he received intelligence which induced him to alter his course and proceed to Havana for the purpose of volunteering his services and that of his ship to Commodore McCauley, if required. The appearance of the *Constitution* there was opportune and impressive.

The sloop-of-war *Marion*, Commander Hugh Y. Purviance, recently belonging to this squadron, having been condemned as unseaworthy, and her time being nearly out, returned to the United States, entering Norfolk on the 10th of August.

The vessels of this squadron have been regularly cruising within the limits of their station, affording relief, whenever opportunity offered, to merchant vessels, and also taking care of the interests of Americans in that portion of the world. The Department has recent advices that the slave trade south of the equator is entirely broken

up. The health of the officers and men on this station has been good for the past year.

The Mediterranean Squadron, commanded by Commodore Samuel L. Breese, consists of his flag-ship, the frigate Congress, Commander Thomas T. Craven, the steam-frigate Saranac, Captain John C. Long, and the sloop Constellation, Captain Charles H. Bell. The store-ship Supply, Lieutenant David D. Porter, is also in the Mediterranean, engaged in special service for the War Department.

The Congress sailed from New York on the 16th of July, to take the place of the Cumberland; and the Constellation sailed from Norfolk on the 9th of August to join this squadron.

Commodore Stringham commanded this squadron in the early part of the year, but, with his flag-ship, the Cumberland, Commander Andrew A. Harwood, returned to the United States on the 30th of June, arriving at Boston.

The sloops-of-war St. Louis, Capt. Duncan N. Ingraham, and Levant, Commander Charles C. Turner, have also both returned from this station, the former arriving at Philadelphia on the 10th, and the latter at New York on the 4th of May. The Saranac will be relieved early next year.

Owing to the return of most of the vessels of this squadron early in the year, and their reliefs not arriving out until late, the usual cruising has been in a great measure interrupted, the winter season in that sea being unfavorable to extended cruising.

The East India Squadron, Commodore Joel Abbot, consists of the flag-ship, the sloop Macedonian, the steam-frigate Powhatan, Captain William J. McCluney, and the sloop-of-war Vandalia, Captain John Pope. The store-ship John P. Kennedy, transferred from the North Pacific Exploring Expedition, is stationed at Canton, under the command of Commander Oliver S. Glisson.

Commodore Matthew C. Perry, recently in command of this squadron, has returned to the United States. The steam-frigate Susquehanna, Captain Franklin Buchanan, arrived from this squadron at Philadelphia on the 10th of March; the steam-frigate Mississippi, Commander Sidney Smith Lee, at New York, on the 23d of April; the sloop-of-war Plymouth, Commander John Kelly, at Norfolk, on the 11th of January; and the store-ships Supply, Lieutenant Arthur Sinclair; Lexington, Lieutenant John J. Glasson; and Southampton, Lieutenant Junius J. Boyle, at New York, on the 12th and 16th of February, and the 31st of March, respectively.

The treaty with Japan having been ratified by the Senate, Commander Henry A. Adams was sent out with it to China, and on his arrival Commodore Abbot was directed to despatch a vessel-of-war to Japan, that an exchange of ratification of the treaty might be made with the Japanese authorities. The Powhatan, Captain McCluney, having on board Commander Adams, who was duly empowered to effect the exchange, reached Japan safely, and having accomplished his undertaking on the 21st of February last, Commander Adams returned to the United States. It was the intention of Commodore Abbot to have visited Japan this year, but important matters at Shanghai, occurring at the time of the proposed visit, prevented it.

The continuance of the civil war in China has required the untiring efforts and activity of this squadron to afford protection to the lives and property of American citizens. Numerous hordes of pirates infest the Chinese waters and interfere seriously with commerce in that region. Commodore Abbot has at all times shown himself prompt and judicious in the discharge of the delicate duties imposed upon him. Several engagements have taken place between detachments from the American men-of-war on that station and the pirates, which have resulted most disastrously to the latter. Many of the piratical junks have been destroyed, their depots on shore burnt, and a number of the pirates killed.

In these several encounters, the officers and men have conducted themselves gallantly, and honorable mention is made of Lieutenants Pegram, Preble, Rolando, E. Y. McCauley, and Sproston; Assistant Engineers Stamm and Kellogg; Acting Masters Mates J. P. Williams and S. R. Craig; and Private Benjamin Adamson, of the Marine Corps, who was dangerously wounded. I deem this a proper occasion to suggest the purchase or building of one or two steamers of light draught, to be used in the Chinese rivers, as indispensable for the protection of the immense property belonging to citizens of the United States in China.

The steam-frigate *San Jacinto*, Commander Henry H. Bell, bearing the broad pendant of Commodore James Armstrong, sailed from New York on the 25th of October, to relieve the *Macedonian*. Commodore Abbot will return home in his flag-ship on the arrival out of the *San Jacinto*. The sloop-of-war *Levant*, Commander William Smith, also sailed from New York on the 13th of November to join this squadron. The *Powhatan* has been ordered to the United States. The *Vandalia* will also be recalled so soon as a substitute can be fitted out.

The survey and reconnoissance of the Behring's Straits, the North Pacific ocean, and China seas, has been continued, under the direction of Commander John Rodgers, with commendable activity and satisfactory results. Early in September, 1854, the vessels of the expedition, consisting of the *Vincennes*, Commander Rodgers; the steamer *John Hancock*, Lieutenant Commanding Henry K. Stevens; the *Porpoise*, Acting Lieutenant William King Bridge; and the *Fennimore Cooper*, Acting Lieutenant William Gibson, sailed from Hong Kong and proceeded to the Bonin and Ladrone islands, Loo Choo, and the islands to the westward, for surveying purposes. They returned to Hong Kong in February, 1855, with the exception of the brig *Porpoise*, which vessel parted company with the *Vincennes* on the 21st of September, 1854, in mid-channel, between Formosa and China, to the northward and westward of the Pescadores. Commodore Abbot was instructed to cause the most diligent search to be made for her. So long a time has since elapsed that the Department has been, with reluctance, compelled to consider her as lost. The fullest confidence was reposed in her officers; they were all young, energetic, and full of professional pride. The service, in this calamity, has met with a severe loss. Commander Rodgers apprehends that she was lost in a very heavy typhoon, of great force and

intensity, which occurred about a month after their separation, in which many vessels were dismasted and greatly injured, and the Vincennes narrowly escaped. The Porpoise was to have met Commander Rodgers at the Bonin Islands, after performing certain duties. Commander Rodgers, after waiting there somewhat beyond the appointed time, went in search of her—visiting Loo-Choo and other islands and places where he thought it possible she might have been driven in the gale, but without gaining any intelligence of her. Subsequently, the Fennimore Cooper and the John Hancock have thoroughly explored the Pescadores and around the Island of Formosa, but without success.

The expedition again left Hong Kong in March, surveying the islands between Loo Choo and Japan, the Kurile Islands, thence to Petropaulski, where the vessels separated, taking up different routes of survey. The Fennimore Cooper proceeded to Atcka, one of the Aleutian islands, to make inquiries in relation to the fate of the officers and crew of the whale-ship Monongahela, which it is supposed was lost, in the autumn of 1853, in attempting, during a gale, the seventy-second passage, in longitude 172° west. Diligent inquiry was made, and the islands of Segoum and Amoughta, which lie on each side of the passage, were thoroughly examined. At Atcka are still several water-casks supposed to have belonged to the missing vessel, but no tidings of the officers and crew, all of whom are supposed to have perished with the vessel.

The Vincennes sailed from Petropaulski and entered Behring's Straits, reaching the harbor of Glessenappe, on the Asiatic side. Commander Rodgers left at this place a party, under Acting-Lieutenant John M. Brooke, for observations during his absence further north. He then stood to the north for the purpose of verifying the position of land in about 72° north and 175° west, placed upon the Admiralty charts by Her Britannic Majesty's frigate Herald, Captain Kellett, to examine, if possible, Plover Island, reported to have been seen by the same officer, and then endeavor to reach "Wrangel's Land," as described to Wrangel by the natives as visible, in clear weather, from Cape Yakin. Running over the tail of Herald shoal, on which was not less than 18 fathoms water, he passed Herald Island and stood to the northward until he ran through the position of the land given on the Admiralty chart, and came to anchor in 42 fathoms, in latitude $72^{\circ} 05'$, longitude $174^{\circ} 37'$ west. It was so clear that the horizon was apparently without limit. No land could be seen from the royal yards, and the water, as far as the vision could reach, was free from ice. He then returned to Herald Island, the south-east point of which was determined at $71^{\circ} 21'$ north, longitude $175^{\circ} 20'$ west. From the summit of the island no land could be seen in any direction, although the horizon was good. Running towards Plover Island, when half way from its alleged position, his progress was arrested by a barrier of ice. No land could be seen from the mast-head, though the air was clear. Commander Rodgers is of opinion that this island does not exist, and that Captain Kellett was misled by appearances.

Running for Wrangel's Land—which has never been seen by Eu-

ropeans—when within ten miles of its position, and in the reported Polynia, or open sea, in latitude $70^{\circ} 41'$, longitude $177^{\circ} 21' E.$, he was again arrested by barriers of ice. No land could be seen, though it was thought that the vision extended for six or eight miles in every direction.

Having attained the limits proposed by him, and penetrated further than any one else in the directions selected, Commander Rodgers, taking on board Acting Lieutenant Brooke and his party at Glasse-nappe, proceeded to San Francisco, where, with the other vessels of his command, he arrived early in October. The steamer John Hancock was there transferred to the navy yard at Mare island, California, and the Vincennes and Fennimore Cooper are awaiting the orders of the Department as to the further prosecution of the survey.

The Expedition, in addition to its other duties, has afforded protection to commerce and our citizens when necessary.

Commander Rodgers and his officers are entitled to the highest commendation for the ability and energy with which they have prosecuted the work to which they were assigned, and I have no doubt their labors will prove not only of great benefit to commerce, but also interesting contributions to science.

PACIFIC SQUADRON.

This squadron is composed of the following vessels: The flag-ship, the Independence, Captain Josiah Tattnall; the sloops-of-war St. Mary's, Commander Theodore Bailey; the John Adams, Commander Edward B. Boutwell; the Decatur, Commander Guest Gansevoort; and the steamer Massachusetts, Commander Samuel Swartwout. The stationary store-ship Fredonia, Lieutenant James D. Johnston, is at Valparaiso, and the Warren, Lieutenant David McDougall, is at the navy yard at Mare island, California. Commodore William Mervine commands this squadron.

The St. Lawrence, Commander William W. Hunter, the flag-ship of Commodore Bladen Dulany, having been relieved by the Independence on the 2d of February, arrived with the Commodore on board, at Norfolk, on the 21st of March. The sloop-of-war Portsmouth, Commander T. A. Dornin, returned from this station on the 5th of April, entering Norfolk. The time of the St. Mary's will expire the latter part of the year, when she will be ordered to the United States.

The cruising of the vessels of the Pacific Squadron during the past year has been extended. The straits of Fuca, Astoria, and Portland, the Sandwich Islands, the Feejee Islands, Southern Polynesia, and many of the ports of Chile and Mexico, have been visited. A vessel will soon be despatched to the Marquesas Islands to correct irregularities on the part of the natives of those islands. The interests of Americans have been fully looked after.

The Michigan, Commander Charles H. McBlair, (until the 21st of September under the command of Commander J. S. Nicholas,) is still usefully employed on the lakes, affording assistance to merchantmen in distress, and during the past year has been the means of saving a large amount of property and many lives.

REPORT OF THE NAVAL BOARD.

The report of the Naval Board of fifteen officers of the higher grades, assembled under the "act to promote the efficiency of the Navy," having been approved by you, I have, in pursuance of your direction, carried the same into execution according to the provisions of the law. After a "careful examination," two hundred and one officers were, in their judgment, found "incapable of performing promptly and efficiently all their duty both ashore and afloat;" and of those, seventy-one were reserved "on leave of absence pay," eighty-one on "furlough pay," and forty-nine recommended to be stricken from the rolls. The vacancies have been filled, according to the act, "by regular promotion in the order of rank or seniority." Although there are now on this reserved list one hundred and forty-seven officers, the expenses of the Navy, as appears from calculations accurately made, are not increased, for the reason that *they* are not only on *reduced pay*, but the *officers promoted to their vacancies* do not receive the *full pay* of the grade to which they are thus promoted. They attain the higher *rank* and secure more responsible and important commands, but are not to enjoy *full pay* until the vacancies they fill are made complete by either resignation, death, or removal.

And the law, judiciously administered, by no means involves an increase of the aggregate number of officers; for it is the crowding the service with the lower grade of passed midshipmen, to linger there until the prime of life, without rank and comparatively without useful service, which has really done sad mischief.

Perhaps no event, either legislative or executive, touching the history of the Navy, has attracted more earnest attention, or created a more profound sensation, than the action of the late Naval Board. With a view to a just and wise consideration of this grave and delicate subject, the unexcited mind will not merely pass in calm and scrutinizing review the proceedings of the Board and the Executive, but will naturally recur to the history of the law itself, and with especial care to the condition of the Navy, which occasioned its passage with such remarkable unanimity. The peculiar nature of the law did not escape the scrutiny of those who passed it. The allegation that it partook somewhat of the odious character of a star-chamber proceeding was even *then* presented with ardent and warning eloquence. The feature providing for dropping entirely from the service, which was not in the original bill, was inserted in the House by an overwhelming majority, and, after elaborate and thorough debate in the Senate, was passed almost unanimously. There was still on the statute book, and in daily enforcement, the law of courts-martial, surrounding their proceedings with the solemnity of a sworn court, a sworn judge advocate, and sworn witnesses, subject to penalties for non-appearance. And yet, such was the condition of the Navy—as urged by secretaries and conceded by statesmen, officers, and citizens; such the loud cry for prompt reform, echoed and re-echoed through the country—that Congress, in its wisdom, failing to pass the *general* and more comprehensive bills, originally reported by the committees, instituted this summary tribunal with signal majorities. The officers

selected to compose the Board were, in terms, highly laudatory, pronounced fit men for the delicate task. Indeed, when their names were announced, there was a warm and general expression of favor and gratification rarely exhibited. Before prescribing regulations authorized, the opinion of the Attorney General was asked on the true interpretation of the following provision of the act: "*Provided*, That no officers upon said Board shall examine into or report upon the efficiency of officers of a grade above them." His opinion was, that "the entire body will sit together, deliberate, and determine, and by proper means authenticate their conclusion as to lieutenants, masters, and passed midshipmen; after that the lieutenants will have to retire, and the captains and commanders will act in regard to all officers of the rank of commanders, when the commanders must retire, and the captains will act as to officers of that rank. All the examinations having thus been made, and the proper judgments reached, in the manner contemplated by the law, the sum total of the opinions will be certified to the Secretary, in such form of authentication as he, in his regulations, shall see fit to prescribe." The few regulations prescribed were chiefly based on this opinion, with the purpose of protecting the officers whose efficiency was thus to be examined into from the slightest danger of being prejudiced by the influence or the presence of judges below them in grade. Lieutenants were not allowed even to be present at the proceedings and deliberations in regard to *commanders*, and, therefore, could not aid to effect their *own* promotion. And in accordance with the same regulation, a commander could not have the opportunity by his presence to exert influence to secure his promotion to a captaincy. And thus it was designed that if, by the execution of the law, officers of the Board should happen to be promoted, their proceedings should not be tainted with the blighting suspicion that they labored for their own advancement and not the public good. The Department, therefore—by filling the Board with men of high reputation and acceptable to the country and the Navy; by surrounding them with safeguards and restrictions to secure impartiality and justice, and to remove the opportunity and the temptation for indulgence in action for personal gain; by spreading before them the entire files and records of the Department—hoped that a successful effort had been made to ensure the faithful and satisfactory execution of a law, passed with every indication of earnest solicitude, "to promote the efficiency of the Navy."

The order notifying the officers of their appointments issued on the 5th of June; they commenced their joint labors on the 20th of June, and reported the result on the 26th of July.

And now, sir, while the operation of this law is by some hailed with enthusiasm as a salutary and indispensable corrective of admitted ills which depressed the service, by others it is received with undisguised discontent and dissatisfaction. This can hardly be regarded as unnatural. The provisions of the law are generous, indeed strikingly liberal; but they are at the same time exacting and sternly just. It provides for the careful support of some and for the prompt removal of others; and however faithfully, honestly, and carefully executed, it is a measure of reform; and no measure of that

character is ever executed without more or less inconvenience, disappointment, and discontent.

Actuated, no doubt, by a desire to seek truth and justice as nearly as possible, Congress thought it safest to entrust this reform not merely to the President and Secretary, whose acquaintance with the officers, both personally and officially, must necessarily be very limited, but chiefly to the officers of the three higher grades, whose knowledge of their brother officers would naturally enable them to perform the duty more thoroughly, and with less liability to err. The task was delicate, and involved struggles between duty and feelings. They were men—not infallible. It would be strange, indeed, if their work were perfect and entirely free from error. Those errors, if they exist, will soon and surely be discovered by the developments of time, by continued inquiry, and by calm, dispassionate observation. The officers of the Navy, as a class, are proud, brave, sensitive, patriotic and self-sacrificing; and if the sword of any one of those gallant men has been incautiously taken from him, all right-minded men will say, let his country restore it to him with all the honors and reparation due to injured merit. And while I can by no means recommend the adoption of any measure of repeal, or any course of proceeding in conflict with the general action of the Board, I have no doubt that there should be and will be found a remedy for any mistake or error of judgment, if the service has thus been deprived of a meritorious and capable officer either by reservation or dropping. Facts which have come to my knowledge assure me that it would be but reasonable to provide a year's pay for the officers who have been suddenly dropped from a service upon which they had heretofore exclusively depended, without any consideration for future self-reliance.

But, sir, I cannot conclude this branch of my report without doing justice to the officers of the Board. From the spirit and temper with which they entered upon a painful and unsought duty, and from the earnestness and diligence with which they searched the records of the Department, I deem it but an act of simple justice to express my conviction that they were actuated by elevated considerations, and that their aim was truth, impartiality, and the good of the service. And although, from the liability of man to err, there may be discovered here and there a mistake of judgment, I have an abiding conviction that history will prove that this work of reform reinvigorated the Navy—imparted to it a robust and active health—inspired the hearts of the young and gallant officers, hitherto drooping with hopeless despondency, with fresh energy and contentment with the service—warned the thoughtless and the indolent to quit the haunts of idleness and seek the path of duty, leading to honor, and caused the country to repose with the more pride and confidence in the belief of the invincibility of this right arm of defence. I have no hesitation, but take much pleasure in saying, that I have already witnessed its happy effect in the new impulse and readiness for duty seen and felt at the Department. And, sir, though the *number* reported incompetent seems large, and may well attract attention, is that a circumstance of itself sufficient to justify reflection upon a Board who were

bound, under the law, to make a "careful examination" and report the names of all whom they adjudge incompetent, of every grade, to do their whole duty promptly and efficiently ashore and afloat? If but a small number of officers had become inefficient, would the Secretaries of the Navy, for the last fifteen years, have again and again urged with almost pertinacious zeal, that some stringent measure of reform was indispensable to save the Navy from impending ruin? Would committees, session after session, have reported and pressed such measures? Would grave members have arisen, as they did in Congress, and have seriously moved to abolish the Navy and begin again, if but a small defect existed? Would the Senate every session, for some years, have, almost with unanimity, passed the measure for relieving the service of the inefficient and for imparting vigor and health by promoting able and brave officers before age had crippled their energies and impaired their usefulness? Would the Press, in almost every town and village, have fulminated its thunders for reform, and have teemed with articles of laudation and approval when the measure prevailed, if but a small number of the incapable "blocked up the path" of promotion? Or had it become manifest to all—to statesman and citizen—that something radical, thorough, and searching must be administered to rescue the Navy from the dangers which imperilled it, and emancipate it, if possible, from the weight which seemed so surely to be burdening and pressing it down?

The regulations prescribed, which have heretofore been published, the correspondence with and the report of the Board, accompany this report.

INCREASE OF THE NAVY.

Subsequent reflection and a comparative estimate of the relative strength of the naval forces of other powers have but served to confirm me in the policy, urged heretofore, of gradually but steadily increasing the *materiel* of our Navy. A solemn conviction of its importance is my apology for reiterating, with earnest solicitude, my recommendation to the last Congress to order the construction of an additional number of steam sloops of war, carrying each about twenty guns, of the best modern improvement, requiring a draught of not more than eighteen feet, and thereby being capable of entering every Southern as well as Northern port of any magnitude. Vessels of this size have attracted much consideration and acquired much character during the recent conflicts in Europe. This addition to the increase so wisely ordered by the last Congress would augment our marine to a point forming a nucleus, which, sustained by the merchant marine, would aid largely to protect our country in a sudden emergency—contribute much to our estimation abroad and our confidence at home.

The facility with which an invincible volunteer army may be raised from our countrymen, trained to the use of arms from boyhood, may well justify the settled policy of having but a small standing army. This remarkable feature in the character of our people has wrung from those even by no means partial to our institutions the reluctant admission that the Americans are the most warlike people on earth.

I fear, however, that this circumstance has caused some of our legislators to become unmindful of the equally well-settled fact, that ships capable of resisting and contending with vessels of war *require much time to construct them properly*; that materials from the forest cannot start up in our ship-yards by magic, like soldiers at the drum tap. In the conquest of Mexico, which illustrated so brilliantly the reliability of volunteers, it should not be forgotten that there was no naval force of the enemy to annoy our commerce or attack our coast, or disturb trade with even apprehension of danger.

A reference to the report of the Bureau of Construction, &c., will exhibit the number of vessels in condition for useful service. I deem it my duty candidly to express the opinion that our Navy is not only too diminutive to be expected to contend fairly with that of other respectable nations, is insufficient to give adequate protection to our commerce, but is unquestionably *too feeble to command the waters of our own coast*. Indeed, when a comparison is fairly instituted of what would be the demands for service upon our Navy *now*, in the event of war, with the demand upon it in the war of 1812, my opinion is that it will be found that our country is not *now* better prepared for a sudden emergency than it was *then*. The aggregate tonnage of the United States in 1812 was 1,269,997 $\frac{3}{8}$ tons; for the fiscal year ending June 30, 1855, it was 5,212,000 $\frac{1}{8}$ tons. In 1812 our whole coast to be protected extended along the Atlantic merely from Maine to Florida. Since then not only have Florida and Texas been added, but a Pacific coast, bordering a new country teeming with population and wealth. Thus, sir, it appears that the Navy will have millions more of commerce to protect, and thousands of miles more of coast to defend. I could not, if I would, disguise the truth that even a respectable Navy must necessarily involve large expenditures. But it is equally true that without naval strength a six months' war with any nation with a powerful marine would, in the seizure of rich and valuable cargoes, in the destruction of fleets of merchantmen, and in plundering defenceless points along the coast, cost us more, far more, than a squadron of invincible men-of-war.

Recent occurrences in Europe demonstrate the folly of relying upon a Navy so feeble, so impotent, for either assault or defence, that policy required it to be carefully sunk to avoid enriching the enemy. The United States cannot, by such a policy, maintain rank and command respect. The governments of the Old World are vieing with each other in magnifying and perfecting this arm of defence. Our institutions, if they do not excite their positive jealousy, are net the objects of a large share of their esteem; and weakness may, sooner or later, invite the interference of those whose ideas of regulating the balance of power may so expand as to comprehend not simply our foreign, but our Atlantic, Pacific, and State relations. I regard the steady increase of naval strength as not a *war*, but a *peace* measure—a measure of defence involving grave questions of commercial security and national independence. *Negotiation and diplomacy will be exhausted before war is made upon a nation of brave men, powerful, and ready for the conflict.* And now, sir, if ever, is the auspicious time,

with an abundant treasury, to make an investment than which none can be found more national and safe.

I am not unmindful of our large merchant marine, which, when manned by our hardy tars and brave countrymen, would be an annoyance and terror to our enemies, visiting their commerce with terrible retaliation. But we must have ships of war to meet in combat upon the ocean the heavy guns and trained veterans of a powerful foe. There is much in the proud consciousness of national strength that stimulates trade, emboldens enterprize, and nerves the arm of commerce. And while I by no means suggest the policy or the necessity of so large a naval force as some powerful nations foster, yet it is desirable, and attainable too, that the American citizen, whether in the opulent emporiums along the coast, or in the rural retreats of the interior, or borne in his adventurous spirit to traffic in the thronged ports of the strong or the obscurer ports of the barbarous and the weak, should gather confidence and courage and energy from the reflection that he belongs to a government recognized by all as able promptly to avenge his wrongs and to vindicate his rights.

In building the frigates directed by the last Congress, much of the seasoned material which had been providently collected in the yards, was used in preference to purchasing, thus hastening their completion with choice timber. In order to replace as much as the fund would allow, the Bureau of Construction, &c., has made contracts for the delivery of a new supply, to be applied to the construction of first class sloops-of-war whenever Congress shall so order. The Merrimack at Boston, the Wabash at Philadelphia, and the Minnesota at Washington, have been launched. The Niagara at New York, and the Roanoke and Colorado at Portsmouth, Virginia, will be launched in a few weeks. The officers, constructors, and mechanics, have evinced praiseworthy zeal in striving to advance the completion of the six steamers, and have thus far won the admiration of all who have examined these model specimens of naval architecture. The machinery is equally in a state of readiness, and the country may soon expect a formidable addition to the Navy with the most approved batteries.

SEAMEN.

Recent legislation and the adoption of a Naval Apprentice system are exercising a salutary influence in regard to the enlistment of experienced seamen and the proper training of American youth, apprenticed to the government until they attain the age of maturity.

Encouraging evidence has reached the Department, from both officers and crew, of the high appreciation of the "honorable discharges" authorized by an act of the last Congress. The toil-worn tar prizes it not merely as a title to extra pay for early re-enlistment, but cherishes the parchment as a signal testimonial from his country of fidelity and character, worthy to be preserved in the modest archives of his family and home, and the surest passport to certain employment and the highest wages. Although at the present date the demand for seamen is so great in the merchant service that enlistments are not as numerous as desired, yet it is a remarkable fact, for the six

months preceding the passage of this act there were but 896 men enlisted, and for the six months immediately after its passage there were 2,816 men enlisted, making a difference in favor of the service of 1,920 men. I have no doubt, however, that other favorable circumstances may have combined, yet the fact is worthy of note.

By this large accession to the list of seamen the Department has been able, within a few months, to man two frigates, several sloops-of-war, and smaller vessels for the home and distant stations, besides those destined for the expedition to the Arctic. And this has been accomplished, too, at a period when the largest naval powers in Europe are exercising unusual energy to procure sailors, and when our merchant marine present with much zeal the controlling attractions of higher wages and shorter cruises.

The hope is indulged with much confidence by many experienced observers and officers, notwithstanding painful apprehensions and gloomy forebodings of disastrous consequences from the abolition of punishment by flogging, that by this humane act, together with the recent discipline bill of rewards and punishments, the character of the seamen, as a class, will be improved by the increased willingness of the laboring young men of our own country to serve under the flag.

It is with much satisfaction I inform you of the thus far successful operation of the Naval Apprentice system, which I have ventured to adopt since the adjournment of Congress. The object in view was the proper moral and nautical training of a number of the youth of our country, who exhibit evidences of a fitness and inclination for seafaring life, and thus gradually incorporate into the service a body of men calculated to elevate the standard of character, give it new vigor, secure still greater liability, and inspire still greater confidence.

Five hundred boys (between the ages of 14 and 18) very promptly became apprentices with the consent of their parents or guardians. The number of pressing applications show conclusively that more than twice this number could have been received had not the Department considered it prudent to move cautiously in the experiment, and not hazard all by rashly accumulating in the receiving-ships large crowds of youth unused to the restraint of wholesome discipline. It is contemplated, as soon as practicable, to put the barque Release in proper condition for the reception and training of as many boys as she can accommodate, as her size and general arrangements can be rendered peculiarly fit for this use.

Some suitable person on each ship to which they are assigned has been selected to instruct them in the simple but useful branches of education when they are not more actively employed on the various duties which familiarize them with the peculiar life of a sailor, and imbue their youthful minds with proper conceptions of obedience and discipline. They constitute about one-twelfth of the crew of each sea-going vessel.

Commodore Paulding, of the Home Squadron, in relation to the practical operation of the Apprentice System, writes thus: "In reply to your verbal inquiries in respect to the apprentice and other boys serving on board the flag-ship Potomac, it affords me more than ordinary

satisfaction to bear testimony to their excellent conduct. They seem to have been well selected for their physical and mental qualities, and in all respects to possess the attributes necessary for raising the standard of our national marine in a manner corresponding with the character of our people—an object of the highest importance to our future greatness. I trust it may be but a beginning of a new order of things in the Navy, and that the system will be extended until our ships-of-war are manned with a class of seamen that shall be conspicuous for their energy and cheerful subordination, as well as for their devotion to the flag which, in their domestic as well as naval training, they will have learned to love. The boys had all had some education, and a man has been selected from amongst the crew who teaches them daily, and who is supervised by Mr. Chase, the chaplain of the Potomac, to whose commendable zeal I am most happy to make my acknowledgments.”

Lieutenant Commanding Porter, of the Supply, in the Mediterranean, thus addresses the Department: “The apprentice boys you allowed me are doing well; they work all the sails on the mizenmast, and compete favorably with the other stations throughout the ship. In one year they will make good ordinary seamen.” Lieutenant Porter further writes, in relation to the effect of the “Act to promote a more efficient discipline of the Navy:” “As you will most likely wish to be informed relative to the working of the discipline bill passed by the last Congress, I beg leave to lay before you the result of my limited experience.

“I am of opinion that nothing more is wanted to place our Navy in the most perfect state of discipline as regards the men. What with the prospect of punishment before them if they violate the regulations, and the hope of reward by an honorable discharge, the best feeling seems to exist. The duty is performed with alacrity. Whatever offences are committed are not of a serious character; and only in three instances have I been obliged to resort to a summary court-martial. The crew are allowed to go on shore in every port, and have always, with one or two exceptions, returned perfectly sober and cleanly, showing a vast improvement in the moral character of seamen.”

I again renew the recommendation, heretofore often repeated, of allowing the Department to employ as many as ten thousand seamen, instead of seven thousand five hundred, the number now allowed, and inconveniently small, particularly at this time, when so many will be needed to man the new frigates nearly completed, the machinery of which, in accordance with the contracts, must be tested at an early day.

ARCTIC EXPEDITION.

You are aware of the humane legislation of Congress directing the Secretary of the Navy “to provide and despatch a suitable naval or other steamer, and if necessary a tender, to the Arctic seas, for the purpose of rescuing or affording relief to Passed Assistant Surgeon E. K. Kane, of the United States Navy, and the officers and men

under his command: *Provided*, That such steamer and tender shall be manned by volunteers from the Navy and others who may declare their willingness to be engaged."

Upon consultation with experienced officers and navigators, it soon became apparent that there were no national vessels whatever, either suitable, or susceptible of such modifications as to be rendered suitable for the peculiar dangers and hazardous collisions necessarily encountered amid the icebergs, snow-drifts, and angry storms of the Arctic seas. The perilous adventures of others admonished us that, unless the Expedition sailed very early in the month of June, a disastrous failure or postponement for another year was inevitable. The time for preparation was limited; but, with the aid of judicious officers and the active and praiseworthy co-operation of the naval constructors and mechanics at the navy yards of Brooklyn and Philadelphia, two small vessels were admirably fitted out. Excellent officers volunteered—good seamen enlisted—ample supplies of provisions and clothing for two years of rough exposure were laid in. On the 4th of June, the little party of brave and philanthropic adventurers left their home amid the encouraging cheers of their countrymen, who knew so well how to appreciate such acts of daring and humanity. The recital of their hair-breadth escapes—their terrible conflicts with nature's barriers, which seemed to mock their efforts—their alternations of sad misgivings and sustaining hopes, impart truly an air of romance to this unostentatious exhibition of genuine heroism. In about four months, with their little barques, they sailed *eight thousand* miles—fully circumnavigated Baffin's Bay—passed further north into Smith's Sound, at its northern boundary, than any one, save Dr. Kane, and nearly to Beechy Island—visited a village of Esquimaux, from whom, after hours of difficulty, by means of signs and drawings, they learnt the point to which Dr. Kane and his party had directed their course—immediately changed their route—found the unhappy party at Discoe Island, and returned them in safety to their country and friends—thus accomplishing the benevolent purposes of Congress.

The following named officers of the Navy were attached to the vessels of the Expedition:—

To the "Release."

Commander H. J. Hartstene, commanding the Expedition; Lieutenants William S. Lovell and Joseph P. Fyffe; Assistant Surgeon James Laws; and Boatswain Van R. Hall.

To the "Arctic."

Lieutenant Commanding Charles C. Simms; Lieutenant Watson Smith, and First Assistant Engineer Harman Newell. Dr. John K. Kane, brother of Passed Assistant Surgeon Kane, who volunteered for the service, was attached to the Arctic as medical officer.

It is well known that Dr. Kane left the United States in the humane search of Sir John Franklin, in June, 1853, under orders from the Navy Department, and at the same time under the patronage of distinguished philanthropists. His report is brief, but full of startling

incidents and thrilling adventures. A more detailed and elaborate report will ultimately be made. The discoveries made by this truly remarkable man and excellent officer will be regarded as valuable contributions to science. He advanced in those frozen regions far beyond his intrepid predecessors, whose explorations had excited such admiration. His residence for two years, with his little party, far beyond the confines of civilization, with a small barque for his home, fastened with icy fetters that defied all efforts for emancipation—his sufferings from intense cold, and agony from dreadful apprehensions of starvation and death for that space of time—his miraculous and successful journey in open sledges over the ice for eighty-four days—not merely excite our wonder, but borrow a moral grandeur from the truly benevolent considerations which animated and nerved him for the task.

I commend the results of his explorations as worthy of the attention and patronage of Congress.

MISCELLANEOUS.

The reports of the Chiefs of the several Bureaus attached to this Department will exhibit fully the condition of all matters coming properly under their cognizance. The gentlemen presiding over these Bureaus have not merely discharged their duties with ability, but have manifested every disposition to adopt and introduce into the service such reforms and improvements as experience and observation suggest.

The Chief of the Bureau of Yards and Docks exhibits in his report the progress made in establishing a Navy Yard at Mare Island, California, and the state of the public works at other Stations.

It is gratifying to learn, through the reports made to the Bureau of Ordnance and Hydrography, from different vessels at sea, that increased attention is now being paid by the officers to practical gunnery and the instruction of the men in this branch. Interesting information is also furnished that armament and ordnance equipments are generally efficient and satisfactory. It is my design, at an early day, to assign Commander Dahlgren to the command of a vessel to be devoted exclusively to gunnery practice, with a view to the proper training of both officers and men in a duty which, at last, constitutes the real effectiveness of a man-of-war.

The Naval Academy is in successful operation, under the diligent supervision of Captain Goldsborough. There are now attached to it, for instruction, one hundred and sixty-four midshipmen and acting midshipmen. The Board of Examiners for the last year, in their report, express themselves as not merely satisfied with, but really amazed at the remarkable proficiency exhibited by the under-graduates, as well as the graduating class, and as much impressed with the variety, minuteness, and exactness of the teaching and the modes of examination.

For details, I refer you to the report of the Bureau of Ordnance and Hydrography. Every effort is being made to establish this Institution on a proper basis. I am aware of the apprehension that, in the desire

to secure an accomplished education, the more practical duties of the naval officer may be slighted. I have reasons for knowing that fears on this point may be dismissed, as there is a settled determination to make seamanship, and the learning necessary to the severer and more practical duties of the naval officer, paramount and indispensable. The Practice Ship, Lieut. Joseph F. Green commanding, cruised, during the summer months, along our Northeastern coast. She had on board the 2d and 4th classes of Acting Midshipmen. The report of Lieut. Green speaks favorably of their proficiency in both seamanship and gunnery.

Gratifying evidences of the high estimation in which the labors of the Naval Observatory are held at home and abroad continue to be received. Several new sheets of the Wind and Current Chart, and an enlarged edition of the Sailing Directions, which accompany them, have been published during the year. The usefulness of this work expands with its enlargement. Other maritime nations, appreciating the value of this plan of investigation, have united in a common system of observations for its further prosecution. It is earnestly suggested by Lieut. Maury, that this system of meteorological research, if extended to the land, would afford for the agricultural interests of the country, and for science too, results quite as important as those which commerce and navigation have already received from it.

Lieut. Gilliss is still laboriously engaged in the discharge of the special duties assigned to him. Of the results of the Astronomical Expedition, transmitted to Congress in July, 1854, two volumes have been published. These embrace a full account of the geography, climate, earthquakes, agricultural, mineral, and commercial resources, natural history, &c., of Chile, together with the narrative of Lieut. McRae's journey across the Andes and Pampas of the Argentine Confederation. Volume 3 is now in press and will be ready for distribution during the winter. It contains the special observations and a discussion of the solar parallax, the object for which Congress more immediately directed the Expedition. The magnetical and meteorological observations, to form volume 6, have been reduced and tabulated, and the printing will be proceeded with immediately. Considerable progress has also been made in the preparation of volumes 4 and 5; but as they will contain nearly forty thousand observations, of which more than twenty thousand of the stars were never before observed, it is scarcely probable that the last volume will be published in less than eighteen months.

The Nautical Almanac, under the supervision of Commander Davis, is attracting much attention in our own country and abroad. And although the estimates are somewhat larger than formerly, I trust that its merits are such as to secure the honorable consideration of Congress.

After much reflection and attentive observation of the practical working of the present system, I am very favorably inclined to the plan suggested by a predecessor, of establishing a distinct corps in the Navy, whose duty shall be confined to hydrography, ordnance, civil engineering, and other scientific duties. I do not think there need be any addition to the number of officers. There are constantly from

fifty to one hundred officers doing hydrographic duty on the Coast Survey, at the Observatory, on Ordnance and other scientific duties, essential to the proficiency of the Navy. Officers cannot attain that complete knowledge of these branches without long and continuous devotion to them. And yet, under the present system, there is naturally a feeling of discontent and dissatisfaction on the part of those who are encountering the hardships, dangers, and privations of sea-duty in the place of those who are quietly pursuing their scientific duties amid the comforts of home and family. Let this Corps bear the same relation to the other officers of the Navy that the Staff does to the Line in the Army, and being composed of a certain number of Captains, Commanders, Lieutenants, Masters, and Passed Midshipmen, their promotions in the Corps can be so regulated as not to interfere with the regular promotion of officers more exclusively devoted to sea-going duties. Many officers of excellent judgment and enlarged experience are of opinion that those who are long assigned to these duties ashore become disqualified for duty afloat, and that constant sea-duty allows neither the time nor the opportunity for proficiency in the other branches. A bill could be drawn to reach the object desired.

Attention is respectfully invited to the report of General Henderson, the Commandant of the Marine Corps. His long and useful connexion with the Corps, and his ardent devotion to it, entitle suggestions emanating from such a source to attentive consideration. I renew my recommendations heretofore made in regard to this branch of the service. It would certainly contribute largely to its efficiency if some plan could be adopted for introducing hereafter officers who have experienced some of the advantages of a military education either at West Point or Annapolis.

The addition to the number of national vessels suggests the necessity of somewhat increasing the Marines; and their usefulness in checking insubordination and preserving discipline, unquestionably gives great force to the opinion of the Commandant, that the guard on each sea-going vessel should be enlarged. The estimates for this Corps are large, because of the absolute necessity for erecting barracks for its decent and comfortable accommodation at the several stations.

The Emperor of France having awarded a gold medal to both Surgeon Thomas Williamson and Passed Assistant Surgeon James F. Harrison, of the U. S. Navy, for their professional services to the officers and men of the French steamer-of-war "Chimère," at Norfolk, during the summer of 1854; the Governments of Prussia and Holland having similarly complimented Lieut. Maury for his contributions to science and navigation, I recommend the necessary legislation to enable those officers to accept of the proffered testimonials.

During the past season, the public works at the Navy Yard at Portsmouth, Virginia, were much retarded by the awful visitation of the pestilence which has clothed two cities in the habiliments of mourning. Commodore McKeever and the officers, marines, and many of the civilians at the yard, and the naval medical officers at the Hospital, remained with inflexible firmness at their post during the

raging of the frightful malady, discharging their duty to their country, and administering relief to the afflicted. The unmurmuring fidelity of the marines stationed at the Yard, whose ranks were so sadly thinned by the destroyer, is entitled to special notice, and has won for them the grateful admiration and sympathy of all who can appreciate the value of discipline among soldiers.

Of the whole quantity of hemp purchased during the past year for the Navy, three-tenths have been American. The prospect of furnishing the Navy altogether with American hemp is very encouraging, and also that the Russian and Manilla hems will be superseded by the products of this country. The hemp agent at Louisville, Ky., under date of November 22, 1855, writes that he has a fair prospect of a good supply for this season. The terms of the reception of the American article are made as favorable as possible, and the price paid is that which the best Russian commands.

The estimates for the support of the Navy and Marine Corps, for the year ending June 30, 1857, and for all objects coming under the control of this Department, are, in the aggregate, (being very nearly three millions less than the aggregate estimate for the present fiscal year).....	\$13,524,505 37
From which deduct special objects, including transportation of the mail in steam-ships	4,530,974 06
Leaves for support of the Navy and Marine Corps..	<u>8,993,531 31</u>
The estimate for the present fiscal year for the support of the Navy and Marine Corps was.....	<u>8,917,297 31</u>
The total amount drawn from the Treasury during the fiscal year ending June 30, 1855, as exhibited by the statement of appropriations for the Naval Service, prepared by the Second Comptroller of the Treasury, was.....	14,518,833 16
From which deduct repayments and sums carried to the surplus fund.....	1,207,306 45
Gives, as the total expenditure for all objects under the control of the Navy Department.....	13,311,526 71
But of this amount there was expended for special objects under the control of the Navy Department	5,295,537 67
Leaving, as the legitimate expenditures for the support of the Navy and Marine Corps for the fiscal year ending June 30, 1855.....	<u>8,015,989 04</u>

I should do injustice to my own feelings were I to permit this occasion to pass without bearing testimony to the fidelity, diligence, and business habits of the clerks attached to the Navy Department.

I have the honor to be, very respectfully, your obedient servant,
J. C. DOBBIN.

To the PRESIDENT OF THE UNITED STATES.