

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES

TO

THE TWO HOUSES OF CONGRESS,

AT

THE COMMENCEMENT OF THE SECOND SESSION

OF

THE TWENTY-SEVENTH CONGRESS.

DECEMBER 7, 1841.

Read, and laid upon the table, and 10,000 extra copies with the accompanying documents ordered to be printed.

WASHINGTON:]

PRINTED BY GALES AND SEATON.

1841.

MESSAGE

1870

THE PRESIDENT OF THE UNITED STATES

1870

THE TWO HOUSES OF CONGRESS

THE GOVERNMENT OF THE UNITED STATES

THE TWENTY-SEVENTH CONGRESS

1870

1870

WASHINGTON

1870

1870

MESSAGE.

*To the Senate and House of
Representatives of the United States:*

In coming together, fellow-citizens, to enter again upon the discharge of the duties with which the people have charged us, severally, we find great occasion to rejoice in the general prosperity of the country. We are in the enjoyment of all the blessings of civil and religious liberty, with unexampled means of education, knowledge, and improvement. Through the year which is now drawing to a close, peace has been in our borders, and plenty in our habitations; and although disease has visited some few portions of the land with distress and mortality, yet in general the health of the people has been preserved, and we are all called upon by the highest obligations of duty, to renew our thanks and our devotion to our Heavenly Parent, who has continued to vouchsafe to us the eminent blessings which surround us, and who has so signally crowned the year with his goodness. If we find ourselves increasing, beyond example, in numbers, in strength, in wealth, in knowledge, in every thing which promotes human and social happiness, let us ever remember our dependence, for all these, on the protection and merciful dispensations of Divine Providence.

Since your last adjournment, Alexander McLeod, a British subject, who was indicted for the murder of an American citizen, and whose case has been the subject of a correspondence heretofore communicated to you, has been acquitted by the verdict of an impartial and intelligent jury, and has, under the judgment of the court, been regularly discharged.

Great Britain having made known to this Government that the expedition which was fitted out from Canada for the destruction of the steamboat *Caroline*, in the winter of 1837, and which resulted in the destruction of said boat and in the death of an American citizen, was undertaken by orders emanating from the authorities of the British Government in Canada, and demanding the discharge of McLeod upon the ground that, if engaged in that expedition, he did but fulfil the orders of his Government, has thus been answered in the only way in which she could be answered by a Government, the powers of which are distributed among its several departments by the fundamental law. Happily for the people of Great Britain as well as those of the United States, the only mode by which an individual, arraigned for a criminal offence, before the courts of either, can obtain his discharge, is by the independent action of the judiciary, and by proceedings equally familiar to the courts of both countries.

If in Great Britain a power exists in the Crown to cause to be entered a *habeas corpus*, which is not the case with the Executive power of the United States upon a prosecution pending in a State court, yet *there*, no more than *here*, can the chief Executive power rescue a prisoner from custody without an order of the proper tribunal, directing his discharge.

The precise stage of the proceedings at which such order may be made is a matter of municipal regulation exclusively, and not to be complained of by any other Government. In cases of this kind, a Government becomes politically responsible only when its tribunals of last resort are shown to have rendered unjust and injurious judgments in matters not doubtful. To the establishment and elucidation of this principle, no nation has lent its authority more efficiently than Great Britain. Alexander McLeod having his option either to prosecute a writ of error from the decision of the supreme court of New York, which had been rendered upon his application for a discharge, to the Supreme Court of the United States, or to submit his case to the decision of a jury, preferred the latter, deeming it the readiest mode of obtaining his liberation; and the result has fully sustained the wisdom of his choice. The manner in which the issue submitted was tried will satisfy the English Government that the principles of justice will never fail to govern the enlightened decision of an American tribunal. I cannot fail, however, to suggest to Congress the propriety, and in some degree the necessity, of making such provisions by law, so far as they may constitutionally do so, for the removal at their commencement, and at the option of the party, of all such cases as may hereafter arise, and which may involve the faithful observance and execution of our international obligations, from the State to the Federal Judiciary. This Government, by our institutions, is charged with the maintenance of peace and the preservation of amicable relations with the nations of the earth, and ought to possess, without question, all the reasonable and proper means of maintaining the one and preserving the other. Whilst just confidence is felt in the Judiciary of the States, yet this Government ought to be competent in itself for the fulfilment of the high duties which have been devolved upon it, under the organic law, by the States themselves.

In the month of September, a party of armed men from Upper Canada invaded the territory of the United States, and forcibly seized upon the person of one Grogan, and, under circumstances of great harshness, hurriedly carried him beyond the limits of the United States, and delivered him up to the authorities of Upper Canada. His immediate discharge was ordered by those authorities, upon the facts of the case being brought to their knowledge—a course of procedure which was to have been expected from a nation with whom we are at peace, and which was not more due to the rights of the United States than to its own regard for justice. The correspondence which passed between the Department of State and the British Envoy, Mr. Fox, and with the Governor of Vermont, as soon as the facts had been made known to this Department, are herewith communicated.

I regret that it is not in my power to make known to you an equally satisfactory conclusion in the case of the Caroline steamer, with the circumstances connected with the destruction of which, in December, 1837, by an armed force fitted out in the province of Upper Canada, you are already made acquainted. No such atonement as was due for the public wrong done to the United States by this invasion of her territory, so wholly irreconcilable with her rights as an independent Power, has yet been made. In the view taken by this Government, the inquiry whether the vessel was in the employment of those who were prosecuting an unauthorized war against that province, or was engaged by the owner in the business of transporting passengers to and from Navy island in hopes of private gain,

which was most probably the case, in no degree alters the real question at issue between the two Governments. This Government can never concede to any foreign Government the power, except in a case of the most urgent and extreme necessity, of invading its territory, either to arrest the persons or destroy the property of those who may have violated the municipal laws of such foreign Government, or have disregarded their obligations arising under the law of nations. The territory of the United States must be regarded as sacredly secure against all such invasions, until they shall voluntarily acknowledge their inability to acquit themselves of their duties to others. And, in announcing this sentiment, I do but affirm a principle which no nation on earth would be more ready to vindicate, at all hazards, than the people and Government of Great Britain.

If, upon a full investigation of all the facts, it shall appear that the owner of the *Caroline* was governed by a hostile intent, or had made common cause with those who were in the occupancy of Navy island, then, so far as he is concerned, there can be no claim to indemnity for the destruction of his boat, which this Government would feel itself bound to prosecute—since he would have acted not only in derogation of the rights of Great Britain, but in clear violation of the laws of the United States: but that is a question which, however settled, in no manner involves the higher consideration of the violation of territorial sovereignty and jurisdiction. To recognise it as an admissible practice, that each Government, in its turn, upon any sudden and unauthorized outbreak, which, on a frontier the extent of which renders it impossible for either to have an efficient force on every mile of it, and which outbreak, therefore, neither may be able to suppress in a day, may take vengeance into its own hands, and without even a remonstrance, and in the absence of any pressing or overruling necessity, may invade the territory of the other, would inevitably lead to results equally to be deplored by both. When border collisions come to receive the sanction or to be made on the authority of either Government, general war must be the inevitable result. While it is the ardent desire of the United States to cultivate the relations of peace with all nations, and to fulfil all the duties of good neighborhood towards those who possess territories adjoining their own, that very desire would lead them to deny the right of any foreign Power to invade their boundary with an armed force. The correspondence between the two Governments on this subject, will, at a future day of your session, be submitted to your consideration; and, in the mean time, I cannot but indulge the hope that the British Government will see the propriety of renouncing, as a rule of future action, the precedent which has been set in the affair at Schlosser.

I herewith submit the correspondence which has recently taken place between the American minister at the Court of St. James, Mr. Stevenson, and the Minister of Foreign Affairs of that Government, on the right claimed by that Government to visit and detain vessels sailing under the American flag, and engaged in prosecuting lawful commerce in the African seas. Our commercial interests in that region have experienced considerable increase, and have become an object of much importance, and it is the duty of this Government to protect them against all improper and vexatious interruption. However desirous the United States may be for the suppression of the slave trade, they cannot consent to interpolations into the maritime code at the mere will and pleasure of other Governments. We deny the right of any such interpolation to any one, or all the nations of the

earth, without our consent. We claim to have a voice in all amendments or alterations of that code; and when we are given to understand, as in this instance, by a foreign Government, that its treaties with other nations cannot be executed without the establishment and enforcement of new principles of maritime police, to be applied without our consent, we must employ a language neither of equivocal import, nor susceptible of misconstruction. American citizens prosecuting a lawful commerce in the African seas, under the flag of their country, are not responsible for the abuse or unlawful use of that flag by others; nor can they rightfully, on account of any such alleged abuses, be interrupted, molested, or detained, while on the ocean; and if thus molested and detained, while pursuing honest voyages in the usual way, and violating no law themselves, they are unquestionably entitled to indemnity. This Government has manifested its repugnance to the slave trade, in a manner which cannot be misunderstood. By its fundamental law, it prescribed limits in point of time to its continuance; and against its own citizens, who might so far forget the rights of humanity as to engage in that wicked traffic, it has long since, by its municipal laws, denounced the most condign punishment. Many of the States composing this Union had made appeals to the civilized world for its suppression, long before the moral sense of other nations had become shocked by the iniquities of the traffic. Whether this Government should now enter into treaties containing mutual stipulations upon this subject, is a question for its mature deliberation. Certain it is, that if the right to detain American ships on the high seas can be justified on the plea of a necessity for such detention, arising out of the existence of treaties between other nations, the same plea may be extended and enlarged by the new stipulations of new treaties, to which the United States may not be a party. This Government will not cease to urge upon that of Great Britain full and ample remuneration for all losses, whether arising from detention or otherwise, to which American citizens have heretofore been or may hereafter be subjected, by the exercise of rights which this Government cannot recognise as legitimate and proper. Nor will I indulge a doubt but that the sense of justice of Great Britain will constrain her to make retribution for any wrong or loss which any American citizen, engaged in the prosecution of lawful commerce, may have experienced at the hand of her cruisers or other public authorities. This Government, at the same time, will relax no effort to prevent its citizens, if there be any so disposed, from prosecuting a traffic so revolting to the feelings of humanity. It seeks to do no more than to protect the fair and honest trader from molestation and injury; but while the enterprising mariner, engaged in the pursuit of an honorable trade, is entitled to its protection, it will visit with condign punishment others of an opposite character.

I invite your attention to existing laws for the suppression of the African slave trade, and recommend all such alterations, as may give to them greater force and efficacy. That the American flag is grossly abused by the abandoned and profligate of other nations is but too probable. Congress has, not long since, had this subject under its consideration, and its importance well justifies renewed and anxious attention.

I also communicate, herewith, the copy of a correspondence between Mr. Stevenson and Lord Palmerston, upon the subject, so interesting to several of the Southern States, of the rice duties, which resulted honorably to the justice of Great Britain and advantageously to the United States.

At the opening of the last annual session, the President informed Congress of the progress which had then been made in negotiating a convention between this Government and that of England, with a view to the final settlement of the question of the boundary between the territorial limits of the two countries. I regret to say that little further advancement of the object has been accomplished since last year; but this is owing to circumstances no way indicative of any abatement of the desire of both parties to hasten the negotiation to its conclusion, and to settle the question in dispute as early as possible. In the course of the session, it is my hope to be able to announce some further degree of progress towards the accomplishment of this highly desirable end.

The commission appointed by this Government for the exploration and survey of the line of boundary separating the States of Maine and New Hampshire from the conterminous British provinces is, it is believed, about to close its field labors, and is expected soon to report the results of its examinations to the Department of State. The report, when received, will be laid before Congress.

The failure on the part of Spain to pay with punctuality the interest due under the convention of 1834, for the settlement of claims between the two countries, has made it the duty of the Executive to call the particular attention of that Government to the subject. A disposition has been manifested by it, which is believed to be entirely sincere, to fulfil its obligations, in this respect, so soon as its internal condition and the state of its finances will permit. An arrangement is in progress, from the result of which it is trusted that those of our citizens who have claims under the convention will, at no distant day, receive the stipulated payments.

A treaty of commerce and navigation with Belgium was concluded and signed at Washington on the 29th March, 1840, and was duly sanctioned by the Senate of the United States. The treaty was ratified by His Belgian Majesty, but did not receive the approbation of the Belgian Chambers within the time limited by its terms, and has therefore become void.

This occurrence assumes the graver aspect, from the consideration that, in 1833, a treaty negotiated between the two Governments, and ratified on the part of the United States, failed to be ratified on the part of Belgium. The representative of that Government at Washington informs the Department of State that he has been instructed to give explanations of the causes which occasioned delay in the approval of the late treaty by the Legislature, and to express the regret of the King at the occurrence.

The joint commission under the convention with Texas, to ascertain the true boundary between the two countries, has concluded its labors, but the final report of the commissioner of the United States has not been received. It is understood, however, that the meridian line, as traced by the commission, lies somewhat further east than the position hitherto generally assigned to it, and consequently includes in Texas some part of the territory which had been considered as belonging to the States of Louisiana and Arkansas.

The United States cannot but take a deep interest in whatever relates to this young but growing Republic. Settled, principally, by emigrants from the United States, we have the happiness to know that the great principles of civil liberty are there destined to flourish, under wise institutions and wholesome laws; and that, through its example, another evidence

is to be afforded of the capacity of popular institutions to advance the prosperity, happiness, and permanent glory of the human race. The great truth, that government was made for the people, and not the people for government, has already been established in the practice and by the example of these United States; and we can do no other than contemplate its further exemplification, by a sister Republic, with the deepest interest.

Our relations with the independent States of this hemisphere, formerly under the dominion of Spain, have not undergone any material change within the past year. The incessant sanguinary conflicts in or between those countries are to be greatly deplored, as necessarily tending to disable them from performing their duties as members of the community of nations, and rising to the destiny which the position and natural resources of many of them might lead them justly to anticipate; as constantly giving occasion, also, directly or indirectly, for complaints on the part of our citizens who resort thither for purposes of commercial intercourse; and as retarding reparation for wrongs already committed, some of which are by no means of recent date.

The failure of the Congress of Ecuador to hold a session, at the time appointed for that purpose in January last, will probably render abortive a treaty of commerce with that Republic, which was signed at Quito on the 13th of June, 1839, and had been duly ratified on our part, but which required the approbation of that body, prior to its ratification by the Ecuadorian Executive.

A convention which has been concluded with the Republic of Peru, providing for the settlement of certain claims of citizens of the United States upon the Government of that Republic, will be duly submitted to the Senate.

The claims of our citizens against the Brazilian Government, originating from captures, and other causes, are still unsatisfied. The United States have, however, so uniformly shown a disposition to cultivate relations of amity with that empire, that it is hoped the unequivocal tokens of the same spirit towards us, which an adjustment of the affairs referred to would afford, will be given without further avoidable delay.

The war with the Indian tribes on the peninsula of Florida has, during the last summer and fall, been prosecuted with untiring activity and zeal. A summer campaign was resolved upon, as the best mode of bringing it to a close. Our brave officers and men who have been engaged in that service, have suffered toils and privations, and exhibited an energy which, in any other war, would have won for them unfading laurels. In despite of the sickness incident to the climate, they have penetrated the fastnesses of the Indians, broken up their encampments, and harassed them unceasingly. Numbers have been captured, and still greater numbers have surrendered, and have been transported to join their brethren on the lands elsewhere allotted to them by the Government; and a strong hope is entertained that, under the conduct of the gallant officer at the head of the troops in Florida, that troublesome and expensive war is destined to a speedy termination. With all the other Indian tribes we are enjoying the blessings of peace. Our duty, as well as our best interests, prompts us to observe, in all our intercourse with them, fidelity in fulfilling our engagements, the practice of strict justice, as well as the constant exercise of acts of benevolence and kindness. These are the great instruments of civilization, and through the

use of them alone can the untutored child of the forest be induced to listen to its teachings.

The Secretary of State, on whom the acts of Congress have devolved the duty of directing the proceedings for the taking of the sixth census or enumeration of the inhabitants of the United States, will report to the two Houses the progress of that work. The enumeration of persons has been completed, and exhibits a grand total of 17,069,453; making an increase, over the census of 1830, of 4,202,646 inhabitants, and showing a gain in a ratio exceeding 32½ per cent. for the last ten years.

From the report of the Secretary of the Treasury you will be informed of the condition of the finances. The balance in the Treasury on the 1st of January last, as stated in the report of the Secretary of the Treasury, submitted to Congress at the extra session, was \$987,345 03. The receipts into the Treasury, during the first three quarters of this year, from all sources, amount to \$23,467,052 52; the estimated receipts for the fourth quarter, amount to \$6,943,095 25, amounting to \$30,410,167 77; and making, with the balance in the Treasury on the 1st of January last, \$31,397,512 80. The expenditures for the first three quarters of this year amount to \$24,734,346 97. The expenditures for the fourth quarter, as estimated, will amount to \$7,290,723 73: thus making a total of \$32,025,070 70; and leaving a deficit to be provided for, on the 1st of January next, of about \$627,557 90.

Of the loan of \$12,000,000, which was authorized by Congress at its late session, only \$5,432,726 88 have been negotiated. The shortness of time which it had to run has presented no inconsiderable impediment in the way of its being taken by capitalists at home, while the same cause would have operated with much greater force in the foreign market. For that reason the foreign market has not been resorted to; and it is now submitted, whether it would not be advisable to amend the law by making what remains undisposed of payable at a more distant day.

Should it be necessary, in any view that Congress may take of the subject, to revise the existing tariff of duties, I beg leave to say that, in the performance of that most delicate operation, moderate counsels would seem to be the wisest. The Government under which it is our happiness to live owes its existence to the spirit of compromise which prevailed among its framers; jarring and discordant opinions could only have been reconciled by that noble spirit of patriotism which prompted conciliation and resulted in harmony. In the same spirit the compromise bill, as it is commonly called, was adopted at the session of 1833. While the people of no portion of the Union will ever hesitate to pay all necessary taxes for the support of Government, yet an innate repugnance exists to the imposition of burdens not really necessary for that object. In imposing duties, however, for the purposes of revenue, a right to discriminate as to the articles on which the duty shall be laid, as well as the amount, necessarily and most properly exists; otherwise the Government would be placed in the condition of having to levy the same duties upon all articles, the productive as well as the unproductive. The slightest duty upon some might have the effect of causing their importation to cease; whereas others, entering extensively into the consumption of the country, might bear the heaviest, without any sensible diminution in the amount imported. So, also, the Government may be justified in so discriminating, by reference to other considerations of domestic policy connected with our

manufactures. So long as the duties shall be laid with distinct reference to the wants of the Treasury, no well-founded objection can exist against them. It might be esteemed desirable that no such augmentation of the taxes should take place as would have the effect of annulling the land-proceeds-distribution act of the last session, which act is declared to be inoperative the moment the duties are increased beyond 20 per cent., the maximum rate established by the compromise act. Some of the provisions of the compromise act, which will go into effect on the 30th day of June next, may, however, be found exceedingly inconvenient in practice, under any regulations that Congress may adopt. I refer more particularly to that relating to the home valuation. A difference in value of the same articles, to some extent, will necessarily exist at different ports; but that is altogether insignificant, when compared with the conflicts in valuation which are likely to arise from the differences of opinion among the numerous appraisers of merchandise. In many instances the estimates of value must be conjectural, and thus as many different rates of value may be established as there are appraisers. These differences in valuation may also be increased by the inclination which, without the slightest imputation on their honesty, may arise on the part of the appraisers in favor of their respective ports of entry. I recommend this whole subject to the consideration of Congress, with a single additional remark. Certainty and permanency, in any system of governmental policy, are in all respects eminently desirable; but more particularly is this true in all that affects trade and commerce, the operations of which depend much more on the certainty of their returns, and calculations which embrace distant periods of time, than on high bounties or duties, which are liable to constant fluctuations.

At your late session I invited your attention to the condition of the currency and exchanges, and urged the necessity of adopting such measures as were consistent with the constitutional competency of the Government, in order to correct the unsoundness of the one, and as far as practicable the inequalities of the other. No country can be in the enjoyment of its full measure of prosperity without the presence of a medium of exchange approximating to uniformity of value. What is necessary as between the different nations of the earth is also important as between the inhabitants of different parts of the same country. With the first, the precious metals constitute the chief medium of circulation; and such also would be the case as to the last, but for inventions comparatively modern, which have furnished, in place of gold and silver, a paper circulation. I do not propose to enter into a comparative analysis of the merits of the two systems. Such belonged more properly to the period of the introduction of the paper system. The speculative philosopher might find inducements to prosecute the inquiry, but his researches could only lead him to conclude that the paper system had probably better never have been introduced, and that society might have been much happier without it. The practical statesman has a very different task to perform. He has to look at things as they are—to take them as he finds them—to supply deficiencies, and to prune excesses, as far as in him lies. The task of furnishing a corrective for derangements of the paper medium, with us, is almost inexpressibly great. The power exerted by the States to charter banking corporations, and which, having been carried to a great excess, has filled the country with, in most of the States, an irredeemable paper medium, is an evil which, in some way or other, requires a corrective. The rates at which bills of exchange are ne-

gotiated between different parts of the country furnish an index of the value of the local substitute for gold and silver, which is, in many parts, so far depreciated as not to be received, except at a large discount, in payment of debts or in the purchase of produce. It could earnestly be desired that every bank, not possessing the means of resumption, should follow the example of the late United States Bank of Pennsylvania, and go into liquidation, rather than, by refusing to do so, to continue embarrassments in the way of solvent institutions, thereby augmenting the difficulties incident to the present condition of things. Whether this Government, with due regard to the rights of the States, has any power to constrain the banks either to resume specie payments, or to force them into liquidation, is an inquiry which will not fail to claim your consideration. In view of the great advantages which are allowed the corporators, not among the least of which is the authority, contained in most of their charters, to make loans to three times the amount of their capital, thereby often deriving three times as much interest on the same amount of money as any individual is permitted by law to receive, no sufficient apology can be urged for a long-continued suspension of specie payments. Such suspension is productive of the greatest detriment to the public, by expelling from circulation the precious metals, and seriously hazarding the success of any effort that this Government can make to increase commercial facilities and to advance the public interests.

This is the more to be regretted, and the indispensable necessity for a sound currency becomes the more manifest, when we reflect on the vast amount of the internal commerce of the country. Of this we have no statistics, nor just data for forming adequate opinions. But there can be no doubt but that the amount of transportation coastwise by sea, and the transportation inland by railroads and canals, and by steamboats and other modes of conveyance, over the surface of our vast rivers and immense lakes, and the value of property carried and interchanged by these means, form a general aggregate, to which the foreign commerce of the country, large as it is, makes but a distant approach.

In the absence of any controlling power over this subject, which, by forcing a general resumption of specie payments, would at once have the effect of restoring a sound medium of exchange, and would leave to the country but little to desire, what measure of relief, falling within the limits of our constitutional competency, does it become this Government to adopt? It was my painful duty, at your last session, under the weight of most solemn obligations, to differ with Congress on the measures which it proposed for my approval, and which it doubtless regarded as corrective of existing evils. Subsequent reflection, and events since occurring, have only served to confirm me in the opinions then entertained, and frankly expressed.

I must be permitted to add, that no scheme of governmental policy, unaided by individual exertions, can be available for ameliorating the present condition of things. Commercial modes of exchange and a good currency are but the necessary means of commerce and intercourse, not the direct productive sources of wealth. Wealth can only be accumulated by the earnings of industry and the savings of frugality; and nothing can be more ill-judged than to look to facilities in borrowing, or to a redundant circulation, for the power of discharging pecuniary obligations. The country is full of resources, and the people full of energy; and

the great and permanent remedy for present embarrassments must be sought in industry, economy, the observance of good faith, and the favorable influence of time.

In pursuance of a pledge given to you in my last message to Congress, which pledge I urge as an apology for adventuring to present you the details of any plan, the Secretary of the Treasury will be ready to submit to you, should you require it, a plan of finance which, while it throws around the public treasure reasonable guards for its protection, and rests on powers acknowledged in practice to exist from the origin of the Government, will at the same time furnish to the country a sound paper medium, and afford all reasonable facilities for regulating the exchanges. When submitted, you will perceive in it a plan amendatory of the existing laws in relation to the Treasury Department—subordinate in all respects to the will of Congress directly, and the will of the people indirectly—self-sustaining, should it be found in practice to realize its promises in theory, and repealable at the pleasure of Congress. It proposes, by effectual restraints and by invoking the true spirit of our institutions, to separate the purse from the sword; or, more properly to speak, denies any other control to the President over the agents who may be selected to carry it into execution, but what may be indispensably necessary to secure the fidelity of such agents; and, by wise regulations, keeps plainly apart from each other private and public funds. It contemplates the establishment of a board of control at the seat of Government, with agencies at prominent commercial points, or wherever else Congress shall direct, for the safe-keeping and disbursement of the public moneys, and a substitution, at the option of the public creditor, of Treasury notes in lieu of gold and silver. It proposes to limit the issues to an amount not to exceed \$15,000,000, without the express sanction of the legislative power. It also authorizes the receipt of individual deposits of gold and silver to a limited amount, and the granting certificates of deposit, divided into such sums as may be called for by the depositors. It proceeds a step further, and authorizes the purchase and sale of domestic bills and drafts, resting on a real and substantial basis, payable at sight, or having but a short time to run, and drawn on places not less than one hundred miles apart—which authority, except in so far as may be necessary for Government purposes exclusively, is only to be exerted upon the express condition, that its exercise shall not be prohibited by the State in which the agency is situated.

In order to cover the expenses incident to the plan, it will be authorized to receive moderate premiums for certificates issued on deposits, and on bills bought and sold; and thus, as far as its dealings extend, to furnish facilities to commercial intercourse at the lowest possible rates, and to subtract from the earnings of industry the least possible sum. It uses the State banks, at a distance from the agencies, as auxiliaries, without imparting any power to trade in its name. It is subjected to such guards and restraints as have appeared to be necessary. It is the creature of law, and exists only at the pleasure of the Legislature. It is made to rest on an actual specie basis, in order to redeem the notes at the places of issue—produces no dangerous redundancy of circulation—affords no temptation to speculation—is attended by no inflation of prices—is equable in its operation—makes the Treasury notes, which it may use along with the certificates of deposit, and the notes of specie-paying banks, convertible at the place where collected, receivable in payment of Government dues; and,

without violating any principle of the Constitution, affords the Government and the people such facilities as are called for by the wants of both. Such, it has appeared to me, are its recommendations, and in view of them it will be submitted, whenever you may require it, to your consideration.

I am not able to perceive that any fair and candid objection can be urged against the plan, the principal outlines of which I have thus presented. I cannot doubt but that the notes which it proposes to furnish, at the voluntary option of the public creditor, issued in lieu of the revenue and its certificates of deposit, will be maintained at an equality with gold and silver every where. They are redeemable in gold and silver on demand, at the places of issue. They are receivable every where in payment of Government dues. The Treasury notes are limited to an amount of one-fourth less than the estimated annual receipts of the Treasury; and, in addition, they rest upon the faith of the Government for their redemption. If all these assurances are not sufficient to make them available, then the idea, as it seems to me, of furnishing a sound paper medium of exchanges, may be entirely abandoned.

If a fear be indulged that the Government may be tempted to run into excess in its issues at any future day, it seems to me that no such apprehension can reasonably be entertained until all confidence in the representatives of the States and of the people, as well as of the people themselves, shall be lost. The weightiest considerations of policy require that the restraints now proposed to be thrown around the measure should not, for light causes, be removed. To argue against any proposed plan its liability to possible abuse is to reject every expedient, since every thing dependent on human action is liable to abuse. Fifteen millions of Treasury notes may be issued as the *maximum*, but a discretionary power is to be given to the board of control, under that sum, and every consideration will unite in leading them to feel their way with caution. For the eight first years of the existence of the late Bank of the United States, its circulation barely exceeded \$4,000,000; and for five of its most prosperous years, it was about equal to \$16,000,000; furthermore, the authority given to receive private deposits to a limited amount, and to issue certificates in such sums as may be called for by the depositors, may so far fill up the channels of circulation as greatly to diminish the necessity of any considerable issue of Treasury notes. A restraint upon the amount of private deposits has seemed to be indispensably necessary, from an apprehension, thought to be well founded, that, in any emergency of trade, confidence might be so far shaken in the banks as to induce a withdrawal from them of private deposits, with a view to ensure their unquestionable safety when deposited with the Government, which might prove eminently disastrous to the State banks. Is it objected that it is proposed to authorize the agencies to deal in bills of exchange? It is answered, that such dealings are to be carried on at the lowest possible premium—are made to rest on an unquestionably sound basis—are designed to reimburse merely the expenses which would otherwise devolve upon the Treasury, and are in strict subordination to the decision of the Supreme Court, in the case of the Bank of Augusta against Earle, and other reported cases; and thereby avoids all conflict with State jurisdiction, which I hold to be indispensably requisite. It leaves the banking privileges of the States without interference—looks to the Treasury and the Union—and, while furnishing every facility to the first, is careful of the interests of the last. But, above all, it is created by law, is amendable

by law, and is repealable by law; and wedded as I am to no theory, but looking solely to the advancement of the public good, I shall be amongst the very first to urge its repeal, if it be found not to subserve the purposes and objects for which it may be created. Nor will the plan be submitted in any overweening confidence in the sufficiency of my own judgment, but with much greater reliance on the wisdom and patriotism of Congress. I cannot abandon this subject without urging upon you, in the most emphatic manner, whatever may be your action on the suggestions which I have felt it to be my duty to submit, to relieve the Chief Executive Magistrate, by any and all constitutional means, from a controlling power over the public Treasury. If, in the plan proposed, should you deem it worthy of your consideration, that separation is not as complete as you may desire, you will doubtless amend it in that particular. For myself, I disclaim all desire to have any control over the public moneys, other than what is indispensably necessary to execute the laws which you may pass.

Nor can I fail to advert, in this connexion, to the debts which many of the States of the Union have contracted abroad, and under which they continue to labor. That indebtedness amounts to a sum not less than \$200,000,000, and which has been retributed to them, for the most part, in works of internal improvement, which are destined to prove of vast importance in ultimately advancing their prosperity and wealth. For the debts thus contracted the States are alone responsible. I can do no more than express the belief that each State will feel itself bound, by every consideration of honor as well as of interest, to meet its engagements with punctuality. The failure, however, of any one State to do so, should in no degree affect the credit of the rest; and the foreign capitalist will have no just cause to experience alarm as to all other State stocks, because any one or more of the States may neglect to provide with punctuality the means of redeeming their engagements. Even such States, should there be any, considering the great rapidity with which their resources are developing themselves, will not fail to have the means, at no very distant day, to redeem their obligations to the uttermost farthing; nor will I doubt but that, in view of that honorable conduct which has evermore governed the States and the People of this Union, they will each and all resort to every legitimate expedient, before they will forego a faithful compliance with their obligations.

From the report of the Secretary of War, and other reports accompanying it, you will be informed of the progress which has been made in the fortifications designed for the protection of our principal cities, roadsteads, and inland frontier, during the present year; together with their true state and condition. They will be prosecuted to completion with all the expedition which the means placed by Congress at the disposal of the Executive will allow.

I recommend particularly to your consideration that portion of the Secretary's report which proposes the establishment of a chain of military posts from Council Bluffs to some point on the Pacific ocean within our limits. The benefit thereby destined to accrue to our citizens engaged in the fur trade, over that wilderness region, added to the importance of cultivating friendly relations with savage tribes inhabiting it, and at the same time of giving protection to our frontier settlements, and of establishing the means of safe intercourse between the American settlements at the mouth of the Columbia river and those on this side of the Rocky moun-

ains, would seem to suggest the importance of carrying into effect the recommendations upon this head with as little delay as may be practicable.

The report of the Secretary of the Navy will place you in possession of the present condition of that important arm of the national defence. Every effort will be made to add to its efficiency; and I cannot too strongly urge upon you liberal appropriations to that branch of the public service. Inducements of the weightiest character exist for the adoption of this course of policy. Our extended and otherwise exposed maritime frontier calls for protection, to the furnishing of which an efficient naval force is indispensable. We look to no foreign conquests, nor do we propose to enter into competition with any other nation for supremacy on the ocean; but it is due not only to the honor, but to the security of the people of the United States, that no nation should be permitted to invade our waters at pleasure, and subject our towns and villages to conflagration or pillage. Economy in all branches of the public service is due from all the public agents to the people; but parsimony alone would suggest the withholding of the necessary means for the protection of our domestic firesides from invasion, and our national honor from disgrace. I would most earnestly recommend to Congress to abstain from all appropriations for objects not absolutely necessary; but I take upon myself, without a moment of hesitancy, all the responsibility of recommending the increase and prompt equipment of that gallant navy which has lighted up every sea with its victories, and spread an imperishable glory over the country.

The report of the Postmaster General will claim your particular attention, not only because of the valuable suggestions which it contains, but because of the great importance which at all times attaches to that interesting branch of the public service. The increased expense of transporting the mail along the principal routes necessarily claims the public attention, and has awakened a corresponding solicitude on the part of the Government. The transmission of the mail must keep pace with those facilities of intercommunication which are every day becoming greater through the building of railroads and the application of steam power; but it cannot be disguised that, in order to do so, the Post Office Department is subjected to heavy exactions. The lines of communication between distant parts of the Union are, to a great extent, occupied by railroads, which, in the nature of things, possess a complete monopoly, and the Department is therefore liable to heavy and unreasonable charges. This evil is destined to great increase in future, and some timely measure may become necessary to guard against it.

I feel it my duty to bring under your consideration a practice which has grown up in the administration of the Government, and which, I am deeply convinced, ought to be corrected. I allude to the exercise of the power, which usage, rather than reason, has vested in the Presidents, of removing incumbents from office, in order to substitute others more in favor with the dominant party. My own conduct in this respect has been governed by a conscientious purpose to exercise the removing power only in cases of unfaithfulness or inability, or in those in which its exercise appeared necessary, in order to discountenance and suppress that spirit of active partisanship, on the part of holders of office, which not only withdraws them from the steady and impartial discharge of their official duties, but exerts an undue and injurious influence over elections, and degrades the character of the Government itself, inasmuch as it exhibits the Chief

Magistrate as being a party, through his agents, in the secret plots or open workings of political parties.

In respect to the exercise of this power, nothing should be left to discretion which may safely be regulated by law; and it is of high importance to restrain, as far as possible, the stimulus of personal interests in public elections. Considering the great increase which has been made in public offices in the last quarter of a century, and the probability of further increase, we incur the hazard of witnessing violent political contests, directed too often to the single object of retaining office by those who are in, or obtaining it by those who are out. Under the influence of these convictions, I shall cordially concur in any constitutional measures for regulating, and, by regulating, restraining, the power of removal.

I suggest for your consideration the propriety of making, without further delay, some specific application of the funds derived under the will of Mr. Smithson, of England, for the diffusion of knowledge; and which have heretofore been vested in public stocks until such time as Congress should think proper to give them a specific direction. Nor will you, I feel confident, permit any abatement of the principal of the legacy to be made, should it turn out that the stocks in which the investments have been made have undergone a depreciation.

In conclusion, I commend to your care the interests of this District, for which you are the exclusive legislators. Considering that this city is the residence of the Government, and, for a large part of the year, of Congress, and considering also the great cost of the public buildings, and the propriety of affording them at all times careful protection, it seems not unreasonable that Congress should contribute towards the expense of an efficient police.

JOHN TYLER.

WASHINGTON, *December 7, 1841.*

DOCUMENTS

ACCOMPANYING THE PRESIDENT'S MESSAGE AT THE COMMENCEMENT OF THE SECOND SESSION
OF THE TWENTY-SEVENTH CONGRESS.

CORRESPONDENCE

RELATING TO THE DETENTION OF AMERICAN VESSELS ON THE AFRICAN
COAST BY BRITISH ARMED CRUISERS.

Lord Palmerston to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, *August 5, 1841.*

The undersigned, Her Majesty's Principal Secretary of State for Foreign Affairs, has received two notes, addressed to him on the 13th of November, 1840, and on the 1st of March last, by Mr. Stevenson, Envoy Extraordinary and Minister Plenipotentiary of the United States, complaining of the search and detention of the United States vessel "Douglas," and of the ill treatment of her crew by Lieutenant Seagram, of Her Majesty's brig "Termagant," employed on the coast of Africa in suppressing the slave trade.

In these two communications from Mr. Stevenson it is stated that on the 21st October, 1839, Lieutenant Seagram boarded the "Douglas" while she was pursuing her voyage on the coast of Africa, examined the ship's papers and the passengers' passports, broke open the hatches, hauled down the American flag, and seized the vessel as a slaver; that he kept possession of her during eight days, namely, from the 21st October, 1839, to the 29th of the same month; that the officers and men of the "Douglas" became ill from their exposure to the sun, and that, in consequence, three of them died, and the captain is still in bad health. And Mr. Stevenson expresses the confident expectation of the President of the United States that Her Majesty's Government will make prompt reparation for the conduct of Lieutenant Seagram in this case, and will take efficient means to prevent the recurrence of such abuses.

The undersigned has, in reply, to state that, in pursuance of the wish expressed by Mr. Stevenson on the part of his Government, a strict investigation has, by order of the Lords of the Admiralty, been made into the particulars of this case, and the result is as follows:

Lieutenant Seagram, commanding Her Majesty's ship "Termagant," employed in suppressing the slave trade on the coast of Africa, had been authorized by the commanding officer of Her Majesty's ships on that coast of an agreement entered into by that officer with Commander Paine, of the United States navy, for searching and detaining ships found trading in slaves under the United States flag; and Lieutenant Seagram having on the 21st October, 1839, met with the ship "Douglas," carrying the flag of the Union, he boarded her, and made inquiries as to the voyage for which she was bound. Lieutenant Seagram was received on board the "Doug-

las" with great incivility, and a disinclination was shown to reply to any questions relating to her voyage; but he ascertained that she was bound to the river Brass, and he found on board of her seven Spaniards, who were going to that river, where no trade but the slave trade is carried on.

Lieutenant Seagram requested to see the papers of the "Douglas," but the captain of the "Douglas" could produce no custom-house clearance, and had made an entry on his log that, on leaving the Havana, he could not procure one, and that he had returned to the harbor to obtain such a paper, but had left the harbor again without it. This circumstance appeared suspicious to Lieutenant Seagram; and, on examining the papers produced by the captain of the "Douglas," he found that the "Douglas" was consigned to a well-known slave trader, Don Pablo Teisas, who was then on board of her, and to whom the slaving vessels "Asp" and "Lark," which had been recently condemned for slave trade, had been consigned.

Lieutenant Seagram pressed for permission to examine the hold of the vessel, and the consignee gave him permission to examine her freight, because he conceived it was protected by the United States flag; and, under the same impression, he acknowledged to Lieutenant Seagram that her cargo was Spanish, and had been shipped as American solely for the purpose of avoiding seizure.

The hatches of the vessel having then been opened, and Lieutenant Seagram having proceeded to examine her, it was discovered that she was fitted out for the slave trade, with leaguers, hoops, and staves, a slave deck, in planks, and three complete slave coppers.

Lieutenant Seagram reports that, under these circumstances, he should have sent the "Douglas" to the United States, to be delivered up to the authorities of that country, but that he had received orders from the commanding officer of Her Majesty's vessels on the coast of Africa not to send any vessels to the United States until he should have been informed what course the United States Government took as to the slave vessels the "Eagle" and "Clara," which had been sent to the United States by the commanding officer, with a view to assist the American Government in preventing the abuse of the national flag of the Union.

But Lieutenant Seagram not having received any information on this point, at the end of eight days after the detention of the "Douglas," thought it his duty then to release the "Douglas," instead of detaining her longer, or sending her to the United States.

From the facts above stated, there appears little doubt that, if the "Douglas" had been sent to the United States, she would have been condemned for trading in slaves under the flag of the Union. And had she been tried by the mixed commission at Sierra Leone, the proofs that the slave trading voyage on which she was engaged was in fact a Spanish enterprise were strong enough to have warranted her condemnation in the British and Spanish courts as a Spanish slaver.

With respect to the assertion that three men died from the effects of exposure to the sun, in consequence of the detention of the vessel, the undersigned has to state that it appears that the vessel remained, on her own account, in the African seas two months after her detention by Lieutenant Seagram; and, as none of her men died until after those two months, there seems no reason to suppose that the death of the two men in question was occasioned by the detention of the vessel by Lieutenant Seagram.

With respect to the statement that Lieutenant Seagram ordered the Amer-

ican flag to be hauled down, it is to be observed that the master of the "Douglas," in his protest, declares that he himself, and not Lieutenant Seagram, ordered the United [States] flag to be hauled down.

As to any loss of provisions or stores, it is stated by the American master that the English prize crew brought their provisions with them to the "Douglas," and he does not even assert that they consumed any provisions belonging to the "Douglas," or that any of the stores of that vessel were lost.

With respect to the allegation of the American master that the prize crew had secreted one demijohn of rum, forming part of the cargo of the vessel, it seems probable that there is an error in that allegation, because the hatches of the vessel were opened and closed again in the presence of Lieutenant Seagram, and no complaint was made to that officer, either by the master or the consignee, that any loss or damage had been done to the cargo.

Indeed, the master, on resuming charge of his vessel, declared to Lieutenant Seagram that he had no complaint to make.

From the foregoing statement, it will appear that the visit, the search, and the detention of the "Douglas" by Lieutenant Seagram, took place under a full belief, on the part of that officer, that he was pursuing a course which would be approved by the Government of the United States; and in his conduct towards the crew of the vessel he appears scrupulously to have avoided any act which would justly give cause of offence to a friendly Power.

The undersigned has therefore to express the confident hope of Her Majesty's Government that, upon a consideration of the whole case, the Government of the United States will be of opinion that, although the act of Lieutenant Seagram in detaining an United States slave-trading vessel was, in the abstract, irregular, yet the impression under which he did it, and the motives which prompted him to do it, exempt him from any just blame.

But the undersigned cannot refrain from requesting Mr. Stevenson to draw the serious attention of the Government of the United States to this case, which affords a striking example of the manner in which the vessels and flag of the United States are employed by Spanish, Portuguese, and Brazilian criminals, to protect their piratical undertakings, in utter contempt of the laws of the Union, and in open defiance of the Federal Government.

The undersigned avails himself of this occasion to renew to Mr. Stevenson the assurance of his distinguished consideration.

PALMERSTON.

A. STEVENSON, Esq., &c. &c. &c.

Lord Palmerston to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, *August 5, 1841.*

The undersigned, Her Britannic Majesty's Secretary of State for Foreign Affairs, has received the note which Mr. Stevenson, Envoy Extraordinary and Minister Plenipotentiary from the United States of America, addressed to him on the 27th of February last, complaining that the schooner "Iago," bearing the United States flag, and commanded by Mr. Adolphus Dupony, had been detained by Her Majesty's brigantine "Termagant," Lieutenant Seagram, and that the schooner "Hero," under the United States flag, and

commanded by Mr. B. McConnell, had been detained by Her Majesty's brig Lynx.

Mr. Stevenson complains, in the first place, that injury was done in these cases to the purposes of the voyage, and to the cargo and stores on board the vessels detained; and he contends, in the second place, that Her Majesty's naval officers had no excuse, and much less any justification, for detaining these vessels; and he adds that it is wholly immaterial whether the vessels detained were equipped for, or actually engaged in, slave traffic or not.

With regard to the allegation of damages done to the cargoes of these vessels, the undersigned begs to remind Mr. Stevenson that the papers which he transmitted to the undersigned show that, in the case of the "Iago," the money which was lost was stolen by the crew of the "Iago" while the master was absent on shore, and that it was not abstracted by the crew of the detaining vessel. And it is fair [to presume] that the chronometer and the watch, which were also lost on board that vessel, were taken by the same persons who stole the money.

With regard to the damage said to have been done to the cargo of the "Hero," during the search of that vessel, the undersigned has requested the Board of Admiralty to cause inquiries to be made upon that matter, and he will acquaint Mr. Stevenson with the result.

With respect to the justification which the British officers had for detaining these American vessels, with regard to the detention of which Mr. Stevenson says that there is "no shadow of pretence for exercising, much less justifying, the right of search or detention of vessels under the United States flag by vessels of Her Majesty's navy," the undersigned has to state that a formal agreement was entered into on the 11th March, 1840, by the commanding officer of Her Majesty's ships on the coast of Africa, and the officer commanding the vessel sent by the United States Government to suppress the slave trade of the United States on the African coast; and by that agreement those officers, for the purpose of carrying into execution the "orders and views of their respective Governments respecting the suppression of the slave trade, requested each other, and agreed," to detain all vessels, under the United States flag, found to be fully equipped for and engaged in slave trade; and it was agreed that such vessels should eventually be handed over to the United States cruisers, if proved to be United States property, and to British cruisers, if proved to be Spanish, Portuguese, Brazilian, or English property.

The undersigned would therefore submit that the commanding officers of Her Majesty's vessels had no reason to suppose that, when giving effect to this agreement by detaining vessels bearing the United States flag and engaged in slave trade, they were doing a thing which would be disagreeable to the Government of the United States.

With respect to the "Iago," the undersigned has to observe that that vessel was fully equipped for slave trade; that the papers found on board of her were of a suspicious character; that all her crew but two were Spanish. And Her Majesty's Advocate General, to whom the case was referred, has reported it to be his opinion that the commissioners at Sierra Leone would have been justified in proceeding to the adjudication of the vessel; and that, if the case had been investigated by them, sufficient proof would have been afforded that the vessel was in reality Spanish, and not American property, and that consequently she was liable to condemnation.

The undersigned trusts that the foregoing statement will show that there is good reason for doubting that any wilful damage was done to the cargo of either of the two vessels in question by the crews of the detaining ships; and that, although it is indisputable that British cruisers have no right, as such, to search and detain vessels which are the property of citizens of the United States, even though such vessels may evidently be engaged in slave trade, yet in these cases the British naval officers acted in pursuance of a special agreement with a naval officer of the United States; and they were, therefore, justified in believing that, instead of doing any thing which would be complained of by the Government of the United States, they were furthering the views and forwarding the wishes of that Government.

Such cases, however, cannot happen again; because positive orders were sent by the Admiralty, in February last, to all Her Majesty's cruisers employed for the suppression of the slave trade, not again to detain or meddle with the United States vessels engaged in the slave trade. These orders have been sent by Her Majesty's Government with great pain and regret, but as an act due by them to the rights of the United States.

Her Majesty's Government, however, cannot bring themselves to believe that the Government of Washington can seriously and deliberately intend that the flag and vessels of the Union shall continue to be, as they now are, the shelter under which the malefactors of all countries perpetrate with impunity crimes which the laws of the Union stigmatize as piracy and punish with death.

But, unless the United States Government shall consent to make, with the other Powers of Christendom, some agreement of the nature of that which their naval officer on the coast of Africa spontaneously entered into with the British naval commander on that station, these abuses will not only continue to exist, but will increase in magnitude every day; and the end will be, that the slave trade will be carried on exclusively under the shelter of the flag, and by the special protection, of the Executive Government of that nation whose Legislature was among the first to pronounce the crime infamous, and to affix to it the severest penalties.

The undersigned avails himself of this occasion to renew to Mr. Stevenson the assurances of his distinguished consideration.

PALMERSTON.

A. STEVENSON, Esq., &c.

P. S. I return to you, according to your request, the original papers enclosed in your note of the 27th of February last, on the subject of the "Iago."

Mr. Stevenson to Lord Palmerston.—[COPY.]

32 UPPER GROSVENOR STREET,

August 9, 1841.

MY LORD: On my return to London, after a temporary absence of a few days, I found the two communications which your lordship did me the honor to address to me, under date of the 5th instant, in answer to my notes of the 13th of November, the 27th of February, and the 1st of March last, complaining of the seizure and detention of three American vessels, the "Douglas," "Iago," and "Hero," and the ill-treatment of their crews,

by Her Majesty's cruisers employed on the African coast in suppressing the slave trade.

Having, in my previous communications, said all that I deemed important on the subject of these repeated aggressions upon the vessels and commerce of the United States and the rights of their flag, I can have no inducement at this time to trouble your lordship with any further remarks; and I shall therefore content myself with transmitting to my Government, at the earliest day, copies of your lordship's notes, with whom it will rest to decide upon the sufficiency of the explanation which they contain in justification of the conduct of the commanders of Her Majesty's brigs of war, the *Ter-magant* and the *Lynx*.

It is proper, however, that I should seize the earliest opportunity to acquaint your lordship that, in relation to the *agreement* which it is alleged was entered into between the commander of the British squadron on the African coast and the officer in command of the vessel sent by the Government of the United States to suppress the slave trade, allowing the mutual right of searching and detaining all British and American vessels found trading in slaves, I have no other information than that communicated in your lordship's notes, and have no reason to suppose that such authority had been confided by the American Government to any of its officers.

I pray your lordship to accept assurances of my distinguished consideration and respect.

A. STEVENSON.

Lord Palmerston to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, *August 17, 1841.*

Viscount Palmerston presents his compliments to Mr. Stevenson, and, with reference to Mr. Stevenson's note of the 9th instant, has the honor to transmit, herewith, to Mr. Stevenson, a copy of the agreement entered into between Captain Tucker, of Her Majesty's sloop "*Wolverine*," and Lieut. Payne, of the United States ship of war "*Grampus*," which was referred to in the notes addressed by Viscount Palmerston to Mr. Stevenson on the 5th instant, on the subject of the detention of the vessels the "*Douglas*," the "*Iago*," and "*Hero*," by Her Majesty's cruisers.

A. STEVENSON, Esq., &c.

Lord Palmerston to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, *August 27, 1841.*

The undersigned, Her Majesty's Principal Secretary of State for Foreign Affairs, has had under his consideration the note which Mr. Stevenson, Envoy Extraordinary and Minister Plenipotentiary of the United States, did him the honor to address to him, under date of the 15th May, 1840, complaining of the detention of a brig under American colors, called the "*Mary*," by Her Majesty's ship *Forester*.

In this note Mr. Stevenson, assuming the information furnished to the United States Government by Mr. Trist, their consul at the Havana, to be

complete and correct, prefers a claim for indemnity to the owner of the "Mary," and asks for the exemplary punishment of the commander of the "Forester," and those concerned in the proceedings taken by that officer against the Mary—proceedings which, in Mr. Stevenson's opinion, seem to want nothing to give them the character of a most flagrant and daring outrage, and very little, if any thing, to sink them into an act of open and direct piracy.

The undersigned has now the honor to inform Mr. Stevenson that the more particular information which has been furnished to Her Majesty's Government, as to this vessel, places the question in a very different light from that in which it has been presented to the Government of the United States; and the undersigned trusts that the following statement will satisfy Mr. Stevenson that, although the vessel herself, being ill-built, might not have been intended actually to convey negroes from the coast of Africa, yet she was in reality the property of a Spanish slave dealer, and was employed by him for the purposes of slave trade.

The papers found on board this vessel by the commander of the "Forester" showed that, on the 24th January, 1839, a bill of sale was prepared at the Havana by Mr. J. A. Smith, the vice consul of the United States at that port, setting forth that a permanent American register (No. 48) had been granted to the brig "Mary," of Philadelphia, on the 17th June, 1837, and that the brig was at that time owned by Joseph J. Snowden, of Philadelphia, and was commanded by J. H. Haven.

Joseph J. Snowden, the original owner, then gave a power of attorney and substitution to Charles Snowden, who again nominated Pedro Manegat, the notorious slave dealer, but who was described in that document merely as a merchant at the Havana, to sell and transfer the "Mary."

Eight days afterwards, Pedro Manegat professedly sold the "Mary" to a person named Pedro Sabate, of New Orleans, who, on the 2d May, appointed as her master Charles Snowden, the same person who, three months before, had named Pedro Manegat as his agent to sell the "Mary;" and on the 18th June Pedro Sabate replaced Snowden by appointing David Tomlinson to the command.

This Pedro Manegat, the pretended seller but real purchaser of the "Mary," is the same individual who, in like manner, owned the following nominally American vessels, namely: the "*Hyperion*," which left the Havana in December, 1838, as an American vessel, and was afterwards condemned as the Spanish schooner "*Isabel*;" the schooner "*Hazard*," which was detained and erroneously released in February, 1839, under circumstances similar to those which mark the case of the "*Mary*;" and the "*Octavia*," also condemned as Spanish property—which last-named vessel Pedro Manegat had only employed, as he did the "Mary," namely, to carry goods for the purchase of slaves to agents on the coast.

The Spanish master, Tomas Escheverria, and a Spanish crew, were shipped on board the "Mary" as passengers; among them were several individuals who were recognised as having been formerly captured in slave vessels—Escheverria himself having been master of the Spanish Schooner "*Norma*," when that vessel was captured with 234 slaves on board. The ship's articles set forth that the crew was engaged to navigate the "Mary" from the port of Havana to the Gallinas, or wherever else the master may direct.

In two of three papers which the master, David Tomlinson, produced

to prove his American citizenship, he is styled *Pils B. Tomlimerty*, and in the third *P. B. Tomlinson*; while in the log, enclosed in Mr. Stevenson's note, he is called Captain Thomason.

The clearance and bills of lading show that the owners of the cargo were Blanco & Carvelho, Pedro Martinez & Co., Pedro Manegat, and Tomas Escheverria, the Spanish captain, all well-known slave traders; and the consignees, Tomas Rodriguez Baron, Ignacio P. Rolo, and Theodore Canot, of the Gallinas, long and well-known to the naval officers employed in suppressing the slave trade on the coast as factors for the purchase and shipment of slaves.

Thus the papers produced to the captain of the *Forester*, by Tomlinson, were of themselves sufficient to show that this was one of the then frequent cases in which the flag of the United States had been fraudulently assumed; and all doubt was removed as to the real character of the undertaking on which the vessel was employed, when, on further search, there were found on board of her slave coppers, two bags of shackles, large water-leaguers, and a slave deck—the latter being noted as shipped under the denomination of five hundred feet of lumber.

Under these circumstances, the undersigned is of opinion that the commander of Her Majesty's ship "*Forester*" was fully justified in considering the "*Mary*" to be a Spanish vessel, and, consequently, in taking her before the British and Spanish court; and, accordingly, when the British commissioners reported to Her Majesty's Government that the judges had refused to allow the "*Mary*" to be libelled in that court, under the impression that the mere fact of her having the American flag hoisted should have protected her from visitation and search by a British cruiser, the British commissioners were told that there was, in the opinion of Her Majesty's Government, reason to suppose that the "*Mary*" was a Spanish, and not an American vessel, and that the judges ought, therefore, to have allowed her to be libelled in the British and Spanish court; for that, although British ships of war are not authorized to visit and search American vessels on the high seas, yet if a vessel, which there is good reason to suppose is in reality Spanish property, is captured and brought into a port in which a mixed British and Spanish court is sitting, the commissioners may properly investigate the case; and, upon sufficient proof being adduced of the Spanish character of the vessel, and of her having been guilty of a breach of the treaty between Great Britain and Spain for the suppression of the slave trade, the court may condemn her, notwithstanding that she was sailing under the American flag, and had American papers on board.

With respect to the general question of the search of vessels under the American flag by British cruisers, the undersigned begs to refer Mr. Stevenson to his other note of this day's date, relative to the case of the "*Susan*," in which the undersigned has fully, and he hopes satisfactorily, replied to the representations made by Mr. Stevenson on that subject.

The undersigned begs to return to Mr. Stevenson the log kept by John Hutton, while acting as mate on board the "*Mary*," and avails himself of this occasion to renew to Mr. Stevenson the assurances of his distinguished consideration.

PALMERSTON.

Lord Palmerston to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, *August 27, 1841.*

The undersigned, Her Majesty's Principal Secretary of State for Foreign Affairs, has the honor to acknowledge the receipt of the note from Mr. Stevenson, Envoy Extraordinary and Minister Plenipotentiary from the United States at this Court, dated the 14th August, 1840, in reply to the note of the undersigned dated the 23d April, 1840, on the subject of a complaint made by the American Government against the officer in command of Her Majesty's brig "Grecian," for having boarded the American merchant ship "Susan," when off the light of Cape Frio, in the month of April, 1839.

The undersigned begs leave to state to Mr. Stevenson, in reply to the remarks contained in his last note, that Her Majesty's Government do not pretend that Her Majesty's naval officers have any right to search American merchantmen, met with in time of peace at sea; and if in some few cases such merchantmen have been searched when suspected of having been engaged in slave trade, this has been done solely because the British officer who made the search imagined that he was acting in conformity with the wishes of the United States Government, in endeavoring to hand over to the United States tribunals ships and citizens of the Union found engaged in a flagrant violation of the law of the Union.

Such things, however, will not happen again, because orders have been given which will prevent their recurrence.

But there is an essential and fundamental difference between searching a vessel and examining her papers to see whether she is legally provided with documents entitling her to the protection of any country, and especially of the country whose flag she may have hoisted at the time. For though, by common parlance, the word "flag" is used to express the test of nationality, and though, according to that acceptation of the word, Her Majesty's Government admit that British cruisers are not entitled, in time of peace, to search merchant vessels sailing under the American flag, yet Her Majesty's Government do not mean thereby to say that a merchantman can exempt himself from search by merely hoisting a piece of bunting with the United States emblems and colors upon it; that which Her Majesty's Government mean is, that the rights of the United States flag exempt a vessel from search, when that vessel is provided with papers entitling her to wear that flag, and proving her to be United States property, and navigated according to law.

But this fact cannot be ascertained unless an officer of the cruiser whose duty it is to ascertain this fact shall board the vessel, or unless the master of the merchantman shall bring his papers on board the cruiser; and this examination of papers of merchantmen suspected of being engaged in slave trade, even though they may hoist an United States flag, is a proceeding which it is absolutely necessary that British cruisers employed in the suppression of the slave trade should continue to practise, and to which Her Majesty's Government are fully persuaded that the United States Government cannot, upon consideration, object; because what would be the consequence of a contrary practice?

What would be the consequence, if a vessel engaged in the slave trade could protect herself from search by merely hoisting an United States flag? Why, it is plain that in such case every slave-trading pirate, whether

Spanish, Portuguese, or Brazilian, or English, or French, or of whatever nation he might be, would immediately sail under the colors of the United States; every criminal could do that, though he could not procure genuine American papers; and thus all the treaties concluded among the Christian Powers, for the suppression of slave trade, would be rendered a dead letter. Even the laws of England might be set at defiance by her own subjects, and the slave trade would be invested with complete impunity. Her Majesty's Government are persuaded that the United States Government cannot maintain a doctrine which would necessarily lead to such monstrous consequences; but the undersigned is bound in duty frankly to declare to Mr. Stevenson, that to such a doctrine the British Government never could or would subscribe. The cruisers employed by Her Majesty's Government for the suppression of slave trade must ascertain, by inspection of papers, the nationality of vessels met with by them under circumstances which justify a suspicion that such vessels are engaged in slave trade, in order that, if such vessels are found to belong to a country which has conceded to Great Britain the mutual right of search, they may be searched accordingly; and that, if they be found to belong to a country which, like the United States, has not conceded that mutual right, they may be allowed to pass on, free and unexamined, to consummate their intended iniquity. Her Majesty's Government feels convinced that the United States Government will see the necessity of this course of proceeding.

But Her Majesty's Government would fain hope that the day is not far distant when the Government of the United States will cease to confound two things which are in their nature entirely different; will look to things, and not to words; and, perceiving the wide and entire distinction between that right of search which has heretofore been a subject of discussion between the two countries, and that right of search which almost all other Christian nations have mutually given each other for the suppression of the slave trade, will join the Christian league; and will no longer permit the ships and subjects of the Union to be engaged in undertakings which the law of the Union punishes as piracy.

The undersigned avails himself of this occasion to renew to Mr. Stevenson the assurances of his distinguished consideration.

PALMERSTON.

A. STEVENSON, Esq., &c.

Mr. Stevenson to Lord Aberdeen.—[COPY.]

32, UPPER GROSVENOR STREET,

September 10, 1841.

The undersigned, Envoy Extraordinary and Minister Plenipotentiary from the United States, has the honor to acquaint the Earl of Aberdeen, Her Majesty's Principal Secretary of State for Foreign Affairs, that he has had the honor to receive the two communications addressed to him by Lord Viscount Palmerston, Her Majesty's late Principal Secretary of State for Foreign Affairs, under date of the 27th ultimo, upon the subject of the improper and harassing conduct of British cruisers towards the vessels and flag of the United States in the African seas. In communicating

the decision of Her Majesty's Government upon the claims submitted to its consideration, it would have given the undersigned great satisfaction to have represented that decision as one calculated to do justice to the individual claimants, and in accordance with the just rights and interests of his country. He had indulged a confident hope that the complaints which had been made upon the subject would have been followed not only by suitable atonement and reparation, but by an immediate abandonment of the system of wrong and violence to which the vessels and commerce of the United States had been so long exposed, through the misconduct of British cruisers in the African seas.

This course he had expected, not less from the justice of Her Majesty's Government, than the friendly relations subsisting between the two countries.

It is therefore with painful surprise and regret that the undersigned now learns, from Lord Palmerston's communications, that those proceedings of Her Majesty's cruisers have not only been approved and justified, and the injuries which ensued to remain unredressed, but that a right is now asserted by Her Majesty's Government over the vessels and flag of the United States, involving high questions of national honor and interest, of public law, and individual rights.

Having heretofore, in his correspondence with Lord Palmerston, discussed the merits of these claims and the principles involved in them, and presented the views and expectations of his Government upon the subject, the undersigned does not feel it incumbent upon him, at this time, to open again the general discussion, or recapitulate the particular circumstances by which these cases might justly claim to be distinguished. Referring Lord Aberdeen to the previous correspondence which has taken place, the undersigned will refrain from the further discussion of the individual cases, and content himself with a brief examination of those parts of Lord Palmerston's notes in which a power is, for the first time, distinctly asserted by Her Majesty's Government, over the vessels and flag of the United States, in time of peace, on the high seas. In order to ascertain the precise nature and character of this new and extraordinary power, it may be proper to quote those parts of his lordship's communication in which it is asserted. They are in the following words:

"The undersigned begs leave to state to Mr. Stevenson, in reply to the remarks contained in his last note, that Her Majesty's Government do not pretend that Her Majesty's naval officers have any right to search American merchantmen met with in time of peace at sea; but there is an essential and fundamental difference between searching a vessel and examining her papers to see whether she is legally provided with documents entitling her to the protection of any country, and especially of the country whose flag she may have hoisted at the time. For though, by common parlance, the word flag is used to express the test of nationality, and though, according to that acceptation of the word, Her Majesty's Government admit that British cruisers are not entitled, in time of peace, to search merchant vessels sailing under the American flag, yet Her Majesty's Government do not mean thereby to say that a merchantman can exempt herself from search by merely hoisting a piece of bunting, with the United States emblems and colors upon it; that which Her Majesty's Government mean is, that the rights of the United States flag exempt a vessel from search when that vessel is provided with papers entitling

“her to wear that flag, and proving her to be United States property, and navigated according to law.” And again: “The cruisers employed by Her Majesty’s Government for the suppression of slave trade must ascertain, by inspection of the papers, the nationality of vessels met with by them under circumstances which justify a suspicion that such vessels are engaged in slave trade, in order that, if such vessels are found to belong to a country which has conceded to Great Britain the mutual right of search, they may be searched accordingly; and that, if they be found to belong to a country which, like the United States, has not conceded that mutual right, they may be allowed to pass on, free and unexamined, to consummate their intended iniquity.”

Here is a direct assertion of a right, on the part of British cruisers, to board and detain all vessels sailing under the flag of the United States, whether American or not, for the purpose of ascertaining, by an examination of their papers, their national character, and deciding whether they are entitled to the protection of the flag of the country under which they sail. Now, it is proper to remark, that the attempt which his lordship makes to distinguish between the right of search (a right, however, which he disclaims) and that which he asserts, is wholly fictitious. They are essentially the same, for all the purposes of the present discussion. Indeed, the right to board, detain, and decide upon the national character of vessels navigating the ocean in time of peace, may justly be regarded as more odious and insulting, and giving place to wider and more important injuries, than the right of search, which is purely a belligerent right, and cannot be enforced in time of peace. But if the distinction was admitted to be a sound one, yet nothing would be gained in support of the right, which Lord Palmerston claims for Her Majesty’s Government. The inquiry must still arise, whether a power even of *visitation* or *detention* can be rightfully and lawfully exercised by one nation, over the ships of another, in time of peace, upon the high seas. That it cannot, the undersigned will now proceed briefly to show.

And, first, as to the principles of public law and the usage of nations. By these it is expressly declared, that the vessels of all nations, in time of peace, navigating the ocean, shall be exempt from every species and purpose of *interruption* and *detention*, unless engaged in some traffic contrary to the law of nations, or expressly provided for by treaty or compact. Now, although piracy is admitted to be an offence against the public law, and therefore punishable in every country, and by every nation, no matter where committed, it must yet be borne in mind that all piracies are not offences against the law of nations. Piracy, therefore, by international law, and that which may be made so by the municipal law of particular States, are essentially of a different character, and to be treated accordingly. Hence it is that offences declared to be piracy by the municipal laws of any State can only be tried and punished by the country within whose jurisdiction, or on board of whose ships on the ocean, the offence may have been committed. Now, slave trade is not cognizable under the laws of nations. Although prohibited by most nations, and declared to be piracy by their laws, and especially by the statutes of Great Britain and the United States, it is yet not an offence against the public law, and its interdiction cannot be enforced by the ordinary right of *visitation*, *detention*, or search, in the manner that it might be if it was piracy by the law of nations. That this is the acknowledged doctrine of international law cannot, it is

presumed, be doubted. It is so expressly declared by all writers upon the law of nations, and has been acknowledged by the British Government, through its highest judicial tribunals. Her annals are full of instruction on the subject. The following is the language held by one of her most distinguished jurists: "We are disposed to go as far in discountenancing this odious traffic as the law of nations and the principles recognised by English tribunals will allow us in doing; but beyond these principles we do not feel at liberty to travel. Formal declarations have been made and laws enacted in reprobation of this practice, and plans, ably and zealously conducted, have been taken to induce other countries to follow our example, but at present with insufficient effect; for there are nations which adhere to the practice, under all the encouragement which their own laws give. What is, then, the doctrine of our own courts, of the laws of nations? Why, that this practice is to be respected; the slaves, if taken, to be restored to their owners; and, if not taken under innocent mistake, to be restored with costs and damages."

Again. "It would be, indeed, a most extravagant assumption, in any court of the law of nations, to pronounce that this practice, the tolerated, the approved, the encouraged object of law, ever since man became subject to law, was legally criminal." Does Her Majesty's Government now mean to contend that the slave trade is contrary to the law of nations? On the contrary, is not the trade lawful to all Governments who have not forbidden it, and, consequently, no right given to any one nation over the slave ships of another in time of peace, independent of express treaty stipulations by which the extent of the power to be exercised must be regulated? The right, then, which Lord Palmerston asserts, derives no support from the principles of the public law, but is left to stand upon the grounds of *expediency* and *necessity*, as the means of executing the existing treaties for the suppression of the slave trade, and without which his lordship asserts they would become a *dead letter*. Whether this be so or not, the undersigned has no means of judging, and deems it, therefore, unnecessary either to admit or deny it.

The question is not whether the power asserted might be necessary or expedient, but whether any such power exists. It is incumbent then upon Her Majesty's Government to show upon what principles of justice and right it claims the power of deciding upon the right of an independent nation to navigate the ocean in time of peace; and this, too, for the purpose of executing treaties to which such nation is not a party, and consequently not bound. The signal error of Lord Palmerston is in assuming the *necessity* and *expediency* of the power as proof of its existence. Was such a power ever before asserted in the manner or to the extent which is now done? On the contrary, has not the right of visitation and search been always regarded as exclusively one of a belligerent character? In proof of this, the undersigned need only refer Lord Aberdeen to the authority of Great Britain herself on the subject: "I can find no authority" (says the late Sir William Scott) "that gives the right of interruption to the navigation of States upon the high seas, except that which the right of war gives to belligerents against neutrals. No nation can exercise a right of visitation and search upon the common and unappropriated parts of the ocean, except upon the belligerent claim." And, again: "No nation has the right to force their way for the liberation of Africa, by trampling upon the independence of other States, on the pretence of an eminent

“good by means that are unlawful, or to press forward to a great principle “by breaking through other great principles which stand in the way.” Now, of all the principles ever attempted to be established in the past history of the dominion of the sea, few probably could be selected of more offensive and objectionable character than those asserted in Lord Palmerston’s note. Indeed, it is difficult to believe that his lordship, or Her Majesty’s Government, could seriously expect that any independent nation could for a moment acquiesce in doctrines involving the extravagant supposition of yielding to another the right of determining upon the terms and conditions upon which it should navigate the ocean in a time of general and profound peace. Such a power once submitted to, and there would be no species of national degradation to which it might not lead. That such would be the consequence, the undersigned feels himself at liberty to suppose. But if it were admitted, for the purpose of illustration, that such a right was even doubtful, still the United States, as well as other commercial nations, would be bound to demand its discontinuance; if attempted to be exercised in the manner indicated in Lord Palmerston’s note. Under what restrictions and limitations could such a power be enforced? What competent tribunal would there be to determine upon the degree of suspicion which is to justify the boarding and detention, and the right of determining the national character of all vessels under the flag of the United States? Would it not make every subordinate commander of a British cruiser the exclusive judge, and not only lead to angry and exciting irritations upon the ocean, but to painful discussions between the two Governments? What security would American merchantmen have against decisions made without evidence, or where all the rules of evidence might be violated with impunity? Would it not, from its very nature, be a power the exercise of which, in whatever form it might be guarded, could admit of no just limitation? The answer to these questions will best show how inconsistent with the peace of Great Britain and the rights of other States the exercise of any such power would be attended. But it is unnecessary to press this view of the subject further upon Lord Aberdeen’s attention. The objection is one of *principle*, and not of *expediency*, and is, therefore, wholly incapable of being overcome by the manner or discretion with which the power might be exercised, or the limitations thrown around it. However softened in terms, or restricted, it must still be regarded as imposing restrictions upon the lawful commerce of neutral nations, and an innovation upon the liberty of the seas; a power which no independent State could ever submit to without surrendering its independence and sovereignty, and disregarding the high obligations of duty which it owes to itself and the other nations of the world. Nor is there any force in the view alleged by Lord Palmerston, and upon which great reliance is placed, that the flag of the Union is grossly abused by other nations, as a cover to their slave traffic. To what extent the flag of the United States may have been used for this purpose, the undersigned and his Government have no means of judging. That it has been grossly abused, however, there is too much reason to believe and deplore; but, whatever this abuse may have been, it can have no just influence either to strengthen or weaken the right asserted by Her Majesty’s Government.

In relation to the conduct of other nations, who seek to cover their infamous traffic by the fraudulent use of the American flag, the Government of the United States cannot be responsible. It has taken the steps which

it deemed best to protect its flag as well as its character from abuse, and will follow it up by such other measures as may appear to be called for.

The Government of the United States are not insensible to the force of the considerations which belong to the subject of the African slave trade, nor have they failed to manifest their sensibility to whatever concerns its abolition. Nothing is further from the wish of the American Government than a desire to increase the difficulties or throw obstacles in the way of the execution of the existing treaties for its final extinction. This the undersigned has upon more than one occasion had the honor of assuring Her Majesty's Government, and takes leave now to repeat to Lord Aberdeen. Anxious, however, as the Government of the United States are to promote the views of Her Majesty's Government on this subject, it cannot consent to do so by sacrificing the rights of its citizens or the honor of its flag.

Her Majesty's Government cannot be insensible of the importance and value of guarding the rights of neutrality from every species of violation. This duty belongs especially to great and powerful nations, such as Great Britain and the United States, not only as the best means of preserving peace, but giving security to weaker communities, under the shadow of impartial justice. Among neutral nations there is probably not one more deeply interested than the United States. Their attitude is that of a neutral and peaceful Power. The consistent and persevering policy of their Government has been displayed in defence of the rights of neutrality and the liberty of the seas. Desirous to manifest cordial good will to all nations, and maintain with each not only relations of the most perfect amity, but those of a commercial character, upon the basis of a fair, equal, and just reciprocity, the United States will continue to give to their system of policy a sincere and steady adherence. Upon this basis, the relations between Great Britain and the United States, as well as all other nations, can alone be expected to continue. The undersigned, therefore, is happy to see in these relations, as well as the justice of Her Majesty's Government and the firmness of his own, the best reason to expect not only an abandonment of the power which is now asserted, with the whole system of vexatious interruption and surveillance to which the vessels and commerce of the United States have been subjected, but the future relations of the two countries placed upon the solid foundation of mutual interest and comity, and a more enlarged and liberal policy.

These are the views which the undersigned has deemed it his duty to submit to Lord Aberdeen's consideration, upon the doctrines contained in Lord Palmerston's note, of a character so new and alarming to national sovereignty and sensibility, and the friendly relations of the two countries. He has presented them with the frankness and earnestness which their importance merited, and with the high respect due to Her Majesty's Government. He has, therefore, no other duty now to perform than to transmit copies of Lord Palmerston's communications to his Government, and to protest, in the most solemn manner, against their doctrines, as alike inconsistent with the principles of public law, with the rights and sovereignty of the United States, and with that sense of justice and right which belong to the British nation.

The undersigned prays Lord Aberdeen to accept assurances of his high consideration and respect.

A. STEVENSON.

To the Right Hon. the Earl of ABERDEEN.

Lord Aberdeen to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, October 13, 1841.

The undersigned, Her Majesty's Principal Secretary of State for Foreign Affairs, has had the honor to receive the note of Mr. Stevenson, Envoy Extraordinary and Minister Plenipotentiary of the United States of America, dated on the 10th of September, in continuation of a correspondence with the predecessor of the undersigned in this office, and relating to the visitation of vessels bearing the American flag and suspected of being engaged in the African slave trade.

If the undersigned feels it necessary to offer some remarks upon the note of Mr. Stevenson, he is desirous of doing so in the manner best calculated to ensure a candid and impartial consideration; for he would deeply regret that any harshness or asperity of expression should aggravate the difficulties of a subject which is, at all times, but too liable to produce excitement and irritation. The undersigned is aware of the susceptibility of national feeling in all that affects national honor, and he requests Mr. Stevenson to believe that it is with the most unfeigned respect for the rights, honor, and independence of the United States, that he now proceeds to address him.

The undersigned will forbear from entering into any particulars of the visitation of the vessels, which has formed the principal matter of Mr. Stevenson's complaint to Her Majesty's Government, and which has been fully discussed in his correspondence with the predecessor of the undersigned.

That proceeding may have been justifiable or otherwise, and the undersigned will be prepared, if necessary, to enter with Mr. Stevenson into the details of the question; but his present object is that of a more general nature. He is desirous of placing very briefly before Mr. Stevenson the consequences of those principles which he has laid down, and to appeal to his candor—the undersigned had almost said to the dictates of plain sense—in order to reject such a conclusion as that which must necessarily flow from the arguments contained in Mr. Stevenson's note.

Mr. Stevenson claims for the American flag an absolute exemption from all interference, and utterly denies the right of the British Government, under any circumstances whatever, to visit, in time of peace, merchant vessels bearing the flag of the Union.

Mr. Stevenson quotes the opinion delivered by Lord Stowell upon this subject; who declares that, in order to extirpate this odious traffic, it would not be lawful to capture vessels, even if they had slaves on board; and, also, that for the same purpose, however laudable, no right of search could be admitted to exist.

Now, the undersigned is the last person who would presume to question the authority of the distinguished jurist to whom Mr. Stevenson has referred. But Mr. Stevenson will recollect that the judgment of Lord Stowell was delivered in the case of a French vessel which had actually been captured, and was condemned by a British tribunal. The sentence was reversed by Lord Stowell in the year 1817. At that period, Great Britain had no reason to presume that the slave trade was regarded as criminal by the whole civilized world, or that all nations had united their efforts for its suppression. And, even if such had been the case, it would have been very far from affording any justification of the sentence reversed. But the

undersigned must observe, that the present happy concurrence of the States of Christendom in this great object, not merely justifies, but renders indispensable, the right now claimed and exercised by the British Government. The undersigned readily admits, that to visit and search American vessels in time of peace, when that right of search is not granted by treaty, would be an infraction of public law and a violation of national dignity and independence. But no such right is asserted.

We sincerely desire to respect vessels of the United States; but we may reasonably expect to know what it really is that we respect. Doubtless the flag is *prima facie* evidence of the nationality of the vessel; and, if this evidence were, in its nature, conclusive and irrefragable, it ought to preclude all further inquiry. But it is sufficiently notorious, that the flags of all nations are liable to be assumed by those who have no right or title to bear them.

Mr. Stevenson himself fully admits the extent to which the American flag has been employed for the purpose of covering this infamous traffic.

The undersigned joins with Mr. Stevenson in deeply lamenting the evil, and he agrees with him in thinking that the United States ought not to be considered responsible for this abuse of their flag. But if all inquiry be resisted, even when carried no further than to ascertain the nationality of the vessel, and impunity be claimed for the most lawless and desperate of mankind in the commission of this fraud, the undersigned greatly fears that it may be regarded as something like an assumption of that responsibility which has been deprecated by Mr. Stevenson.

While Mr. Stevenson deplores the prevalence of this abuse, and the nefarious character of the trade, can he be satisfied that no remedy should be applied or attempted?

The undersigned hopes and believes that the number of bona fide American vessels engaged in the trade is very small, and thus the danger of interference with such vessels by British cruisers must be of rare occurrence.

Mr. Stevenson will admit that his objection to this interference would, under any circumstances, tend in its consequences to the protection of an abominable traffic, stigmatized by the whole Christian world; but the confession of Mr. Stevenson, that the trade is extensively carried on under the fraudulent use of the American flag, does in truth justify the whole claim put forward by the British Government.

It constitutes that reasonable ground of suspicion which the law of nations requires in such a case. The admitted fact of this abuse creates the right of inquiry.

The undersigned renounces all pretension on the part of the British Government to visit and search American vessels in time of peace. Nor is it as American that such vessels are ever visited. But it has been the invariable practice of the British navy, and, as the undersigned believes, of all navies in the world, to ascertain by visit the real nationality of merchant vessels met with on the high seas, if there be good reason to apprehend their illegal character.

In certain latitudes and for a particular object the vessels referred to are visited, not as American, but either as British vessels engaged in an unlawful traffic, and carrying the flag of the United States for a criminal purpose, or as belonging to States which have by treaty conceded to Great Britain the right of search, and which right it is attempted to defeat by

fraudulently bearing the protecting flag of the Union; or, finally, they are visited as piratical outlaws, possessing no claim to any flag or nationality whatever.

Now, it can scarcely be maintained by Mr. Stevenson that Great Britain should be bound to permit her own subjects, with British vessels and British capital, to carry on before the eyes of British officers this detestable traffic in human beings, which the law has declared to be piracy, merely because they had the audacity to commit an additional offence by fraudulently usurping the American flag.

Neither could Mr. Stevenson, with more reason, affirm that the subjects of States which have granted to Great Britain the right of search should be enabled to violate the obligation of their treaties, by displaying the flag of the Union, contrary to the will and in defiance of the American Government itself.

Still less would Mr. Stevenson pretend to claim immunity for piratical adventurers who should endeavor to shelter their lawless proceedings under the ensign of the United States.

But unless Mr. Stevenson be prepared to maintain these propositions, the whole fabric of his argument falls to the ground; for the undersigned admits, that if the British cruiser should possess a knowledge of the American character of any vessel, his visitation of such vessel would be entirely unjustifiable.

He further admits, that so much respect and honor are due to the American flag, that no vessel bearing it ought to be visited by a British cruiser, except under the most grave suspicions and well-founded doubts of the genuineness of its character.

The undersigned, although with pain, must add that if such visit should lead to the proof of the American origin of the vessel, and that she was avowedly engaged in the slave trade, exhibiting to view the manacles, fetters, and other usual implements of torture, or had even a number of these unfortunate beings on board, no British officer could interfere further:

He might give information to the cruisers of the United States, but it would not be in his own power to arrest or impede the prosecution of the voyage and the success of the undertaking.

It is obvious, therefore, that the utmost caution is necessary in the exercise of the right claimed by Great Britain. While we have recourse to the necessary, and indeed the only means for detecting imposture, the practice will be carefully guarded, and limited to cases of strong suspicion. The undersigned begs to assure Mr. Stevenson that the most precise and positive instructions have been issued to her Majesty's officers on this subject.

The United States have stigmatized this abominable trade in terms of abhorrence as strong as the people of this country.

They are also actively engaged in its suppression. But if, instead of joining their efforts to those of Great Britain, and laboring with her for the attainment of this great blessing to humanity, the United States had wished to follow a different course, the reasoning employed in Mr. Stevenson's note is precisely such as would be resorted to for its defence and justification.

The undersigned, with his conviction of the perfect good faith and sincerity of the Government of the United States, would almost fear to offend Mr. Stevenson even by disclaiming any such suspicion; but he believes Mr. Stevenson will agree with him in lamenting that the effects of the

policy of the United States should have any tendency to create a different impression in the minds of those who are disposed to think less favorably and less justly upon this subject.

Great Britain makes no pretension, claims no right, which she is not ready and desirous to concede to the United States.

A mutual right of search, regulated in such a manner as to prevent the occurrence of any irritating circumstances, has always appeared to the undersigned to be the most reasonable, the most simple, and most effectual method of attaining the great object which both Governments have in view.

But this proposal has already been rejected by the United States, and the undersigned is not instructed again to offer it for consideration.

It is for the American Government alone to determine what may be due to its just regard for their national dignity and national interests; but the undersigned must be permitted to express his conviction, that rights which have been mutually conceded to each other by the Governments of Great Britain and France can scarcely be incompatible with the honor and independence of any State upon the face of the earth.

The undersigned avails himself of this occasion to request of Mr. Stevenson to accept the assurances of his distinguished consideration.

ABERDEEN.

A. STEVENSON, Esq., &c.

Mr. Stevenson to Lord Aberdeen.—[COPY.]

32, UPPER GROSVENOR ST., October 21, 1840.

The undersigned, Envoy Extraordinary and Minister Plenipotentiary from the United States of America, has the honor to acknowledge the receipt of the note which Lord Aberdeen, Her Majesty's Principal Secretary of State for Foreign Affairs, did him the honor to address to him, under date of the 13th instant, in answer to the one from the undersigned of the 10th of September, relative to the visitation and interruption to which the vessels and commerce of the United States have been subjected by British cruisers in the African seas, and which has been made the subject of complaint to Her Majesty's Government; and, having considered with the attention which their importance merits the arguments presented by Lord Aberdeen's note, the undersigned has now the honor to submit to his lordship's consideration the observations which he feels himself called upon to make.

Before proceeding to do so, however, the undersigned will take occasion to remark, that he shares fully in the opinion expressed by Lord Aberdeen as to the importance of avoiding, in the discussion of grave questions of national character, every thing calculated to embarrass or throw difficulties in the way of impartial and dispassionate consideration. The undersigned, therefore, with great sincerity, assures Lord Aberdeen of the readiness and zeal with which he is disposed to conduct the negotiations between the two countries on his part, in a manner the most conciliatory and best calculated to preserve peace; and that he should equally deplore with Lord Aberdeen that any harshness or asperity of expression should be suffered to mingle in the discussion of a question involving national sensibility and feeling, and so liable, as his lordship justly supposes, to produce

excitement and irritation. He begs Lord Aberdeen, therefore, to believe that it is under the influence of such feelings, and with the most perfect respect both for himself and Her Majesty's Government, that he now proceeds to reply [to] those parts of his lordship's note which he deems it his duty to notice.

To enable him to do this, it may be important to ascertain what is the real question at issue between the two Governments, and the precise nature of the power asserted by Her Majesty's Government over the vessels and commerce of the United States. It may be thus briefly stated :

The Government of Great Britain, with that of other nations, regarding the African slave trade as a great evil, united in measures for its abolition. For that purpose, laws were passed and treaties concluded giving to the vessels of each of the contracting parties the mutual right of search, under certain limitations. Independent of these treaties, and under the principles of public law, this right of search could not be exercised. The United States were invited to become a party to these treaties; but, for reasons which they deemed satisfactory, and growing out of the peculiar character of their institutions and systems of Government, they declined doing so. They deemed it inexpedient, under any modification or in any form, to yield the right of having their vessels searched or interfered with, in time of peace, upon the high seas. With the history of the negotiations which took place on this subject, between the two Governments, Lord Aberdeen is doubtless informed. In the mean time, some of the Powers who were parties to these treaties, and others who refused to become so, continued to prosecute their slave traffic; and to enable them to do so with more effect, they resorted to the use of the flags of other nations, but more particularly that of the United States. To prevent this, and enforce her treaties, Great Britain deemed it important that her cruisers in the African seas should have the right of detaining and examining all vessels navigating those seas, for the purpose of ascertaining their national character. Against this practice the Government of the United States protested, and the numerous cases out of which the present discussion has arisen became subjects of complaint and negotiation between the two Governments. Her Majesty's Government, however, having refused to make reparation in any of the cases, and still asserting the right of her cruisers to continue the practice of detaining and examining all vessels on the coasts and in the African seas, it becomes important that the precise character and extent of the right thus claimed should be clearly ascertained. In the last note which the undersigned had the honor of addressing to Lord Aberdeen, he attempted to show, in the first place, that the right asserted by Her Majesty's Government, in Lord Palmerston's note of the 27th of August, was substantially a *right of search*; and in the next place, that, if it was not, still the right of interference in the manner asserted with the vessels or flags of other nations, not parties to these treaties, was not less unlawful and unjustifiable.

Now, Lord Aberdeen disclaims the right of searching American vessels on the high seas, and admits that to do so would be a gross infraction of the public law, and a violation of national sovereignty and independence. But his lordship contends, that in requiring vessels sailing under the flag of the United States to submit to the operation of examination, in the manner and for the objects proposed by his Government, there would be no violation of national rights or honor, and, consequently, nothing to which

the Government of the United States ought rightfully to object. Upon this branch of the subject, the undersigned does not intend to repeat the arguments contained in his previous correspondence with Her Majesty's late Principal Secretary of State for Foreign Affairs. Referring Lord Aberdeen to that correspondence, he will content himself with submitting such additional observations as his lordship's last note has rendered necessary.

Is the right, then, claimed by Her Majesty's Government, less an infraction of the principles of public law and the rights of independent States than that of search, which is disclaimed?

Now, Lord Aberdeen will remark, that the right asserted by his predecessor for Her Majesty's Government is clear and explicit. It is thus stated in Lord Palmerston's note: "That Her Majesty's Government have decided that the flag of the United States shall exempt no vessel (whether American or not) from search by Her Majesty's cruisers in the African seas, unless such vessel shall be found provided with papers entitling her to the protection of the flag she wears, and proving her to be United States property, and navigating the ocean according to law." Of what law, however, whether public or municipal, his lordship does not state, but leaves to be inferred. This doctrine Lord Aberdeen is understood to affirm. Now, in the first place, here is an actual denial of the right of vessels of the United States to navigate the ocean in time of peace, without being subjected to detention and examination, and without proof of their being the property of citizens of the United States, and documented according to law. It constitutes the commandant of every British cruiser the exclusive judge to decide whether such vessels, in the language of his lordship, be *properly provided with papers entitling them to the protection of the flag they wear, and proving them to be United States property, and navigating the ocean according to law.* What essential difference, then, is there between the right of search, in its harshest form, and that of arresting the vessels of an independent nation on their voyage, compelling their officers to leave their vessels, and subjecting them and their papers to the examination and decision of every subordinate naval commander? Is it not the right of placing British cruisers on any part of the ocean that Her Majesty's Government may select, and prescribing the terms upon which other nations are to participate in the freedom of the seas? Is it not, in effect, a claim of jurisdiction over the whole of the African coasts and seas, as exclusive as that which could only be enjoyed within the acknowledged limits of local sovereignty? To these questions but one answer can be given. It must be in the affirmative. But to what consequences would not such a power lead, if once submitted to? Where would it end? If Great Britain can exercise such a power, why may not other nations do the same? What is there to prevent those States, especially, who have entered into treaties for the abolition of slavery, from subjecting the vessels and commerce of the United States to similar interruptions and embarrassments?

Why should not Hayti (who has lately been induced to prohibit the slave trade) authorize her cruisers to follow the example of Her Majesty's Government? By one of her recent laws upon the subject, she did assert a similar right; but it was afterwards changed, at the instance of Great Britain, upon the ground that no nation had the right in time of peace to enforce the provisions of their laws and treaties against States who were not par-

ties to them, and consequently not bound by them. In the note addressed by the undersigned to Lord Palmerston, under date of the 27th of February, 1841, and referred to in the one to Lord Aberdeen, allusion was made to the proceedings of Her Majesty's Government, under which the Haytian Government were induced to change their laws. At that time at least, it is presumed, Her Majesty's Government had not determined to assert this right of dominion over the sea. But, again, why might not the right of search for seamen and deserters, and that of impressment, be defended upon the principles of the present claim? Let it be supposed, for purposes of illustration, that Great Britain had entered into treaties with other nations; by which the right of search for seamen or deserters was given to the vessels of each other, and that some of the contracting States, in order to evade their engagements, should resort to the fraudulent use of the flags of other nations. And suppose, also, that, with the view of enforcing these treaties, it should be deemed expedient to assert a right of boarding and examining, upon the high seas, the vessels of nations who had not surrendered the right, and were not parties to the treaties? Does Lord Aberdeen or Her Majesty's Government believe that such a power would be tolerated by any independent nation upon the face of the earth? And yet, what difference would there be between such a case and the one under consideration, except that the one would relate to ~~slavery~~ and the other to impressment?—subjects, probably, equally important in the view of Her Majesty's Government.

It was against the exercise of any such right that the distinguished jurist, to whom reference has been made, declared (whilst sitting as a court under the law of nations) "that no authority could be found which gave any right of *visitation or interruption* over the vessels and navigation of other States, on the high seas, except that which the right of war gives to belligerents against neutrals; and that Great Britain had no right to force her way to the liberation of Africa, by trampling upon the rights and independence of other nations, for any good, however eminent."

Upon what principles, then, of public law or of common right or justice such a power as that now asserted is to be defended or justified, Her Majesty's Government have not deemed it expedient to state. As yet, it has been left to stand for its whole efficacy upon the grounds of expediency. The undersigned must therefore repeat the opinion, expressed in his note to Lord Aberdeen, that there is no essential difference whatever between the right of search and that now asserted for Her Majesty's Government. But Lord Aberdeen contends that, in resisting the exercise of this right in the form in which it has been made, the undersigned is necessarily compelled to claim, not only immunity for the flag of the United States, and all the piratical adventurers who are endeavoring to shelter themselves under it, but to maintain that Great Britain herself would be bound to permit her own subjects, with British vessels and British capital, to carry on their traffic under their own eyes, provided it was done under the fraudulent use of an American flag; and his lordship further declares that, unless the undersigned is prepared to maintain to their full extent these propositions, the whole fabric of his argument must fall to the ground.

Now, the undersigned begs to observe that Lord Aberdeen has greatly misapprehended the principles and arguments contained in the note which he had the honor of addressing to his lordship, and which it becomes proper to seize the earliest moment of correcting. This the undersigned

will the more readily do, because he is persuaded, from the spirit in which Lord Aberdeen's note is written, that he will take pleasure in correcting any misapprehension into which he may unintentionally have been drawn. Indeed, the undersigned must have expressed himself very imperfectly, if, in denying the right of interfering with vessels under the American flag, he did not convey the opinion that he intended to limit his objection to vessels *bona fide* American, and not to those belonging to nations who might fraudulently have assumed the flag of the United States. With the vessels of other nations, whether sailing under their own or another flag, the Government of the United States can have no authority or desire to interfere. The undersigned, therefore, did not mean to be understood as denying to Great Britain, or any other nation, the right of seizing their vessels, or punishing their subjects for any violation of their laws or treaties, provided, however, it should be done without violating the principles of public law or the rights of other nations. Nor are such the consequences which can fairly be deduced from the argument which he had the honor of addressing to Lord Aberdeen, and which his lordship seems so greatly to have misapprehended. Great Britain has the undoubted right, and so have all other nations, to detain and examine the vessels of their own subjects, whether slavers or not, and whether with or without a flag purporting to be that of the United States; but, in doing this, it must be borne in mind that they have no color of right, nor will they be permitted to extend such interference to the vessels or citizens of the United States sailing under the protection of the flag of their country.

7. If Great Britain, or any other nation, cannot restrain the slave traffic of their own people upon the ocean, without violating the rights of other nations and the freedom of the seas, then indeed the impunity of which Lord Aberdeen speaks will take place. This may be deplored, but it cannot be avoided. But Lord Aberdeen asserts, that it has been the invariable practice of the British navy, and he believes of all the navies in the world, to ascertain, by visit, the real character of merchant vessels met with on the high seas, if there be good reason to apprehend their illegal character. Now, the undersigned must be excused for doubting whether any such practice as that which Lord Aberdeen supposes, certainly not to the extent now claimed, has ever prevailed in time of peace. In war, the right of visitation is practised, under the limitations authorized by the laws of nations, but not in peace. What other nation than Great Britain has ever asserted or attempted to exercise it? None, it is believed. There is another misapprehension, also, into which Lord Aberdeen seems to have fallen, that it may be important to correct. It relates to an admission which his lordship supposes the undersigned to have made, as to the extent of the abuse of the American flag for purposes of slave traffic. Now, the undersigned would submit, that he did not intend to express, nor did he, any opinion as to the extent to which the flag of the United States was abused by other nations. So far from it, he expressly stated, as Lord Aberdeen will perceive by reference to his note, that neither he nor his Government had the means of forming any opinion upon the subject. He admitted the abuse of the flag, and deplored it; but to what extent he gave no opinion.

Nor can the undersigned yield to the force of the reasoning employed by Lord Aberdeen, arising out of the limited number of *bona fide* American vessels engaged in the slave trade, to prove that the danger of interference with American vessels will be of rare occurrence. He readily admits, with

Lord Aberdeen, that there are few American vessels, if any, engaged in the slave trade ; but, in admitting the fact, he does not perceive very clearly what bearing it can have upon the present discussion, or how the smallness of the number of American slavers can at all guard against the evils which Lord Aberdeen supposes. For if it be true, as his lordship contends, that the abuse by other nations of the flag of the United States is one of increasing extent, and that it can in no way be prevented but by the examination of all vessels sailing under the flag of the United States ; and as it must also be admitted, that there are numerous American vessels engaged in lawful commerce in the African seas, which, with other vessels, are to be subjected to detention and examination, what possible effect can the number of American slavers have in preventing the interference to that more numerous class of merchantmen who are to be found engaged in commerce throughout the whole of the African seas? If there was not a single vessel of the United States engaged in the slave trade, the evils and interruptions which Lord Aberdeen is so desirous of avoiding must still take place, whenever the right shall be attempted to be enforced against those vessels that are not slavers. But the great caution which is to be observed in the exercise of the right, and the careful manner in which it will be guarded, is greatly relied on by Lord Aberdeen in its defence. Indeed, his lordship declares, that so much honor and respect are due to the flag of the United States, that it is only to be exercised in certain latitudes, and exclusively confined to cases where the strongest suspicion and well-founded doubts exist. Now, the undersigned would respectfully ask, of what consequence it can be to the United States, if their rights or the honor of their flag are violated, whether it be done upon one part of the ocean or another? In relation to the well-founded suspicion to which Lord Aberdeen refers, it might have been desirable (if the manner of exercising an unlawful power can excuse it) that his lordship should have stated what the particular character and degree of the suspicion was to be, which was alone to justify the interference of Her Majesty's cruisers. That such a right as that claimed, if it existed, could not safely be confided to those of Her Majesty's cruisers who have heretofore been in the habit of exercising it, the undersigned feels himself warranted in supposing. This, he presumes, will be satisfactorily shown by the cases which he has heretofore presented to Her Majesty's Government, and for which no reparation has yet been made. These cases will show the embarrassments and injuries to which the trade and commerce of the United States, throughout the whole of the African seas, have already been subjected by the vexatious seizures and detentions of Her Majesty's cruisers, and in most of them without justification or excuse.

That the right asserted by Her Majesty's Government may be regarded as important, may not be doubted. Indeed, the undersigned would not act frankly towards Lord Aberdeen if he were to pretend that the consequences of refusing the exercise of the right by the American Government might not throw very great difficulties in the way of executing the existing treaties for the abolition of the slave trade ; but, as he has taken occasion heretofore to observe, the admission can neither strengthen the claim of right nor diminish the force of the objections to it on the part of the United States.

There remains only one other part of Lord Aberdeen's note which the undersigned deems it necessary at this time to notice. It is that in which

his lordship expresses the opinion; that any right of search which shall have been conceded by two such Governments as France and Great Britain can scarcely be considered as incompatible with the honor and independence of any nation upon earth. Now, if Lord Aberdeen's remark was intended to apply to the proposal which was made by Her Majesty's Government to that of the United States for a mutual right of search, secured and guarded by treaty stipulations, the undersigned has no observation to make; but if this opinion of his lordship was intended to apply to the right now asserted by Great Britain, and proposed by her Government to be exercised in the absence of all conventional arrangement, then the undersigned must be allowed to express his decided dissent. That the exercise of mutual rights properly secured, might not be incompatible with national honor and sovereignty he readily admits, inasmuch as the contracting parties would stand upon the footing of equality and security. This he presumes to be the case between France and Great Britain; but such would not be the case between Great Britain and the United States. The undersigned must therefore, after the most careful consideration of the arguments advanced in Lord Aberdeen's note, repeat the opinion which he has heretofore expressed, that if a power such as that which is now asserted by Her Majesty's Government shall be enforced, not only without consent, but in the face of a direct refusal to concede it, it can be regarded in no other light by the Government of the United States than a violation of national rights and sovereignty, and the incontestable principles of international law. That its exercise may lead to consequences of a painful character, there is too much reason to apprehend. In cases of conflicting rights between nations, the precise line which neither can pass, but to which each may advance, is not easily found or marked; and yet exists, whatever may be the difficulty of discerning it. In ordinary cases of disagreement there is little danger; each nation may and often does yield something to the other. Such, however, it is to be feared, is not the present case. The peculiar nature of the power asserted, and the consequences which may be apprehended from its exercise, make it one of an important and momentous character. Involving, as it does, questions of high and dangerous sovereignty, it may justly be regarded as deeply endangering the good understanding of the two countries. Ought Her Majesty's Government then, under such circumstances, to insist upon its enforcement? That it will not, the undersigned cannot permit himself to doubt. He will therefore continue to cherish the hope that, upon a careful review of the whole subject, Her Majesty's Government will see the importance of adopting other measures for the suppression of the slave trade than those now proposed, and which will be far better calculated, not only to accomplish the object desired, but to preserve the friendly relations of the two countries upon principles consistent with the interest and honor of both.

The undersigned avails himself of the occasion to renew to Lord Aberdeen assurances of his distinguished consideration and respect,

A. STEVENSON.

To the Earl of ABERDEEN.

CORRESPONDENCE

RELATING TO THE CASE OF JAMES GROGAN.

Governor Jenison to the Secretary of State.—[COPY.]SHOREHAM, VT., *September 29, 1841.*

SIR: I take the liberty to forward, for the information of the President, the enclosed depositions, which I received last evening, in relation to a gross outrage committed in the town of Alburg, in this State, by a party of armed men from the province of Canada.

Upon the first intelligence of the affair, I had appointed an agent to repair to Alburgh, and to take such testimony as might be necessary to establish all the important facts connected with the aggression upon our territory. The inhabitants in the vicinity have, to the extent of the enclosed, anticipated me. Should any additional facts appear, on the report of the agent, they shall be immediately communicated to you.

Copies of proceedings of public meetings in Alburg, St. Albans, &c., show the temper of the community in that neighborhood. But, unless this act shall be followed by other provocations, I do not apprehend any disturbance of the public tranquillity, as in 1837.

I have taken the liberty to write to the acting Governor of Canada, suggesting the circumstances connected with the seizure and abduction of Grogan, and suppose, perhaps, proceedings in his case may be delayed until the matter may be laid before the General Government.

This James W. Grogan was somewhat notorious during the Canadian troubles in 1837 and 1838, and made himself very obnoxious to the Government. He was demanded of me by the then Governor of Canada, being charged with the crime of arson. Believing the offence charged to have been of a political character, or at least to have grown out of the rebellion, as it was termed, I declined to interfere in the matter, and the agent proceeded to Washington on the same business, in January, 1839.

Whatever may be the character of Grogan or of his offences against the Government of Canada, will not the circumstances under which he was seized and taken from our territory make it the duty of our Government to interfere in his behalf?

I beg I may not be considered officious in this matter, for the excitable state of public feeling, the critical state of our relations with Great Britain, and her repeated aggressions of a similar character, scarcely left me at liberty to delay, even could I have reconciled such a course with a sense of duty.

I am, sir, with great respect, your obedient servant,

S. H. JENISON,
Governor of Vermont.

HON. D. WEBSTER, *Secretary of State.*

Mr. F. Webster to Governor Jenison.—[COPY.]DEPARTMENT OF STATE, *October 5, 1841.*

SIR: I have the honor to acknowledge the receipt of your excellency's letter of the 29th ultimo, accompanied by depositions relating to the recent

outrage committed in the town of Alburg in your State, by a party of armed men from the province of Canada.

The subject had previously been brought to the notice of this Department, which has addressed the proper representations in regard to it to the minister of Her Britannic Majesty accredited to this Government.

I have the honor, &c ,

FLETCHER WEBSTER,
Acting Secretary of State.

His Excellency, S. H. JENISON,
Governor of Vermont, Shoreham.

Governor Jenison to the Secretary of State.—[COPY.]

MONTPELIER, VT., *October 12, 1841.*

SIR: In accordance with a suggestion made in a note I had the honor to address you some days since, in regard to the abduction of James W. Grogan, I herewith transmit copies of depositions taken by an agent appointed by me to perform that service.

It appears that, since these depositions were taken, the authorities of Canada have returned Grogan to this State, and it is said that the Canadian Government have satisfied him for all personal injuries and wrongs which he has suffered.

I am happy to assure you that I am satisfied no measures of retaliation or conduct calculated to disturb the public peace need be feared from our citizens on the border of this State. They seem willing to rest the matter with the Government, trusting that effectual measures will be taken, not only to obtain suitable redress for this violation of our territory, but to prevent a recurrence of aggression.

With great respect, I am, sir, your obedient servant,

S. H. JENISON, *Governor.*

HON. DANIEL WEBSTER, *Secretary of State.*

Mr. F. Webster to Governor Jenison.—[COPY.]

DEPARTMENT OF STATE, *October 18, 1841.*

SIR: I have the honor, in the absence of the Secretary of State, to acknowledge the receipt of your letter of the 12th instant, together with the accompanying documents.

It is gratifying to hear of the safe return of Mr. Grogan, and that no measures of retaliation are likely to be taken by the inhabitants of Vermont.

I have the honor, &c.,

FLETCHER WEBSTER,
Acting Secretary of State.

His Excellency, S. H. JENISON,
Governor of Vermont, Shoreham.

Mr. F. Webster to Mr. Fox.—[COPY.]

DEPARTMENT OF STATE,
Washington, September 28, 1841.

SIR: I am instructed by the President of the United States, in the absence of the Secretary of State, to invite your attention to the accompanying evidence of an outrage said to have been committed, on the night of the 19th instant, at the town of Alburg, within the limits of the State of Vermont, on the person of one James W. Grogan, by a party of armed British soldiers, under the command of their officer.

It will appear from these documents that, on the night above mentioned, between the hours of two and three o'clock, the dwelling-house of William Brown, situated in the town of Alburg, was forcibly entered by a party of armed men, and that, in addition to other acts of violence, the said James W. Grogan, after the infliction upon his person of serious injuries, was seized and carried off, and is said now to be detained in close confinement by the military authorities in Canada.

The President cannot but feel the greatest anxiety as to this most extraordinary transaction. He will not permit himself to doubt but that [the] British Government will institute an immediate inquiry into all the circumstances attendant upon an act so well calculated to disturb the peaceful relations which now subsist between the Government of Her Britannic Majesty and that of the United States; and that it will, immediately on being informed of the circumstances under which the seizure was made, order the liberation of said Grogan from confinement, and bring to speedy and condign punishment the perpetrators of this violation of the territorial rights of the United States.

I am further instructed by the President respectfully, but urgently, to invite your earliest attention to the subject of this note.

I avail myself of this occasion to offer to you the assurance of my high consideration.

FLETCHER WEBSTER,
Acting Secretary of State.

HENRY S. FOX, Esq., &c.

Mr. Fox to Mr. F. Webster.—[COPY.]

WASHINGTON, *September 29, 1841.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, with various depositions enclosed, relating to an alleged infraction of the territorial rights of the United States by a party of soldiers in Her Majesty's service, who are represented to have crossed the boundary line from Canada into Vermont, on the night of the 19th instant, and to have forcibly carried away into Canada, from the village of Alburg, in the State of Vermont, an individual named "James Grogan." I lose no time in transmitting your letter, with its accompanying documents, to Her Majesty's authorities in Canada, who, I have no doubt, will institute, as speedily as possible, the necessary inquiries into the particulars of this transaction, and furnish me with full information thereupon; and I shall then

immediately have the honor of communicating to you the result of those inquiries.

I avail myself of this occasion to renew to you the assurance of my distinguished consideration.

H. S. FOX.

FLETCHER WEBSTER, Esq.,
Acting Secretary of State.

Mr. Fox to Mr. F. Webster.—[COPY.]

WASHINGTON, October 21, 1841.

SIR: With reference to my letter to you of the 29th ultimo, written in reply to your letter to me of the preceding day, upon the subject of the recent capture and arrest of an individual named James Grogan, I have now the honor to inform you that Lieutenant General Sir Richard Jackson, administrator of the Government of British North America, had already, previously to receiving through me the representation of the United States Government, had his attention directed to the business, and had caused an inquiry to be made into the circumstances of the arrest.

It appears that Grogan, the individual in question, is the same infamous malefactor who was guilty of crimes of deep atrocity (the burning and destruction of dwelling-houses, with inhuman treatment of their inhabitants) within the province of Canada, during the winter of 1838, having issued from the territory of the United States for the commission of those crimes, and retreated again for safety under the protection of the same territory. As it was ascertained, however, upon inquiry, that the recent arrest of this malefactor had been improperly effected by a British party, at a place beyond the jurisdiction of the province of Canada, and within the territory and jurisdiction of the State of Vermont, orders were given by the administrator of the Government for his immediate release.

The man has been taken out of confinement accordingly, and, having been conducted by the sheriff of Montreal to the American line, has been there set at liberty, as near as could be to the place where he was captured.

I avail myself of this occasion to renew to you the assurance of my distinguished consideration.

H. S. FOX.

FLETCHER WEBSTER, Esq.,
Acting Secretary of State.

Mr. Fox to Mr. Webster.—[COPY.]

WASHINGTON, November 26, 1841.

SIR: With reference to my recent correspondence with the acting Secretary of State, upon the subject of the capture and arrest, and subsequent release, by order of Her Majesty's authorities in Canada, of the individual named James Grogan, I am now further enabled to state to you that Her

Majesty's Government in England, upon receiving the first report of the improper arrest and detention of Grogan, and before the arrival of any official communication upon the subject, had immediately transmitted orders to the acting Governor of Canada for the release of Grogan, and for his restoration to the State of Vermont, if the illegality of the arrest should be confirmed. The acting Governor of Canada had in the mean time, as you are already informed, anticipated the desire of Her Majesty's Government in this respect, and had further directed an inquiry to be made into the circumstances of Grogan's arrest, with the view of visiting with suitable punishment any persons in Her Majesty's service who should be proved to have been concerned in the affair. The United States Government will perceive that the whole proceeding in this case has been the prompt and voluntary decision of Her Majesty's Government. It has arisen from their own sense of justice, and from a desire to make amends where wrong is proved to have been committed.

I avail myself of this occasion to renew to you the assurance of my distinguished consideration.

H. S. FOX.

The Hon. DANIEL WEBSTER, &c.

Mr. Webster to Mr. Fox.—[COPY.]

DEPARTMENT OF STATE,
Washington, November 27, 1841.

SIR: Your letter of the 21st ultimo, to the acting Secretary of State, was duly received at the Department, and I have now the honor to acknowledge also the receipt of your letter of the 26th of this month, in which you say "that Her Majesty's Government in England, upon receiving the first report of the improper arrest and detention of Grogan, and before the arrival of any official communication upon the subject, had immediately transmitted orders to the acting Governor of Canada for the release of Grogan, and for his restoration to the State of Vermont, if the illegality of the arrest should be confirmed."

I am directed by the President to express his sense of the very proper and prompt manner in which Her Majesty's Government in England, as well as her Canadian authorities, have acted in the case of Grogan, and he trusts that equal regard to justice and to what is due by one friendly nation to another may distinguish every occasion of intercourse between the two Governments.

I pray you to accept renewed assurances of my distinguished consideration.

DANIEL WEBSTER.

HENRY S. FOX, Esq., &c.

CORRESPONDENCE

RELATING TO THE DUTIES LEVIED IN BRITISH PORTS ON AMERICAN ROUGH RICE.

Mr. Stevenson to Lord Palmerston.—[COPY.]

23, PORTLAND PLACE, *February 15, 1839.*

The undersigned, Minister Plenipotentiary from the United States, had the honor on the 16th of November last of addressing to Lord Palmerston, Her Majesty's Principal Secretary of State for Foreign Affairs, an application for the remission of certain duties improperly levied by the officers of the customs upon a quantity of bees-wax, the property of citizens of the United States, then in the port of London. The application was referred to the Lords Commissioners of Her Majesty's Treasury, who, on examination, deemed it well founded, and ordered the duty to be remitted, which was accordingly done.

The undersigned has now the honor to present to Her Majesty's Government a second application, in behalf of another citizen of the United States, for relief, under similar circumstances.

It appears that Junius Smith imported in the American ship "Oceola," A. Millikin, master, from Charleston, in South Carolina, for home consumption, one hundred quarters of rice, (rough and in the husk,) the produce of the United States, and tendered to the officers of the customs the duty of one penny per quarter thereon; which was refused, and 2s. 6d. per bushel demanded in lieu thereof. Now, by the act of the 6th and 7th William IV, chap. 60, it is expressly provided that rough rice imported from the west coast of Africa shall be subject only to one penny per quarter, and consequently the like article imported from the United States can be liable to no higher duty, under the conventional arrangement between the two countries.

The undersigned therefore asks that the case may be presented to the consideration of Her Majesty's Government; and, if the facts turn out to be such as they have been represented, that the commissioners of the customs may be directed to admit the rice in question at the lower rate of one penny per quarter.

The undersigned renews to Lord Palmerston assurances of his high consideration.

A. STEVENSON.

Mr. Stevenson to Lord Palmerston.—[COPY.]

23, PORTLAND PLACE, *July 18, 1839.*

The undersigned, Minister Plenipotentiary from the United States, had the honor on the 15th of February last of addressing to Lord Palmerston, Her Majesty's Principal Secretary of State for Foreign Affairs, a note, in which he submitted for the consideration of Her Majesty's Govern-

ment the particulars of a claim on the part of Junius Smith to be relieved from the payment of the duty of 2s. 6d. sterling per bushel, charged by Her Majesty's officers of the customs upon a cargo of rough rice in the husk, the produce of the United States, imported from Charleston, in South Carolina, in the American ship the "Oceola," into the port of London, and intended for home consumption.

As the case presented a single question of construction under the provisions of the commercial convention between Great Britain and the United States, and the British statute of the 6th and 7th of William IV, the undersigned had flattered himself with the hope that but little time would have been sufficient to have satisfied Her Majesty's Government of the justice and propriety of relieving the applicant from the payment of the duty which, it was believed, had been thus improperly charged to him, and the consequence of which has been to deprive him for so long a time of his property.

Having, however, as yet received no answer to his note, the undersigned begs leave again to bring the subject to Lord Palmerston's notice, and to request that his lordship will be good enough to use his exertions to hasten the action of that department of Her Majesty's Government to which this case may have been referred, so as to bring it to an early and favorable consideration.

The undersigned prays Lord Palmerston to accept assurances of his distinguished consideration.

A. STEVENSON.

Mr. Stevenson to Lord Palmerston.—[COPY.]

32, UPPER GROSVENOR STREET,

January 13, 1840.

The undersigned, Envoy Extraordinary and Minister Plenipotentiary from the United States, has the honor again to invite the attention of Lord Palmerston, Her Majesty's Principal Secretary of State for Foreign Affairs, to the two communications which he had the honor of addressing to Her Majesty's Government, as far back as February and July last, in relation to the imposition of duties on American rice imported into the British possessions, and to which, as yet, no answers have been received.

In making another appeal to the justice of Her Majesty's Government, the undersigned forbears to add any further remarks to those contained in his previous notes, as to the merits of this application. He will content himself, therefore, with simply recalling to his lordship's attention the length of time which has been suffered to elapse since the case was first presented for consideration, and the increasing solicitude which must be felt that the subject should be finally disposed of.

The undersigned can but persuade himself that Her Majesty's Government will feel the importance (as well in relation to the peculiar character of the application, connected with the commercial and navigating interests of the two countries, as in justice to the individual claimants) of preventing, by an early decision, an aggravation of the injuries which have already arisen by the delay which has taken place.

The undersigned prays Lord Palmerston to accept assurances of his distinguished consideration.

A. STEVENSON.

Lord Palmerston to Mr. Stevenson.—[COPY.]FOREIGN OFFICE, *February 8, 1840.*

The undersigned, Her Majesty's Principal Secretary of State for Foreign Affairs, has the honor to acknowledge the receipt of the note which Mr. Stevenson, Envoy Extraordinary and Minister Plenipotentiary from the United States, addressed to the undersigned on the 13th ultimo, with reference to Mr. Stevenson's previous communications of February and July last, relative to the duties imposed on American rice imported into the British possessions.

The undersigned begs leave to express to Mr. Stevenson his regret that the answer of Her Majesty's Government on this subject should be so long delayed; but the question, when examined, was found to affect other questions of great importance, and to be embarrassed with impediments which it would require much mature consideration to devise suitable means of removing.

The question is still under the consideration of the Lord of the Treasury and of Her Majesty's law authorities, and it is hoped that the decision of Her Majesty's Government upon it may be come to without much longer delay. In the mean time the undersigned has the honor to assure Mr. Stevenson that, when that decision is taken, the undersigned will not fail to make the earliest communication of it to Mr. Stevenson.

The undersigned has the honor to renew to Mr. Stevenson the assurances of his high consideration.

PALMERSTON.

Mr. Stevenson to Lord Palmerston.—(COPY.)32, UPPER GROSVENOR STREET,
February 1, 1841.

The undersigned, Envoy Extraordinary and Minister Plenipotentiary from the United States, has the honor to submit to Viscount Palmerston, Her Majesty's Principal Secretary of State for Foreign Affairs, another application in behalf of Junius Smith, a citizen of the United States, for the remission of duties alleged to have been improperly levied by the officers of Her Majesty's customs, upon a quantity of rough rice, or paddy, recently imported from the city of New York into the port of London, on board the steamship called the British Queen, commanded by Lieut. Roberts.

From the papers which the undersigned has the honor herewith to transmit to Lord Palmerston, it appears that, before the rice was landed, an entry was passed, and a sufficient sum deposited with the receiver to cover the amount of duty at one penny per quarter, under the treaty between Great Britain and the United States, and the provisions of the British statutes on the subject. That accordingly, as soon as the rice was landed in the custom-house quay, its delivery was demanded, but refused, upon the ground that the officers of the customs were not authorized to deliver it except upon the payment of the higher duty of 2s. 6d. per bushel. This the owner of the rice refused to pay, and it was accordingly detained, and is now in the possession of Her Majesty's officers of the customs.

This rice having been imported upon the faith of the treaty and the British laws, Mr. Smith has appealed to the undersigned, to aid him in obtaining possession of his property, on the payment of the duty of one penny per quarter, in lieu of that which he believes to have been improperly demanded of him.

In presenting the case to Lord Palmerston's consideration, the undersigned avails himself of the occasion to recall to his lordship's attention a former application, which he had the honor of addressing to him as far back as February, 1839, in relation to another cargo of rice imported by Mr. Smith under similar circumstances, and charged with the like high duty, and upon which no decision has yet been made by Her Majesty's Government. Having transmitted to his Government copies of the correspondence in relation to that case, the undersigned has received the special instructions of the President to remonstrate against the protracted delay which has taken place in deciding the question; and to insist, both generally and in relation to individual cases of American citizens interested, upon the admission of American rice into British ports upon the payment of like duty with that charged upon the importation of rice from the west coast of Africa. In performing this duty the undersigned will content himself with referring Lord Palmerston to the treaty and laws on the subject, and a brief examination of their provisions.

By the second article of the commercial convention of the 3d of July, 1813, it is provided :

"That no higher or other duties shall be imposed on the importation into the dominions of His Britannic Majesty, of any article of the growth or produce or manufacture of the United States of America, than are or shall be payable on the like article, being the growth, produce, or manufacture, of any foreign country whatever."

And by the general customs act of the 7th of William IV, section 60, it is also declared :

"That the duty upon rice, rough or in the husk, imported from the west coast of Africa, shall be, per quarter, one penny."

Now, upon the construction of these provisions, both of the treaty and the act of Parliament, the undersigned takes leave to say there appears no just ground either for doubt or the delay which has taken place. He is apprized that it has been attempted to be maintained by some of the members of Her Majesty's board of trade, that it was competent for Great Britain to give commercial advantages to Africa, for *purposes of humanity and civilization*, and yet withhold them from the United States. That she had the power, consistently with the strict letter of her reciprocity treaties to give these advantages *not to the produce of any particular country, but to articles of commerce shipped from a particular state or particular port*. In other words, that as the provisions of the Act of Parliament of 1836, did not expressly limit the importation of rice to that produced in Africa, but extended it to rice wherever grown, cases like the present were not within the letter of the treaty, and consequently that American rice could only be admitted at the low duty when imported from the African coast. Now, against such a construction the undersigned deems it his duty in the most solemn manner to protest. It cannot be admitted by the Government of the United States upon any thing less than the faith of the convention, expressed in terms the most positive and precise, and leaving no doubt as to the meaning intended to be conveyed

Ought such a power to be left to be inferred or collected, or to stand upon the rules of technical interpretation?

If it be admitted, as it must be, that, by the provisions of the existing law, all rice, wherever produced, (and of course that of Africa,) can be imported into British ports at the low duty of a penny per quarter, upon what principle can it be maintained that Africa is not thereby placed upon the footing of a favored nation, with advantages given to her produce which the treaty intended equally to secure to the United States? Can the stipulations of the treaty be defeated or evaded by Great Britain allowing Africa to import from her coasts not only her own rice, but that of other nations?

Would it not be giving to a foreign nation advantages denied to the United States, and which it was the object of the treaty to secure to her trade and commerce? Public treaties are to be interpreted, like municipal and private contracts, not according to the letter, but the spirit and intentions of the whole instrument. Hence it is a primary rule in the interpretation of treaties, that, when any clause, taken in a strict or literal sense, may lead to consequences foreign or repugnant to the intention or understanding of the parties, it is to be disregarded. The existing convention, then, between Great Britain and the United States, must be interpreted according to the plain understanding of each at the time of its adoption, and to the spirit and good faith which should be observed between friendly nations.

Of the direct objects of the treaty there can be no room for doubt. Both Governments intended to place their commerce and navigation upon the solid foundation of reciprocal benefits. Each, however, reserved to itself the right of regulating by its laws its intercourse with other nations, according to its own interests. Both were at liberty to determine the extent to which the advantages secured by the treaty should be enjoyed; limited only by the degree of favor to which the products of the most favored nation should be allowed to enter the ports of each other. If the act of Parliament of 1833, which limited the duty of a penny per quarter to rice imported from the British possessions on the African coast, had remained unchanged, no question would have arisen in relation to the United States. But by the act of 1836 the right was extended, not only to the rice of Africa, but that of other countries, Her Majesty's Government deeming it inexpedient to limit any longer the importation to its own settlements on the African coast. Having therefore legislated on the subject in relation to Africa, the only inquiry is, whether she has not been placed upon the footing of a favored nation, and had advantages given to her commerce in which the United States have an equal right to participate. With the reasons or the policy of the British laws the United States can have nothing to do. They cannot operate to enlarge or limit either the provisions of the law or the rights secured by the treaty. To determine questions arising under either, the acts of Parliament must be consulted. To these foreign nations can alone look. It is wholly immaterial, then, what the motives may have been for regulating the intercourse between Great Britain and Africa, or whether they were of a political or financial character. Whether the purpose of the act of 1836 was to promote the commercial or social interests of Africa, (after the abolition of the slave trade,) or to injure those of the United States, it is needless, as regards the present case, to inquire. Her Majesty's Government had

the undoubted right to give to Africa, or any other nation, whatever advantages it might deem expedient, and with whatever motives, but not to the injury of the United States under the provisions of the existing treaty, and in violation of its faith. Upon the question of right, then, as well as the reason of the right, there is no just ground either for doubt or delay. Nor can the practice which is supposed to have prevailed on the subject of the timber and potash trade of Canada and the United States have the slightest influence in the decision of this question. Whatever that practice may have been, it will in all probability be found, upon examination, to have arisen, not as a matter of favor to the United States, but with the sole view of benefiting British commerce and navigation. Indeed, under the existing system, it is only *fir timber*, or that of inferior quality, which is admissible upon the payment of the lower duties, when imported through the British possessions. Timbers of great value, the growth of the United States, cannot be admitted through British possessions, except upon the payment of the higher duty. It was the policy, therefore, of Her Majesty's Government to increase the trade of her colonies, by enabling British merchants to send their goods to the United States, and allow timber in return to be imported through the colonies into the United Kingdom. But for this, the trade of the colonies would have been greatly diminished, if not finally lost. A still more important object, however, which Her Majesty's Government had in allowing the timber of the United States to be so imported, was to give encouragement to her shipping and navigating interests; it being well ascertained, as the undersigned has understood, that the trade to and from the British possessions in North America, with the coal and coasting trade of the United Kingdom, form the grand nursery for British seamen.

Under the former practice and laws, no article of timber or wood was allowed to be exported from the British colonies, except it was of British growth; but Her Majesty's Government, finding it impossible to carry on the traffic to advantage, for the reasons suggested, had no alternative but to submit to the alteration of the law or lose the trade. Whatever, then, the practice of the Government may have been upon the subject of the timber trade with colonies, it can rightfully have no bearing upon the present case.

The undersigned must therefore persuade himself that this proceeding has taken place without a careful examination on the part of the officers whose duty it was in the first instance to decide, rather than under the sanction and approbation of Her Majesty's Government. He has accordingly been specially instructed to bring the subject again under the consideration of Her Majesty's Government, and to ask for an early and definitive decision of the whole question.

The undersigned renews to Lord Palmerston assurances of his distinguished consideration.

A. STEVENSON.

[COPY,]

No. 4, FEN COURT, FENCHURCH STREET,

January 21, 1840.

I beg leave respectfully to state to your excellency, having recently imported into this port, ex British Queen, (steamship,) R. Roberts, at N. York,

one cask, containing rough rice or paddy, and silk manufactured goods, to land which, I passed (what is termed) a sight entry, having deposited with the receiver a sufficient sum to cover the full amount of customs duty due thereon.

The package has been landed and examined upon custom-house quay, where it still lies; and I have demanded, as per notice, (copy enclosed,) the delivery thereof, upon the ground that the amount so deposited is more than what is due. The officers demand, however, 2s. 6d. per bushel upon the rough rice, instead of 1d. per quarter, admitting, however, that only the latter rate is due under the 2d article of the convention of commerce, such being the rate payable upon the like article when imported from the west coast of Africa, but stating that the board of customs have not received *proper directions* from the Treasury to carry the said convention into effect.

I have refused to pay more than the 1d. per quarter duty—and the cask remains upon the quay, the customs detaining the same.

Having imported the cask in question upon the faith of the convention, and being an American citizen, I respectfully appeal to your excellency, as the minister of my country, in order to obtain possession of the goods; and, for that purpose, solicit your excellency to take such steps as will cause a copy of the convention to be transmitted to the board of customs, with instructions for them to carry the same into effect.

Upon the receipt of such authority, the customs will no doubt deliver the package without further delay; and the British Government cannot, of course, object to govern themselves by a treaty entered into with the Sovereign, by virtue of his prerogative.

I have the honor to be your excellency's most obedient, humble servant,
JUNIUS SMITH.

To his Excellency A. STEVENSON, Esq., &c.

[COPY.]

4, FEN COURT, FENCHURCH STREET, *January 5, 1841.*

SIR: You having, as the proper officer appointed for the duty, landed and examined [J. S.] 1 cask, containing 9 bushels paddy or rough rice, 2 pieces bandannas, ex British Queen, R. Roberts, at N. York, per sight entry, deposite made of 18s., and the proper duty thereon, in conformity with the 2d article of the convention of commerce between Great Britian and the United States of America, being as follows:

On 9 bushels of paddy, 1d. per quarter, being at the rate payable upon the like article when imported from any part of the west coast of Africa	-	-	-	-	-	£	Os.	2d.
2 pieces bandannas, value 25s., duty 30s.	-	-	-	-	-		15s.	0
Add 5 per cent.	-	-	-	-	-		0	9
							£	15 11

I do hereby, as a citizen of the said United States of America, require of you to deliver the said goods, as provided by the 3d and 4th William IV, chap. 52, section 24, the amount deposited being more than the *duty due* under the aforesaid convention. I am, sir, your obedient servant,

JUNIUS SMITH.

To Mr. DICKENS, *Landing Waiter of Her Majesty's Customs,
Custom-House Quay.*

Mr. Stevenson to Lord Palmerston.—[COPY.]

32, UPPER GROSVENOR STREET,

April 5, 1841.

MY LORD: It becomes my duty to invite your lordship's attention, and that of Her Majesty's Government, to the claims of American citizens for the remission of duties improperly levied upon certain importations of rough rice into British ports by Her Majesty's officers of customs, in violation of the existing commercial convention between Great Britain and the United States.

In doing this, it is proper that I should refer your lordship to the several communications which I have heretofore had the honor of addressing to you on this subject, under dates of the 18th of July, 1839, the 13th January, 1840, and the 1st of February last; and also to remind your lordship that the first case was submitted as far back as February, 1839.

Permit me also to observe that, in the last conversation which I had with your lordship on the subject, I was led to hope that there would have been no longer delay in deciding these claims, but that I should have been honored with an early and favorable answer.

I beg leave, therefore, respectfully to ask your lordship's attention to the subject, and to be informed when I may expect to receive the final decision of Her Majesty's Government.

I avail myself of the occasion to renew to your lordship the assurances of my distinguished consideration.

A. STEVENSON.

Lord Palmerston to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, *April 7, 1841.*

SIR: I have the honor to acknowledge the receipt of your letter, dated the 5th instant, calling my attention to the several applications which you have made for the remission of the duties levied in this country on rough rice imported from the United States, and pressing for the decision of Her Majesty's Government thereupon; and I have to acquaint you that I lost no time in referring your letter to the Lords Commissioners of her Majesty's Treasury.

I have the honor to be, with high consideration, sir, your most obedient humble servant,

PALMERSTON.

Lord Palmerston to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, *September 1, 1841.*

SIR: With reference to your letter of the 5th of April last, and to the several applications which you have made for a remission of the duties imposed in this country on a quantity of rough rice, the produce of the United States, I have the honor to acquaint you that it was the intention of

Her Majesty's present Government, if they had remained in office, to have brought into Parliament a prospective measure upon that subject.

I have the honor to be, with consideration, sir, your most obedient, humble servant,

PALMERSTON.

ANDREW STEVENSON, Esq., &c.

Mr. Stevenson to the Earl of Aberdeen.—[COPY.]

32, UPPER GROSVENOR STREET,

September 28, 1841.

The undersigned, Envoy Extraordinary and Minister Plenipotentiary from the United States of America, has the honor to represent to the Earl of Aberdeen, Her Majesty's Principal Secretary of State for Foreign Affairs, that on the 15th day of February, 1839, he had the honor of addressing to Lord Viscount Palmerston, Her Majesty's late Principal Secretary of State for Foreign Affairs, an official application, on behalf of Mr. Junius Smith, a citizen of the United States residing in London, for the remission of certain duties alleged to have been improperly levied by Her Majesty's officers of the customs upon a cargo of American rice or paddy, imported into the port of London from the State of South Carolina, under the existing commercial convention between Great Britain and the United States.

By reference to the files of his department, Lord Aberdeen will perceive that four other notes were addressed by the undersigned to Lord Palmerston, under dates of the 18th of July, 1839, the 13th of January, 1840, the 1st of February, 1841, and the 5th of April, 1841, in which the subject was earnestly pressed upon the consideration of Her Majesty's Government, and its decision invoked.

That in the note of the 1st of February, to which he begs leave particularly to call Lord Aberdeen's attention, a *second case* was presented, and the whole subject examined and discussed.

It is proper also to say, that the undersigned had been led confidently to anticipate a favorable decision of these cases before the retirement of the late ministry from power, and of which his Government were repeatedly advised.

In this expectation, however, he has been disappointed, as will appear from an official note of Lord Palmerston, under date of the 1st instant, in which it was announced that no decision had been made, but that it was the intention of Her Majesty's Government, if they had remained in office, to have brought into Parliament a prospective measure on the subject. Now, in relation to further legislation by Parliament, the undersigned begs leave respectfully to suggest to Lord Aberdeen, that, under the provisions of the convention between the two countries, and the British statutes, he presumes the present cases will be found to be embraced, and that no legislative action will be necessary to enable Her Majesty's Government to give the relief which is asked for.

Such, it is believed, has been the practice of the Government in relation to other articles of American produce, and especially that of *beeswax*, as Lord Aberdeen will see by reference to several cases heretofore submitted by the undersigned to Her Majesty's Government, and especially the

one of December, 1838, where the principle was settled, and a lower duty directed to be substituted for the higher one which had been levied by the officers of Her Majesty's customs.

The undersigned, therefore, deems it his duty to take an early opportunity of inviting the attention of the Earl of Aberdeen to the subject, and expressing a confident hope that suitable steps will be taken by Her Majesty's Government for the final disposition of the whole matter.

The extraordinary delay which has taken place in relation to these cases, and the injuries and embarrassments which have resulted, as well to the individual applicants as other American citizens concerned in the rice trade, will best explain the earnestness with which the subject has been so repeatedly pressed by the undersigned upon the consideration of Her Majesty's Government.

The undersigned renews to Lord Aberdeen assurances of his distinguished consideration and respect.

A. STEVENSON.

Lord Aberdeen to Mr. Stevenson.—[COPY.]

FOREIGN OFFICE, *October 20, 1841.*

The undersigned, Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, has the honor to acknowledge the receipt of the note of Mr. Stevenson, Envoy Extraordinary and Minister Plenipotentiary from the United States of America, dated the 28th ultimo, on the subject of Mr. Stevenson's previous applications to Her Majesty's Government for the remission of duties said to have been improperly levied by the officers of Her Majesty's customs upon certain cargoes of rough rice imported into the port of London from the United States.

The undersigned lost no time in referring Mr. Stevenson's note to the Lords Commissioners of Her Majesty's Treasury. Mr. Stevenson is aware that the late Board of Treasury and Board of Trade took a different view of the construction of the 2d article of the convention between Great Britain and the United States of the 3d of July, 1815, as bearing upon this question, from that which Mr. Stevenson takes, and upon which Mr. Stevenson finds his application for the low rate of duty in favor of American rice; but Her Majesty's Government are ready to alter the customs law so as to make it, with regard to the future, conformable to the view taken by Mr. Stevenson; and consequently, as soon as circumstances will permit they will propose to parliament that the duties on rice imported from the United States of America and from the western coast of Africa shall be equalised. In the mean time, in order to accelerate the desired object, and having no doubt that Parliament will sanction the measure, Her Majesty's Government have directed the commissioners of customs to admit rough rice imported from the United States, on which duty has not already been charged, at the same low rate of duty as that brought from the western coast of Africa, subject to future confirmation by Parliament, the parties importing being required to enter into the usual obligation to abide by the decision of Parliament.

The undersigned trusts that this measure will be satisfactory to the Government of the United States; and he requests Mr. Stevenson to accept the assurances of his high consideration,

ABERDEEN.

Mr. Stevenson to Lord Aberdeen.—[COPY.]

32, UPPER GROSVENOR STREET,

October 21, 1841.

The undersigned, Envoy Extraordinary and Minister Plenipotentiary from the United States, has the honor to acknowledge the receipt of the note of Lord Aberdeen, Her Majesty's Principal Secretary of State for Foreign Affairs, under date of the 20th instant, communicating the decision of Her Majesty's Government upon the subject of certain duties alleged to have been improperly levied by Her Majesty's customs upon certain cargoes of rough rice imported into the port of London from the United States. The undersigned will take the earliest opportunity of transmitting a copy of Lord Aberdeen's note for the information of his Government, and avails himself of the occasion to renew to his lordship assurances of his distinguished consideration.

A. STEVENSON.

REPORT
OF
THE SECRETARY OF WAR.

To the PRESIDENT:

WAR DEPARTMENT, *December 1, 1841.*

SIR: The reports of the Major General commanding the army, and of the heads of the different bureaus attached to this Department, upon the several subjects committed to its charge, are herewith submitted.

The accuracy of the information and the fullness of the views thus exhibited will render superfluous any extended observations from one, but recently called to the consideration of the various matters so well presented by officers of great experience and acknowledged ability. Such remarks, however, as seem required will be made in the course of the following statement of the general results derived from these reports.

From the general return of the army, contained in the report of the Major General commanding in chief, it appears that the whole number of troops now in service is ten thousand six hundred and ninety-four; consisting of seven hundred and twenty-eight commissioned officers, and nine thousand nine hundred and sixty-six non-commissioned officers, musicians, artificers, and privates. The aggregate exceeds the number specified in the report of 1840, by one hundred and twenty-four. Of the whole number, nine thousand eight hundred and eighty-two are reported as present, and the residue (eight hundred and twelve) are absent or sick, of whom four hundred and forty-seven are absent on detached service. To complete the organization of the army, eighteen hundred and thirty-eight recruits are required.

During the past year, the whole number recruited was four thousand nine hundred and twenty-two.

It is gratifying to find that the number of deserters within the year, as compared with the number enlisted, has largely diminished.

The disposition of the troops intended for the protection of our inland frontiers, and for garrisoning the forts on the Atlantic, is given in the report.

The residue of the army, consisting at the last returns of about three thousand five hundred men, but which is now or will be reduced soon to three thousand, is employed in the protection of the inhabitants of Florida, and in the offensive operations carried on in that Territory.

On the Western frontier, the Indians have been kept from wars among themselves, and from hostile acts against our citizens. With the exception of some depredations alleged to have been committed in Texas by the Caddoes, a tribe for whose conduct that country is more responsible than we are, the native tribes appear to be quiet, and indicate no disposition to commence aggressions. On the Northern frontier, the presence of the

troops has been, and doubtless will continue to be, of eminent service in preserving the peaceful relations of the country with the adjacent territories of Great Britain. At the Northeast, the small force stationed near the disputed boundary line seems required for the same purpose.

Within the year, a new aspect has been given to the military operations in Florida. The minuteness and accuracy with which they are detailed in the report of the Commanding General, render any other account of them unnecessary. It would be unjust, however, to withhold the expression of that cordial approbation which is felt by this Department, and it is believed by the whole country, of the gallant enterprise and patient endurance of the troops and their able commander, Colonel Worth. Overcoming the feelings which a conflict with such enemies must produce in the soldiers of a civilized country, and consulting only the high dictates of duty, they have persevered in a contest which, in the only means of conducting it, more resembles the pursuit of wild animals than a warfare with human beings, and in which the triumphs of success are mingled with pity, not far removed from contempt, for an inglorious foe.

The last advices from that quarter confirm the expectations of a speedy and successful result to the campaign. All that high intelligence, devoted zeal, consummate bravery, and irrepressible energy, can contribute to that result, will continue to be exerted by the troops and their gallant commander, for whom the difficulties of a contest, without resemblance in the history of wars, seem to have no terrors.

The suggestions in the same report of the Commanding General, respecting officers holding appointments at the same time both in the line and in the staff, with the right of promotion in each, and respecting the inequality of pay between officers of the same grade in the different branches of service, are worthy of great consideration, emanating as they do from long experience, the result of intelligent and disinterested observation. And the recommendations of the present General-in-chief, concurring with those of his lamented and distinguished predecessor, in relation to pensions, will doubtless attract the attention of Congress to that subject.

The very moderate increase of two regiments to our army, recommended in the same report, will unquestionably be received with all the confidence due to any suggestions from such a source. The necessity for such an increase, to man the forts, posts, and fortifications, on our inland and maritime frontiers, will be apparent on a consideration of the plans for the national defences which have been proposed and wholly or partially adopted. A brief and connected view of those plans seems appropriate and necessary for that purpose, and to a full understanding of those parts of the reports herewith communicated relating to the subject. It is necessary, also, in explanation of the estimates submitted for appropriations to continue and complete the means of protection and defence. In presenting such a view, the occasion will be taken to make such observations as may seem to be required.

The defences of the country may be regarded under three distinct heads. **First**—for the protection of the Western frontier against Indian hostilities. **Second**—precautions against aggressions from the colonial possessions of foreign Powers in our vicinity at the north. And **third**—the defence of our maritime frontier.

Under the first head, the plan communicated to the Senate on the 3d day of January, 1838, in pursuance of a resolution of that body, and recom-

mended by the then head of this Department, was approved in its general outlines by the board of officers who reported on the subject in May, 1840, and appears to be well adapted to the purpose. It contemplated a line of exterior posts, advanced into the Indian country beyond the boundary of existing cessions, for the purpose of overawing and repressing hostilities among the Indians or against our own settlements, and an interior line of posts, as places of refuge in cases of danger or alarm, with depots for arms and supplies. There seems to have been some difference of opinion whether the forts to be established at these posts should be constructed of wood, so abundantly furnished by the country, or of stone or other equally indestructible material. From the information which has been received, and from the uniform practice in Indian wars, the better opinion would appear to be, that stockaded forts, with log block-houses, would afford sufficient protection against an enemy unprovided with artillery. The rapidity and economy with which they could be erected, in many cases chiefly by the labor of the troops, would give them a decided preference. It is not perceived why the interior line of posts, or as many of them as may be necessary, should not also be used as depots of subsistence and military supplies. Six or eight of the exterior line, and eight interior forts, are deemed sufficient. The following are the forts established, which may be considered forming parts of this plan of defence: Fort Jesup, 25 miles southwest from Nachitoches, on the road to Texas; Fort Towson, near the confluence of the Keamichi and Red rivers, in the Choctaw nation, 325 miles from Fort Jesup, and about 50 miles from the western boundary of Arkansas; Fort Smith, situated on the Arkansas river, partly in Arkansas and partly in the Cherokee nation; Fort Gibson, about 60 miles northwest of Fort Smith, on the Arkansas river, and 207 miles from Fort Towson; Fort Wayne, on the Illinois river, in the Cherokee nation, not far from the western boundary of Arkansas, 60 miles from Fort Gibson; Fort Leavenworth, on the right bank of the Missouri river, 286 miles from Fort Smith; Fort Snelling, at the junction of the St. Peter's with the Mississippi river, 512 miles from Fort Leavenworth; Fort Crawford, 300 miles below Fort Snelling, on the Mississippi river, about 5 miles from the mouth of the Wisconsin; Fort Winnebago, at the portage between the Fox and Wisconsin rivers, about 130 miles from Fort Crawford; Fort Howard, at the head of Green bay, 115 miles from Fort Winnebago; Fort Mackinac, on the island of Michilimackinac, at the outlet of Lake Michigan; Fort Brady, on the St. Mary's river, the outlet of Lake Superior; and Fort Gratiot, on the St. Clair river, at the outlet of Lake Huron.

Barracks are in progress at Turkey river, in the Winnebago country, and at Fort Smith; and at Fort Leavenworth extensive barracks have been completed. As the white settlements advance, and the Indians recede, it will be necessary to push these exterior forts further into the Indian country. But it is evident that such a line of posts would not accomplish all the objects, which should be had in view in relation to that vast portion of our territory which extends from the lakes to the Gulf of Mexico. It is in immediate contact with numerous wild and warlike Indians, who are capable of bringing into the field a number of warriors estimated at from twenty to thirty thousand. From the intercourse which subsists between them and the traders and emissaries of foreign nations, they may be rendered as formidable as any description of force that could be brought against us. To secure a proper influence over them in peace, and to coun-

tract and control their dispositions in war, to secure our own territory, and to protect our traders, it is indispensable that a chain of posts should be established, extending from the Council Bluffs to the mouth of the Columbia, so as to command the avenues by which the Indians pass from the north to the south, and at the same time maintain a communication with the territories belonging to us on the Pacific.

The present state of our relations with these Indians, and other considerations which will readily suggest themselves, seem to demand prompt attention to these views, and the adoption of the necessary measures to execute them.

Second. The defences on the Northern frontier will necessarily be of a different character from those already considered, as they must be designed for protection against a powerful enemy, possessing all the means of warfare, along a distance of more than two thousand miles. Naval forces on the lakes undoubtedly afford our chief reliance for defence and offence. To furnish them shelter from tempests, the harbors must be enlarged and rendered accessible; and to protect them and their supplies, as well as the property and lives of our citizens from an enemy, those harbors, and the most important of the straits and rivers connecting the lakes, should be fortified. The comprehensive and able views of the board of officers on this subject, in their report of May, 1840, already mentioned, cannot be strengthened by any remarks from this Department.

The omission to make the necessary appropriations has prevented any thing more than a partial execution of the plans for the defence of the Northern frontier. Fort Niagara has been reported ready for armament, and a company has been ordered to garrison it. So much has already been done at Fort Oswego, as to justify the belief that at the end of the season it will be in a condition for effective service. Under the appropriations made in September last, for the defensive works at Detroit, Buffalo, and the outlet of Lake Champlain, means have been taken to select sites for their construction, which will be commenced as soon as the titles to those sites shall be secured.

The third division of our national defences, those relating to our maritime frontier, presents a subject of the deepest interest.

A board of engineers was organized in 1816, and has continued in existence ever since, to which was specially assigned the duty of preparing a general system of defence for the sea-board. It made personal examinations of every harbor on the whole coast (excepting only a few in East Florida) accessible to sea-going vessels. While the board was thus employed, settling the general principles of defence and selecting positions, its number was augmented by the addition of officers of the navy—generally two post captains. During a portion of this time, the functions of the board were extended to embrace the selection of suitable sites for a great Northern and Southern naval depot. Reports of progress were made in 1817, 1819, 1820, 1821, 1822, 1823, 1824, and 1825; and at two different times, namely, in 1826 and 1836, a summary report was presented to the Executive, and sent to Congress, describing the system briefly, in its application to the several parts of the coast.

The board has been comprised of officers of high rank in the corps of engineers, together with General Bernard, during the thirteen or fourteen years he was in this country.

In pursuance of a resolution of the House of Representatives of April

9, 1840; a report from this Department was made on the 12th day of May, in the same year, transmitting one from a board of officers assembled for the purpose of considering the subject, which contains a very full view of the system, in a brief compass, and geographically arranged. It exhibits the various works deemed necessary along the Atlantic coast, and along that of the Gulf of Mexico, and the order of their relative importance in reference to the time of their construction, with estimates of the expense of each, and of the aggregate cost. The same board also reported upon another plan of defence submitted by a distinguished military commander, and gave their reasons at large why it ought not to be substituted for that already mentioned, which had been presented by joint commissions of naval and military officers.

To the formation of that system the greatest military talent and experience of the country have been devoted; and it would ill become one whose pretensions to either are so limited, to attempt a comparison of it with any other, or to sustain it by any views of his own. It may be remarked, however, that so far as the judgment of Congress can be gathered from its acts, and so far as an intelligent public opinion has been expressed, they both seem to be decidedly in favor of the system which has been so deliberately considered and so long matured, and it may now be regarded as the settled policy of the country.

The elements of that system are—first, naval forces; second, fortifications; and, third, interior communications.

As to the first, independent of all other considerations, it is supposed that floating batteries of any description that are to remain stationary at the exposed points cannot be expected, because the aggregate expense of providing and maintaining the large force that would be required for the numerous points on our coast would be beyond our means. An inconsiderable force at each point would be wholly inadequate to meet that which might be brought against it, and the defence of a few only of the most important would neither answer the expectations of the country nor fulfil the obligations of the Government. A navy, which would carry the war into every sea where the enemy's commerce was to be found, would effectually keep him from our coast, by rendering his presence necessary elsewhere. For the defence of inlets and harbors whose entrances are shallow, a class of steam vessels of light draught would doubtless form a necessary part of our defence; and, where the inlets were numerous, such vessels would be indispensable. But where a large number of enemy's ships can find harbors of easy access, and sufficiently capacious to contain them, they cannot be successfully met by an inferior force; and, as there is no probability of our competing with several European nations in the magnitude of their naval establishments, the only resource left us is in fortifying our harbors and roadsteads.

The second element of defence consists, therefore, in permanent fortifications. While they are more effectual for defence, in certain positions, than floating forces, they are less expensive in construction, more durable, and requiring an outlay in repairs utterly insignificant when compared with the expense of maintaining ships, and renewing them.

They are deemed indispensable for the purposes of covering the military and naval depots, and all other public or private establishments which would invite the enterprise or the cupidity of a foe, and of excluding him from strong positions, where his naval superiority might enable him to

maintain himself, and from which he might make incursions into the interior, or assail an extensive line of coast.

The positions deemed necessary to be occupied by fortifications along the whole Atlantic coast, from Passamaquoddy bay to Cape Florida, and along the gulf from that cape to the mouth of the Sabine, were indicated in the report before mentioned, with the reasons for their selection, the extent and nature of the required works, and their expense. As the execution of all these works could not be simultaneous, the order of succession was regulated by reference to the value of the object to be covered to the nation or to an enemy; its exposure, by isolation; its accessibility, depending on distance, time, or climate; the means, source, and time of obtaining succor; and, finally, the condition of existing defences. The order thus established has been adhered to, with a few exceptions, occasioned by different views on the part of Congress. Great progress in the execution of the system has already been made, of which the details are given in the reports of the Ordnance and Engineer bureaus. Most of the works of primary importance, including the largest and most expensive, are nearly completed. About \$14,000,000 have been expended, and \$9,000,000 more will finish all but those deemed of minor importance, and which may be postponed without risking serious consequences.

More extended remarks upon the system of national defence, but particularly on that part of it depending on fortifications, are rendered unnecessary by an able and comprehensive report on this subject, prepared by my immediate predecessor, in pursuance of a resolution of the Senate of the 3d of March, 1841, and which will be transmitted to that body. Concurring generally in the views expressed in that report, no addition to their strength could be made by any observations of the undersigned. As the system cannot be abandoned, what has been commenced should be completed. The works intended for the more remote southern portion of our territory particularly require attention. Indications are already made, of designs of the worst character against that region, in the event of hostilities from a certain quarter, to which we cannot be insensible. The estimates submitted, with the means on hand, for the completion of the works at Beaufort and at the mouth of Cape Fear river, in North Carolina, at Charleston, Savannah, and St. Augustine, will furnish adequate defences to those places. In consequence of the delay that will necessarily attend the completion of Fort Calhoun, in Hampton roads, the effectual defence of that position would require that a strong field-work should be thrown up at Willoughby point, in the event of hostile appearances; and an appropriation of \$50,000 at this time, for that purpose, would be important, as its application would be suspended until required by circumstances. On the Gulf coast, Pensacola, Mobile bay, and most of the avenues to New Orleans, are fortified. In relation to the fortifications on both these sections of coast, it is believed to be our first duty, as it is certainly the strongest desire of this Department, to place the existing works in a state of perfect efficiency in the shortest possible time; and to this end such means have been asked as, without making exorbitant demands upon the Treasury, will allow the labor to be carried on vigorously. The winter season is known to be the most favorable to such operations in the latitudes where these works are situated, and it should be improved. Indeed, unless appropriations are made before the month of February, no use can be made of them in those latitudes within a year from the time

they are asked. To provide for the points still remaining unprotected, in the event of hostilities being threatened before the system of fortifications is complete, a resort to steam vessels of light draught will be necessary; and in reference to some of them, where fortifications would not avail, as already indicated, that species of defence will be indispensable. Five of these in the Gulf of Mexico, and seven on the southern part of the Atlantic coast, are deemed necessary by the Chief Engineer. Their use, however, will be greatly aided by the existence of defended points near at hand, under which the vessels could rendezvous, and which would at the same time protect the harbors for the service of our military and commercial marine. An appropriation of \$50,000 for the commencement of a work, at or near the mouth of Cumberland sound, and a similar sum for a work at or near the outlet of St. Simon's sound, (these being the best harbors on that part of the coast within the State of Georgia,) would, in this point of view, be highly expedient. The security of Mobile bay would be greatly promoted by a work on Dauphin or Pelican island, and one at Pas-au-Heron; and these works would add greatly to the protection of the coast passage along the Gulf. An appropriation of \$60,000 for these would be judicious. The appropriations now suggested are in addition to the general estimates from this Department.

Previous to the commencement of any of the works indicated, a preliminary survey of their positions will be directed, and the propriety of such a direction being now given is under consideration.

A third element, of great importance in the consideration of the defences of the seacoast and of the Northern and Northwestern frontiers, consists in the facility and rapidity of interior communications. They are strictly means of defence, and incapable of being perverted to any purpose of conquest—a feature which commends them to every friend of our institutions. The facility afforded by the ocean to movements for purposes of attack is met by a facility of movement on land, furnished by the triumphs of genius and art in the application of steam power to land carriage, and in the construction of lengthened lines of canals. The speed with which troops can be moved obviates the necessity of embodying large masses of them at any point, and the amount of force required for the defence of any given post would consequently be diminished in proportion to the reduction in the time necessary to concentrate it. The whole force along the whole line may be rendered available for the defence of any point in that line; while, without such means of communication, a separate army would be required at each city, harbor, or military post, that was to be defended. This may be illustrated by facts within the knowledge of all. Troops may now be brought from New York to the city of Washington in eighteen hours, in a condition requiring little or no repose to fit them for immediate action; and the whole physical force of the populous country between those points may be concentrated at any intermediate place in a few hours. Were Philadelphia assailed or threatened, a movement of military force from Pittsburg, which but a short time since would have occupied from twenty to twenty-five days, could now be accomplished in five. Similar illustrations are furnished by various railroads and canals in different parts of the country; and, as the great secret of success in war is supposed to be the ability to oppose the many to the few, it is evident that in any defensive operations we shall be able to compete with and to conquer any probable force that an invading enemy could bring against that portion of our

territory which is intersected by these interior communications. Another consequence of no little moment flows from the same cause: the power to defend ourselves with armies of very diminished numerical force, compared with those which have heretofore been necessary in our national conflicts, or those which are usually employed on the European continent.

The facilities afforded by canals and railroads to collect, with any desirable expedition, the supplies of an army from a country abounding with them, and to transport them to the proper points, will render large depots unnecessary; an object of attack to an enemy is thus removed, and the consequences of the capture of large collections of munitions of war or of subsistence, by a hostile force, thus enabled to maintain itself, are obviated.

The expense of military operations will be reduced beyond any present means of exact calculation by the same facilities. During the last war with Great Britain the cost of transportation from New York to Plattsburg, Sackett's Harbor, or Buffalo, was from \$5 to \$12 per hundred. The present cost to Plattsburg is 30 cents, and to the other points named 60 cents per hundred. A 12-pounder, which, at the cheapest rate, could not have been carried to Buffalo for less than \$200, may now be transported to the same point in one-fifth or one-eighth the time for \$24. In every point of view in which these works can be considered, their cost is so much actually added to the defensive means of the nation, without any expense to the General Government other than the subscriptions it has authorized to a few of them; and it may be affirmed, without exaggeration, that the aggregate of saving, in any future war in which we may be engaged, in the comparative small amount of military force that will be necessary for defence, and in the cheapness of transportation afforded by railroads and canals now in existence, will be equal to the cost of their construction. If, then, the making of these works has been premature or improvident in reference to the means of the States that undertook them, and has involved them in pecuniary embarrassments, the National Government should not complain of an enterprise that has placed these incalculable advantages in its hands; and, if it cannot relieve, will at least sympathize in the misfortunes which have resulted from such efforts.

The report from the Ordnance Office exhibits the measures which have been taken for the armament of fortifications, and the forts which have been wholly or partially armed. This object will be steadily and vigorously pursued, to the extent of the means provided by Congress. The estimate for that purpose, is the amount originally contemplated as being necessary to the completion of the armaments as rapidly as the nature of the service would permit. It is to be hoped that, in view of the great importance of the object, no reduction of the estimate will be made.

The attention of Congress has for the last ten years, been repeatedly invoked to the necessity of a foundry for cannon, belonging to and under the charge of the Government; but, from an apprehension of the great expense which it was supposed would be incurred by such an establishment, or from a doubt of its necessity, nothing has yet been done towards its accomplishment. Believing that a plan might be devised on a much more limited scale of expense, which would attain the principal objects in view, the Ordnance bureau was directed to consider and mature such a plan, and estimate the cost of its execution. The accompanying report (No. 12) from that bureau presents such a plan, explains the important use which the public service would derive from its adoption, and furnishes es-

timates of the expense of its execution. Some additional views in its favor are presented in the accompanying letter of the Chief Engineer. I cannot hesitate earnestly to recommend its execution.

It is known that there are some hundreds of different kinds of iron produced from our mines, of various qualities, and adapted to different uses. While one species may be valuable for many purposes, it is utterly unfit for others. It is supposed, also, that its value may depend much on the kind of fuel used in its fabrication. It is not to be expected that the experiments necessary to determine these and various other matters connected with the manufacture of cannon of the best quality, can be made at private expense; nor, if they were, could such entire reliance be placed on their results, as if they had been conducted by disinterested public officers. Besides, the Government is almost exclusively the purchaser of the article, and has the deepest interest in its quality. It is therefore peculiarly its interest, as well as duty, to assist, by all proper means, the manufacture, in the cheapest manner, of the best material. The experience already obtained of the great improvement in our small arms, effected by the operations of the national armories, affords the best guarantee that similar results will attend the employment of similar means in the construction of cannon. As it is not proposed to take the business into the hands of the Government exclusively, but to continue the purchase of cannon from private establishments, the expense of executing the plan will be comparatively unimportant. The foundry may be connected with one of our arsenals, so as to be under the charge of officers already in the public service; by which the cost of its construction and supervision may be essentially diminished. Admonished, as we are, by the efforts of other nations, to improve the weapons of destruction, it would seem that no time should be lost in the necessary incipient measures to select and purchase a site for a foundry, on the limited scale suggested, but capable of expansion according to future exigencies; and it is therefore hoped that the sum estimated for that purpose will be appropriated at the coming session of Congress.

In the report from this Department submitted to Congress with the President's message at the last session, the objections to the civil superintendency of the national armories were fully stated, and the propriety of dispensing with such agencies was forcibly urged. A board of very competent citizens was appointed on the 19th day of August last to examine the armory at Springfield, and their very able report fully justifies the objections that had been thus made. It shows, what might indeed have been expected, that the immediate and direct responsibility secured by the employment of the regular officers having charge of every other branch of the military service was wanting in this, and that it could not be attained so long as a person was employed as superintendent who did not feel his obligations to his superior officers. System and regularity in the hours of labor are as essential in this as in any other workshop. The 9th section of the act of February 8, 1815, and which section is still in force, places the different public armories under the direction of the Ordnance department, in order "to ensure system and uniformity in their operations." There were officers of that department who could be spared from other service, to take charge of the armories, and they were detailed for that purpose by the head of this Department who immediately preceded the present incumbent. Believing this arrangement in accordance with the

spirit of the law, and finding its propriety confirmed by the evidence afforded by the report already mentioned, it has been adhered to. The office of superintendent, therefore, has been left vacant, from a conviction of its being not only unnecessary, but positively injurious to the public interest, and because the duties of the place could be better discharged by officers already in the pay of the Government. The abolition of the office is respectfully recommended.

Attention is respectfully invited to the suggestion in the report of the Ordnance office, respecting a modification of the act of 1808, in relation to the distribution of small arms to the several States. Great inequalities exist, and great injustice is done to many of the States, in the present mode. The recommendations in the report, relating to an increase of force in the office and the regulation of the pay of the clerks, will doubtless receive the consideration to which they are entitled.

The proceedings of the Ordnance board in revising and amending the armament of the troops are stated in the report. The advantage already derived from the information acquired by the officers, who were sent to Europe, has evinced the wisdom of that measure.

The danger to the populous places in the vicinity of the stores of gunpowder belonging to the Government, and the hazard to which those stores are exposed by such contiguity, suggested the propriety of an inquiry whether a depot for the reserved powder, not wanted for ordinary use, might not be established in some spot where it would be as secure as human art could render it, and where, in case of explosion, the least possible injury would be produced. A board of officers was accordingly appointed to make such inquiry, whose report is herewith submitted, (No. 13,) and the adoption of the measures suggested by them is respectfully recommended.

The Quartermaster General's report exhibits the very extensive operations of that department during the past year, and the efficiency and energy with which they have been prosecuted. They embrace so much of detail as to preclude an enumeration of them in this paper. The various recommendations which are made by the distinguished officer at the head of that department will doubtless receive all the consideration which is due to the suggestions of great experience and high military talent. Among those which appear to the undersigned as most deserving immediate attention are the following: The recommendations of a military road within our acknowledged limits, to supply subsistence and other stores to Forts Kent and Fairfield, in the State of Maine. Circumstances of a peculiar character seem to demand that no time should be lost in the commencement of this work. The establishment of a strong fort at Fort Brady, with commodious barracks, commanding the communication with Lake Superior, seems also indispensable. And a post on the Missouri frontier, south of Fort Leavenworth, is necessary, in connexion with the plan of defence for that portion of our territory. The propriety of commencing the erection of permanent works in the Keys, or on the peninsula of Florida is strongly presented. Of the utility of opening and improving some, if not all the interior communications mentioned in the report, at some time, there probably can be little doubt. Whether that time has arrived will be for the wisdom of Congress to decide.

The delay in the settlement of the accounts of officers, alluded to in the same report is unquestionably a great and growing evil. A report

from the Second Auditor has been made, pursuant to a call from this Department, by which it appears that there are 1,173 accounts remaining in his office unsettled, of which ten were presented prior to 1839, four in that year, sixteen in 1840, and eleven hundred and forty-three in 1841. A similar report from the Third Auditor shows that there are eighteen hundred and fourteen accounts in his office unsettled, of which two hundred and fifty-seven were presented prior to 1839, three hundred and seventy-three in that year, four hundred and thirty-six in 1840, and seven hundred and thirty-eight in 1841. Whatever may be the cause of this delay, which is believed not to be in any want of efficiency in the Auditors or their clerks, but rather in the increased amount of business and the more frequent calls for information, its existence is most injurious to the Government, and often ruinous to the individuals concerned. If the remedy is to be found in an increase of force in those offices, there can be no doubt of the necessity of its prompt application.

The change in the mode of accounting for property in the hands of officers, suggested in the same report, is earnestly recommended, as equally necessary to the protection of the Government and the security of its agents. Such a change will do much to diminish the labors of the Auditors' offices.

The claims for the subsistence of the troops called into service in Florida in 1839, by the Governor of that Territory, seem to be just. There is a difficulty, however, in directing their payment by this Department, in consequence of the only appropriation on the subject (that made by the act of September 9th, 1841) being, by its reference to the act of 1836, limited to such militia as were called into service under the authority of the War Department. Although such authority was given for a larger number than was actually raised, yet the troops in question seem not to have been called into service under it, but under an act of the Territorial Legislature, and were not mustered into the service of the United States. The case requires the interposition of Congress, as well to defray the charges for subsistence as to provide for the pay of the troops; and it is hoped that no objections of a merely technical character will prevent full justice being done to the militia who obeyed the call of the Governor.

The strong appeal made by the Quartermaster General to the justice of the country, to redeem the pledge given by him to the Creeks, as a consideration for their removal to the West, and of their raising a regiment of warriors, who served faithfully in Florida, cannot be resisted consistently with any regard for those principles which it is the object of our institutions to maintain. Infidelity to our engagements, and a refusal to remunerate faithful service, will not increase either the confidence or respect of the Indians who have relied on our honor. It is to be hoped that the subject will be examined, and full justice rendered by the competent authority.

The progress which has been made in the construction and improvement of the fortifications at the different harbors on the seacoast will be seen from the report of the Chief Engineer. The means for these purposes having been appropriated at the extra session of Congress, but little time has been given for their employment. Still it will be seen that the works have been vigorously prosecuted, and that probably more than was contemplated has been accomplished.

It will be seen that some of the most important works for the defence of the harbor of New York cannot be continued, for the want of the appropri-

ations that were recommended at the late session. It is of the utmost consequence to the protection of that city, that prompt and decisive action should be had upon the subject.

The same report shows what has been done towards the completion of the various improvements, and the continuation of roads, heretofore undertaken by the Government, and in charge of the Engineer department. The want of appropriations has arrested these works, and exposed some of them to the inevitable injuries consequent upon their being left in an unfinished state. Every consideration of policy and justice seems to require that these should no longer remain either as memorials of any improvidence in undertaking them, or of an instability of purpose which refuses to prosecute works of unquestioned usefulness. If any of them are of such a character that they ought not to be completed, they should be discontinued directly and unequivocally; and those which are worthy the enterprise of a liberal and paternal Government, should be vigorously prosecuted and finished.

The condition of the Military Academy at West Point is exhibited in the report of the Chief Engineer, and in that of the Board of Visitors, selected from the different portions of the United States to scrutinize all its affairs. There is great reason to congratulate the country upon the success which has attended the persevering efforts of Congress to furnish the means of military instruction to our youth, and of preserving and improving that science upon which our safety in war must at all times depend. In an age remarkable for the extent to which human inventions in all departments have been carried, and in which the art of war has undergone essential modifications from the introduction of new agents and the improvement of those previously existing, it would indeed be a reproach to the intelligence of our country, and a reflection upon the tendencies of our free institutions, if we refused or neglected to avail ourselves of the only means by which we can give to the bravery of our citizens the aid of that science, which is alone necessary to render them equal to the skilful cohorts that may be sent to our shores by a European nation. The time has long since passed, if it ever existed, when mere valor could compete with discipline and science. If education be necessary to prepare for any profession, surely that of arms cannot be an exception. As it is, in its nature, one that cannot derive any support from private interests or individual employment, but is wholly public in its uses, the provision for acquiring it must be made by the Government, or it will not be made at all, or not in a manner and to an extent adequate to the exigency.

By imparting the highest degree of military science to the young men who are annually sent forth from the academy, the country gains not only a large number of accomplished individuals, but the information which they possess becomes diffused among the body of our fellow-citizens, and furnishes aliment for the improvement of the militia. Indeed, that sure ultimate resource in any conflict in which we may be engaged will be indebted for its advancement more to the establishment of an institution, in which the military knowledge of the world is collected, preserved, and taught, than to any one other cause. The spirit which would denounce such a reservoir of science and seminary of instruction would proscribe the books, the maps, charts, mathematical instruments, and all other means and appliances by which the greatest amount of efficiency is given to physical force and intellectual strength.

The improvements recommended by the Board of Visitors, which are

within the competency of this Department, will receive the careful consideration, to which the high source from which they emanate, entitles them. Those which depend on the action of Congress it is hoped will meet the favor of that body. The suggestion that provision be made for an additional instructor, who may relieve the chaplain from some of his present duties, that he may devote more time to the moral instruction of the pupils, will commend itself to every mind that reflects on the dangers, to which they are exposed in consequence of their being "separated from the wholesome restraints of friends and kindred, and deprived of parental guidance."

The remarks of the visitors on the indispensable necessity of new and enlarged barracks, as well for the health as the intellectual improvement of the cadets, present the subject so strongly as not to admit of any further observations in their support, except the expression of the decided concurrence of this Department in a recommendation that has already been strenuously urged upon the attention of Congress.

The course of instruction at West Point is, however, imperfect in one essential particular—the means of acquiring practical knowledge of the duties of sappers, miners, and pontoniers. Although it is not probable that, in any war in which this country may be engaged, we shall have occasion to attack many other fortifications than such as may be captured from us by an enemy, yet, while the knowledge referred to would be indispensable even for such a purpose, the defence of such places equally requires that we should understand the means by which they would be assailed, that we may be prepared to counteract them. But, in any warfare which should be carried on upon our territory, the most effectual means of crossing streams by the construction of bridges or otherwise, with the greatest expedition; of embarrassing an enemy in his march or retreat, and of protecting our own forces, would be elements of the greatest importance; and, like all other operations of human agency, they are to be improved and perfected only by the combination of science with practical experience. It is earnestly hoped that these considerations, with those so powerfully stated in the report of the Chief Engineer and those so repeatedly urged by my predecessors, will induce Congress to make the necessary appropriation for the establishment at West Point of a corps of sappers, miners, and pontoniers.

The report of the officer having charge of the bureau of Topographical Engineers affords the most satisfactory evidence of the great ability and usefulness of that corps. Having been very recently organized, and not being furnished with means for any extensive operations until within the past year, its capacity and utility are now for the first time fully developed. The surveys of the mouth of the Suwannee, of the boundary line between us and Texas, from the mouth of the Sabine to Red river, and of the Des Moines and Iowa rivers, have been completed, while the most difficult part of the boundary between Michigan and Wisconsin has been finished. The surveys of the lakes and that of the Northeastern boundary are in progress. The measures preparatory to active operations for the removal of the Red river raft are detailed in the report, and that important work will be prosecuted with vigor.

It will be perceived that the works for the improvement of harbors already authorized have been arranged into two classes: first, those of great importance and immediate necessity; and, second, those of perhaps equal importance, but in respect to which there are no peculiar circumstances so urgent for speedy action as in the first class. The plan of proceeding gra-

dually with a due regard to economy and the condition of the Treasury, and with reference to the just and equal claims of the different portions of the country, will, it is believed, be more likely to accomplish a greater amount of the desired improvement than any other mode.

The total estimate for the works of the first class is \$575,000, while the very moderate sum of \$30,000 is asked to preserve those of the second class from decay. It should not be inferred that any intention exists of abandoning many most valuable and important works, for which no specific estimates are submitted. On the contrary, the very recommendation to preserve them proceeds from a desire for their completion at the proper time and in due course, in reference to the principles before stated.

The works for which specific estimates are submitted are upon the Atlantic and lake coasts, of which by far the largest amount is for the former.

While justice is thus done to the maritime frontier, in the improvement of its harbors and in the provisions for its military and naval defences, the exceedingly important and rapidly increasing commerce of the lakes is fairly entitled to consideration and assistance, by rendering accessible the harbors universally obstructed by natural impediments, and by affording light-houses for a hazardous navigation. At the present time this commerce, based on the productions of seven States and one Territory, must annually exceed twenty-five millions of dollars; and, as it expands and increases, it will give additional value to the public domain, which will soon add its tributary streams to the great tide of internal trade that flows from Lake Superior to the Atlantic.

Having now two corps of officers, composed of gentlemen of the highest scientific acquirements, combined with much experience, there can no longer be any reason for making appropriations to improve harbors or rivers, in the absence of full and accurate information from those equally competent and disinterested. I concur therefore entirely in the remark, made by a predecessor in 1839, that the whole system may be brought into deserved disrepute unless examinations are directed and reports had, previous to any appropriations for such purposes.

The reports of the Paymaster General and the acting Surgeon General show the operations of those departments and the activity that prevails in them.

The report of the Commissary General of Subsistence exhibits several gratifying results. The expense for subsistence will be considerably diminished the ensuing year. There has been great promptness in the rendering of their accounts by the disbursing officers, and in the settlement of those of the army and special contractors; and not a cent has been lost during the year, through the regular disbursing officers of the department or its temporary agents.

The report of the Commissary of Purchases contains the usual statements of the quantity of materials for clothing on hand and procured during the year, the quantity made up, and the balance remaining; the quantity of each of the different articles made up at the clothing establishment and issued, and the quantity on hand; and the quantity of clothing and of camp and garrison equipage on hand and purchased during the year, the quantity issued, and the balance on hand. There is also a statement of the comparative cost of the different articles of clothing, &c., for the last three years, from which it appears there has been a reduction in the cost of nearly all of them during the last year.

Deeming the establishment of a clothing bureau at the city of Washington in conflict with the provision of the act of May 18, 1826, by which the Quartermaster's department is charged with the duty of receiving from the Purchasing department, and distributing to the army, all clothing and camp and garrison equipage, it has been discontinued, and its business will hereafter be conducted under the supervision of the Quartermaster General. By this arrangement a more effectual accountability is secured.

From the report of the Commissioner of Pensions, it will be seen that during the last year the number of pensioners on the rolls has diminished more than one-third, the greatest proportion having occurred among the invalids, the revolutionary pensioners under the act of 1818, and the widows of certain persons who served in the war of the Revolution, under the act of 1838. The whole number, of all descriptions, on the rolls at the date of the last annual report was 44,394. The whole number at present is 26,531; of whom 2,605 are invalids, 3,958 receive pensions under the act of 1818, 436 under the act of 1828, 16,682 under the act of 1832, 2,303 under the act of 1836, and 547 widows under the act of 1838.

The vexatious operation of the act of 1838, which requires pensions unclaimed for eight months to be returned to the Treasury, has heretofore been presented to the consideration of Congress, and I cannot but concur in the recommendation for its repeal.

I cannot refrain from calling attention to the case of the wounded Cherokee Indians, to whom the faith of the nation was pledged, by the 14th article of the treaty with the Cherokees of the 29th December, 1835, to provide pensions to such as were engaged on the side of the United States in the late war with Great Britain and the southern tribes of Indians, and who were wounded in such service. The few who remain have applied in vain to the Pension Office for the promised remuneration; but it is to be hoped that justice, although tardy, will now be rendered to them.

From the report of the late first clerk of the Bounty Land Office, it appears that about twenty claims for warrants for revolutionary services have been filed and duly established since the 1st day of January, 1840, on which day the last law for extending the time for issuing warrants of that class expired; and that 114 claims for warrants on account of services rendered in the late war with Great Britain have been deposited and established, although the act authorizing such warrants expired on the 26th day of May, 1839. By the report from the same officer for the year ending 30th September, 1839, it appears that 13 claims of a similar character were presented and substantiated in that year, after the expiration of the act; and by a like report for the year 1840 it appears that 76 claims were exhibited and established during that year, under the same expired act—making the total number thus established, up to the 15th November last, 203. The authority for issuing these warrants having expired, it is difficult to perceive on what ground the claims have been received and investigated, or the legal validity of any proofs that may have been taken since that authority ceased. The same remark applies to the claims for services rendered in the war of the Revolution. The attention of Congress having been repeatedly called to the fact, that the laws on the subject of both these descriptions of claims had become obsolete, and no act reviving them having been passed, the utility of maintaining a distinct bureau for their examination was not perceived, and whatever business remains to be done has been placed under the supervision of the Commissioner of Pensions, with his assent.

It would be a dereliction of duty to omit calling the attention of Congress to a subject to which it has been so often invited by a predecessor in this department, namely, the insecurity and inconvenience of the buildings in which, for the want of room in the War Office, the offices of the Paymaster General, of the Ordnance bureau, of the Chief Military Engineer, of the Topographical Engineers, and the Commissioner of Pensions, are kept. Models, surveys, maps, reports, and various documents of incalculable value, belonging to those bureaus, are imminently exposed. Some immediate provision for a suitable building seems indispensable.

By a joint resolution of Congress, approved February 13th, 1839, the Secretary of War was authorized to contract for the purchase of the island at the confluence of the St. Peter's and Mississippi rivers, and to report his proceedings to Congress, subject to their approbation or rejection. On the 12th March, 1839, the contract was made, and the sum of \$12,000 agreed to be paid. As the property is deemed necessary for military purposes, being adjacent to Fort Snelling, an estimate for an appropriation for its purchase has been submitted, in a form which will relieve the subject of all difficulty respecting the title to the land, by leaving it to the proper department to ascertain the persons entitled to the purchase money. A communication of my immediate predecessor to the Speaker of the House of Representatives, on the 2d of September, 1841, will furnish all the information on the subject in the possession of this Department.

Pursuant to the appropriation in the act of September 9, 1841, for defraying the expenses of selecting a suitable site on the Western waters for the establishment of a national armory, a board of officers, consisting of brevet Brig. General Armistead, Lieut. Col. Long of the Topographical Engineers, and Surgeon General Lawson, has been appointed to make the necessary examinations. They are now engaged in that duty, and their report on the subject will be laid before you as soon as it shall be received.

The report of the Commissioner of Indian Affairs presents much valuable information concerning the very important matters in charge of that bureau. The absence of the Commissioner in the negotiation of a treaty when the undersigned was called to the Department of War, and for some time afterwards, together with the very short time allowed for the examination and consideration of the various and complicated relations with the Indian tribes, will account for the omission in this report of views and opinions which might be otherwise expected. Believing it to be a branch of the public service requiring peculiar attention and mature deliberation, it will not cease to engage the most strenuous efforts to improve its administration, and promote the interests of the helpless people who are the objects of its care; and if occasion should require any suggestions for those purposes, they will hereafter be the subject of a special report.

The amendments made by the President and Senate to the treaty with the Miami tribe were assented to by them in the month of June last, thus extinguishing the Indian title to lands throughout the whole State of Indiana. An arrangement has also been made with the Saganaw Indians, by which certain omissions in the treaty of 1837 have been supplied, and the cession of their lands intended to be embraced in it has been completed.

Since the adjournment of Congress, a treaty has been concluded with some of the bands of the Sioux, for lands not included in any previous negotiation; and another has been made with the half-breeds of the

Sioux, for a cession of the lands set apart to them by the 9th article of the treaty held at Prairie du Chien on the 15th of July, 1830.

A treaty is now negotiating with the Wyandots, for their lands in the State of Ohio, which it is believed will soon be brought to a conclusion.

The attempt to negotiate with the Sacs and Foxes has utterly failed. As the causes of this failure are believed to be temporary, or such as may be removed by arrangements with other tribes, a renewed effort will be made when a propitious occasion shall offer.

It is a source of regret that the information respecting the state of the Indian schools is so scanty and imperfect. Few subjects commend themselves more strongly to all our sympathies, as men and Christians, than the education and civilization of the Indian tribes; and, so far as depends on this Department, the obligation resulting from the provisions made in various treaties for that purpose, and from the appropriations by Congress, shall be faithfully discharged.

The recommendation of the Commissioner, to revive the investigation into the claims arising under the 14th article of the treaty of Dancing Rabbit Creek, and that proposing that authority should be given for the sale of lands at once, upon their being ceded, on which buildings have been erected or improvements have been made by the United States, are respectfully commended to the consideration of Congress.

The condition of the accounts of the disbursing agents demands prompt attention. There appear to be large balances against some of those agents, who are supposed to be entitled to credits of equal amounts for expenditures, but which credits cannot be allowed under existing laws, in consequence of the sums thus expended being taken from other funds. Some law like that suggested by the Commissioner, authorizing transfers of appropriations, seems indispensable; and the interest of the Government as well as of the agents requires that it should be passed as speedily as possible.

Measures have been taken to execute the act of 1834, in relation to intrusions on Indian lands, for the purpose of preventing the sale of liquor and unlicensed trading, which it is hoped may prove successful.

Respectfully submitted.

JOHN C. SPENCER.

Documents accompanying the annual report of the Secretary of War of December, 1841.

- No. 1. Report of the Major General commanding the army.
- No. 2. Report of the officer in charge of the Ordnance department.
- No. 3. Report of the Quartermaster General.
- No. 4. Report of the Chief Engineer.
- No. 5. Report of the Chief of the Bureau of Topographical Engineers.
- No. 6. Report of the Paymaster General.
- No. 7. Report of the Surgeon General.
- No. 8. Report of the Commissary General of Purchases.
- No. 9. Report of the Commissary General of Subsistence.
- No. 10. Report of the Commissioner of Pensions.
- No. 11. Report of the Commissioner of Indian Affairs.
- No. 12. Report on the subject of a National Foundry for Cannon.
- No. 13. Report on the subject of a Depot for Gunpowder.

No. 1.

REPORT OF THE MAJOR GENERAL OF THE ARMY.

HEADQUARTERS OF THE ARMY,

Washington, November 22, 1841.

SIR: I have the honor to submit the annual report due from this office, followed by remarks on the operations of the army and the suggestions deemed "necessary for improving its condition and efficiency," which have been invited.

1. A tabular view of organization, marked A;
2. General return of the army, B;
3. Position and distribution of troops in the eastern division, C;
4. Position and distribution of troops in the western division, D; and
5. A tabular exhibit of the whole number of recruits enlisted into the army, from October 1, 1840, to September 30, 1841, E.

Within the year, a great and afflicting event has occurred in this office. My distinguished predecessor, Major General Macomb, departed this life towards the close of June. Succceding to the command of the army, I entered upon duty July the 5th.

The field operations of the troops have been principally confined to the prosecution of the war against the Florida Indians.

In the course of the past winter and spring, Brigadier General Armistead, who commanded the troops in that war, by the aid of a delegation of Seminole chiefs brought back from the West, succeeded in peaceably sending off from Florida about 450 Indians, including their slaves. He at the same time gave effective protection to the citizens of the Territory, and caused many districts occupied by the enemy to be scoured, particularly the country east of the St. John's and towards the *Everglades*.

At his own request, that general was relieved May the 31st, when the conduct of the war devolved on the next in rank then in the field, Colonel Worth, of the 8th infantry.

The Florida army at the time consisted of the 2d regiment of dragoons; nine companies of the 3d regiment of artillery, serving as infantry; together with the 1st, 2d, 3d, 6th, 7th, and 8th regiments of infantry, all much reduced in numbers, leaving an effective force of about 3,500 men.

The season of heat and miasma had already commenced, and partial negotiations were still pending. Finding that the promises of certain chiefs had become plainly deceptive, Colonel Worth resolved to divide his forces into a number of small detachments, and to recommence hostilities every where at once. At the same time measures were taken to guard the frontier inhabitants and to induce many who had fled for safety to return in confidence. Stimulated by his zeal, energy, and abilities, the Florida army, ever ready for any danger or hardship, then spread itself over the country, penetrated many secret haunts never before discovered, destroyed the growing crops and other means of subsistence in those places, and, by continually harassing the enemy, who never stopped to combat, forced many

to surrender for food and safety. Securing their families, the chiefs were turned into missionaries of peace, who found numbers willing to emigrate. Several influential leaders, previously captured and sent off, were brought back, and also employed in like missions. By combining active operations with negotiations of this sort, and without violating one promise made or one precept of humanity, the most extraordinary results, for the season, have been obtained. A large shipment of emigrants for the West was made in October, besides many prisoners retained till they can be joined by absent members of their families known to be desirous of coming in.

The region of the Everglades, mostly under water, could not have been reached before the return of the cool season. A movement to effect this object, skilfully combined from many points, and including the flotilla of Lieut. McLaughlin, of the navy, is, no doubt, now far advanced, and which has every promise of enveloping a large part, if not the whole, of Sam Jones's followers, already reduced in numbers by a band that recently deserted him for emigration. Should the gallant Colonel meet with the success in that quarter which his able combinations merit, there would only be left for him a few fragments of bands to capture.

It is highly gratifying to learn that the troops most actively engaged in the foregoing operations have suffered but very little more from disease than those of the same army left stationary at the forts and depots. Not a company of volunteers or militia was engaged in those operations or belonged to the army of Florida since Col. Worth has been in command, except two companies for the defence of the Georgia frontier, not called for by him.

It is also proper to add, that early in the summer the 1st infantry was detached from Florida, and now garrisons Jefferson barracks and the forts on the upper Mississippi; that five troops of the 2d dragoons are now in march for the Red-river frontier, and that the nine companies of the 3d artillery may soon be expected to occupy the forts at Pensacola, Mobile point, and the neighborhood of New Orleans—Colonel Worth having reported that he could dispense with so much of the force that had come under his orders. It was also, at his suggestion, that the 5th infantry, which had arrived at Jefferson barracks (near St. Louis) from the north, on its way to Florida, was stopped at the former place in September; and he has been joined (the 22d of October) by six companies of the 4th infantry, from Arkansas; and has had, or soon will have, the old regiments remaining with him strengthened by about 800 recruits from the general depot in the harbor of New York.

From the foregoing details the army of Florida may, by the 15th of the next month, be estimated at something less than 3,000 effective men.

In the month of August, Fort Kent, at the mouth of Fish river, and Fort Fairfield, on the Aroostook, were each, for police purposes, occupied by a company of the 1st artillery from Houlton, near the eastern frontier of Maine; and another company, of the same regiment, was transferred from the harbor of New York to that of Portsmouth, New Hampshire. In the same month the 2d artillery was brought down from the Niagara and Sackett's Harbor to the seaboard; and it now garrisons the works in Newport and New York harbors, Fort Mifflin, (on the Delaware,) and Fort Monroe, (Hampton roads.) This movement induced an extension of the 4th artillery (stationed on Lake Huron and the Detroit) to Buffalo and Sackett's Harbor; and the retrograde movement of the 5th infantry, from

Jefferson barracks, (which now occupies the forts on Lake Huron and the Detroit,) has caused the remainder of the 4th artillery to be ordered down, so as to give four companies to Poinsett barracks, (at Buffalo,) one to Fort Niagara, one to Fort Ontario, (at Oswego,) and four to Madison barracks (Sackett's Harbor.)

It has been said that six companies of the 4th infantry are now in Florida: three remained in the Southwest, to be concentrated on the upper Arkansas on the arrival on the Red river of the five troops of the 2d dragoons now in march from Florida. The remaining company of the 4th infantry took post at the Baton Rouge arsenal in October.

It is confidently believed that sixteen regiments is the *minimum* regular force now absolutely required by the country—not for actual war, but as a standing guard against outbreaks on the part of Indians, and hostilities from abroad—sometimes imminent, and always to be looked to with solicitude by those immediately charged with the defence of our soil. Of such force we have but fourteen regiments—two of cavalry, four of artillery, and eight of infantry. Additions of one regiment to the artillery arm, and of one to that of infantry, are respectfully suggested.

On the suppositions of this slight augmentation and the termination of the Florida war, the following would be the proposed peace distribution of the army: five regiments (two of cavalry and three of infantry) along the frontiers between the upper Sabine and the great falls of the Mississippi, with a sixth regiment (infantry) held in reserve at Jefferson barracks, near St. Louis, whence it might, by steam, in the seasons of danger, be rapidly carried near to either of those particular borders; five regiments of infantry along the frontiers between the upper Mississippi (or Lake Superior) and Houlton, in Maine; and five regiments of artillery to garrison the forts along the seaboard, including the Gulf of Mexico.

The necessity of the augmentation will be apparent by considering the immense extent of outline to be guarded, and the remoteness of numerous points from any dense population of citizens, the many tribes of Indians recently transplanted from the east to districts just beyond Louisiana, Arkansas, Missouri, and Iowa; and the number, the cost, and importance of the forts constructed, or about to be constructed, on the seaboard and the Canada frontiers.

Besides the obligation to defend States and Territories against predatory incursions on the part of Indians, accumulated on their borders by the act of Government, there are treaty stipulations to protect some of the transplanted tribes against their new and more savage neighbors beyond them; and it may be added, that the entire removal of the peace garrisons from the permanent forts, during the last five or six years, for the Florida war, has caused serious injuries to those works. The injuries are now undergoing reparation by hired laborers; but if a small garrison, at least, be not maintained in every fort, dilapidation must again speedily ensue.

There are in the Quartermaster's department twenty-eight, and in the Subsistence department four assistants—making thirty-two officers, each with the rank of captain in the staff, and at the same time holding another commission in some regiment of the line, to the exclusion of a captain or a lieutenant. Of those assistants, twenty-one are already captains of companies, from which they are permanently and necessarily detached on staff duties. Their companies, of course, are commanded by

lieutenants, who get neither the rank, pay, (proper,) nor the emoluments of the absent captains. This is not only unjust to the lieutenants, but, what is worse, the vacant companies suffer greatly in parental care, instruction, and discipline, by the frequent and unavoidable changes in their lieutenant commanders; whereas captains, serving with companies, are at once the fathers of their men and the pivots of the line. No movement can be well executed without these officers. Even to supply their places when temporarily absent by reason of wounds, sickness, or occasional indulgences, is always attended with some injury to the service. The evil, therefore, ought not to be aggravated by the statutory provision which requires that every staff assistant shall also be an officer in a regiment, and, consequently, with the right of promotion in the line, whilst the officers of the latter can only enter the staff at the foot of the list. This partiality gives to the assistants (at least up to a majority) a double chance of promotion, with only a single set of duties.

For the foregoing reasons, I beg leave to suggest an amendment of the law, declaring that the present assistant quartermasters and assistant commissaries of subsistence, and all others of the same denominations, who may hereafter be appointed, shall not hold such *commissions* in the staff and regimental commissions at the same time, but shall immediately relinquish one or the other.

The superior officers of both those branches of the staff are already separated from the regiments of the line; and it was originally intended that the twenty-eight assistant quartermasters should also have been so separated. The *proviso* of the act of July 5, 1838, section 9, was to that effect; but this in a few days unfortunately became changed by a supplemental act.

The present inequality of pay between the officers of the same grades in the different branches of the common service is highly unjust, and a source of much uncomfortable feeling. The dragoon and staff officers, including those of the engineers, topographical engineers, and ordnance, have *all*, under the name of *cavalry pay*, received the higher rates over the artillery and infantry officers since July 5, 1838. Several attempts have been made in Congress to do justice to the officers of the latter arms, but, as yet, without success. To favor an end so entirely equitable, I beg leave to suggest that a near approximation might be attained by granting to the artillery and infantry officers one additional ration *per diem* each, for every *four*, instead of *five* years' service—the provision of law now applicable to all army officers other than the generals. Two rations *per diem*, for every seven years' service would, after a few terms, effect an exact equalisation between the parties, and at the end of his thirtieth year the accumulation might be made to cease with every officer throughout the army.

I beg leave to recall attention to two subjects of great interest, which were pressed on the Department by my predecessor in his annual reports of 1839 and 1840: 1. To a system, not of pensions, but of *retired pay*, presented with full details in the second of those reports; and 2. To some provision of law in favor of widows and orphans of regular officers who have died or may die in consequence of wounds received or diseases contracted in service—there being such provision already made in behalf of the widows and orphans of navy, volunteer, and militia officers, dying under the same circumstances. Indeed, the whole sub-

ject of army pensions to widows and orphans, and to disabled officers, requires equitable revision.

A bill for the establishment of an *army asylum* was reported at the last regular session of Congress, with every prospect of success, except the then want of time. A review of the provisions of this bill cannot, I think, fail to secure to it a favorable consideration in every quarter.

I have the honor to remain, sir, with high respect, your most obedient servant,

WINFIELD SCOTT.

To the Hon. J. C. SPENCER, *Secretary of War.*

E.

ADJUTANT GENERAL'S OFFICE,

Washington, November 15, 1841.

Statement showing the whole number of recruits enlisted in the army, from the 1st of October, 1840, to the 30th of September, 1841, inclusive.

GENERAL RECRUITING SERVICE.

Maj. J. Erving, 3d regiment of artillery, general superintendent, stationed at New York, N. Y.

Portsmouth, N. H.	20	Philadelphia, Pa.	135
Boston, Mass.	65	Reading, do.	17
Lowell, do.	14	Lancaster, do.	28
Worcester, do.	3	Pittsburg, do.	63
Springfield, do.	11	Beaver, do.	3
Providence, R. I.	45	Bridgewater, do.	3
New London, Conn.	4	Baltimore, Md.	85
Hartford, do.	33	Frederick, do.	70
New Haven, do.	20	Cumberland, do.	80
Bridgeport, do.	7	Lynchburg, Va.	45
Brooklyn, N. Y.	36	Savannah, Geo.	1
New York, do.	616	Newport, Ky.	97
Fort Wood, do.	30	Louisville, do.	134
Albany, do.	137	Jefferson barracks, Mo.	85
Troy, do.	56	Baton Rouge, La.	1
Schenectady, do.	55	New Orleans, do.	54
Utica, do.	68	Fort Pickens, Fa.	1
Syracuse, do.	105	Tampa Bay, do.	1
Rochester, do.	76		
Trenton, N. J.	5	No. of recruits enlisted	
Easton, Pa.	43	for the general service	2,352

RECRUITING SERVICE FOR THE DRAGOONS.

Capt. E. V. Sumner, 1st regiment of dragoons, superintendent, stationed at Carlisle barracks, Pa.

Boston, Mass.	58	Carlisle, Pa.	21
New York, N. Y.	264	Baltimore, Md.	50
Philadelphia, Pa.	60		
		No. of recruits enlisted	
		for the dragoons	453

BY REGIMENTS.

1st regiment dragoons	132	4th regiment infantry	361
2d regiment dragoons	49	5th regiment infantry	125
1st regiment artillery	222	6th regiment infantry	50
2d regiment artillery	198	7th regiment infantry	76
3d regiment artillery	66	8th regiment infantry	303
4th regiment artillery	290	Detach't at West Point	23
1st regiment infantry	29	Band at West Point	9
2d regiment infantry	21	For the medical dep't	2
3d regiment infantry	161		<u>2,117</u>
Total number enlisted from the 1st of October, 1840, to the			
30th of September, 1841			
			<u><u>4,922</u></u>

RECAPITULATION.

For the general service,	{	Dragoons	-	-	453
		Artillery and infantry	-	-	2,352
By regiments,	{	Dragoons	-	-	181
		Artillery	-	-	776
		Infantry	-	-	1,126
By detachments,	-	-	-	-	34
					<u><u>4,922</u></u>

Amount of recruiting funds advanced to officers of the army	
from the 1st of October, 1840, to the 30th of September, 1841,	
and balance unaccounted for 30th September, 1840	- \$52,868 90
Amount of those funds accounted for within the same period	46,319 95
Balance in the hands of recruiting officers on the 30th of Sep-	
tember, 1841	- 6,548 95

Respectfully submitted.

R. JONES, *Adjutant General.*Major Gen. WINFIELD SCOTT,
Com'g U. S. Army, Washington, D. C.

No. 2.

REPORT OF THE CHIEF OF THE ORDNANCE DEPARTMENT.

ORDNANCE OFFICE,
Washington, November 22, 1841.

SIR: In compliance with the instructions from the War Department of the 8th October, I have the honor to submit a report of the operations of the Ordnance department during the year ended 30th September, 1841.

Fiscal concerns.

Balance of funds available for the service of the Ordnance department on the 30th September, 1840—

Undrawn from Treasury	-	-	\$874,956 50	
In hands of disbursing officers	-	-	11,383 48	
				\$886,339 98
Amount received from sales, rents, and other sources	-	-		32,257 64
Amount of appropriations for the year 1841, viz:				
By act of 3d March, 1841	-	-	\$1,071,345 85	
By act of 9th September, 1841	-	-	220,000 00	
				1,291,345 85
Total for the year 1841	-	-	-	2,209,943 47
Amount of expenditures in the year ended 30th September, 1841	-	-	-	\$1,245,557 66
Balance available on 30th September, 1841, viz:				
Undrawn from the Treasury	-	-	\$948,394 49	
In the hands of disbursing officers	-	-	15,991 32	
				964,385 81
Total	-	-	-	2,209,943 47

The disbursing officers of this department have promptly accounted, according to law and regulations, for all the funds placed in their hands. Great convenience and advantage to the service would result from a change in the manner of making appropriations, so that the funds might become available on the 1st October in each year, by which arrangement contracts for work and materials might be made in the winter, the most favorable time for making them; and the appropriations for one year would be generally expended and accounted for before those for the next year became available.

Armament of Fortifications.

The amount of expenditures under this head, during the year ended 30th September, 1841, is \$90,784 02.

The principal stores procured are—

- 70 seacoast cannon ;
- 40 carriages for ditto ;
- 800 cannon balls ;

18,500 cubic feet of gun-carriage timber.

In order the better to secure the interests of the United States in procuring ordnance from private foundries, a condition has been introduced into the contracts for this year, that an officer or agent of the Ordnance department shall be allowed to attend at the foundries during the manufacture of ordnance, to see that proper materials and suitable means are used for producing work of a good quality, which cannot always be satisfactorily ascertained by proof and inspection of the finished guns. This object would be still better secured by the establishment of a national foundry, where the necessary experiments on the use of different kinds of iron and different processes of manufacture might be tried, and where such a quantity of ordnance might be made as would enable the department to direct and control the work at private foundries. A special report on this subject was made to you from this office on the 1st instant, and an item to authorize the purchase of a site for a foundry has, agreeably to your instructions, been introduced into the general estimate for the next year.

In pursuance of orders received from the War Department on the 13th March last, and at subsequent times, as the forts were reported ready to receive their armament, there have been sent to the forts on the seacoast and on the northern frontier—

- 417 heavy cannon ;
- 440 gun-carriages.

With these supplies, added to those previously on hand, the fortifications at the following points will be furnished with a considerable part of their heavy armament :

Portland, Me.	Oswego, N. Y.	Cape Fear, N. C.
Portsmouth, N. H.	Delaware river, Penn.	Charleston, S. C.
New Bedford, Mass.	Baltimore, Md.	Savannah, Ga.
Newport, R. I.	Fort Washington, Md.	Pensacola, Fa.
New London, Conn.	Hampton roads, Va.	Mobile, Ala.
New York harbor, N. Y.	Beaufort, N. C.	[New Orleans, La.
Niagara, N. Y.		

A great quantity of ordnance, and a large number of gun-carriages, cannon balls, and other ordnance stores, (amounting to more than \$1,000,000,) are yet required to *complete* the armament of these forts, and of others which will be ready to receive their armament during the next year ; and it is highly desirable that the appropriations for this object should be more liberal than heretofore, in order to provide a suitable supply of cannon and carriages, which cannot be immediately obtained on an emergency.

Purchase of Ordnance and Ordnance Stores.

Under the appropriations for this object, the expenditures during the year ended 30th September, 1841, have amounted to \$93,539 68.

The principal stores procured are as follows :

- 6 seacoast cannon, (experimental) ;
- 34 field cannon ;
- 35 field carriages ;

- 2,000 sets of infantry accoutrements ;
- 1,000 sets of cavalry do.
- 1,000 sets of rifle do.
- 1,100 percussion cannon locks ;
- 12,274 lbs. cartridge paper ;
- 9,000 cubic feet of field-carriage timber.

Of the appropriation for the purchase of materials for gunpowder, the sum of \$49,326 59 has been applied to procuring and placing in store—

- 564,756 lbs. refined saltpetre ;
- 74,858 lbs. refined brimstone.

The principal supplies issued to the regular troops and to the militia in the service of the United States, during the year, are—

6 field guns ;	1,496 swords and sabres ;
11 field carriages, with imple- ments and equipments ;	600 sets of cavalry accoutrements ;
2,500 rounds of ammunition for field service ;	2,000 sets infantry accoutrements ;
25 sets of artillery harness for four horses ;	400 sets horse equipments for dra- goons ;
3,754 muskets ;	930,835 ball cartridges for small arms ;
1,795 carbines ;	163,935 blank do.
481 pistols ;	74,739 flints ;
	382,460 percussion caps.

National Armories.

The expenditures at the national armories, during the year ended 30th September, 1841, have been as follows :

	Harper's Ferry.	Springfield.	Total.
For the manufacture of arms -	\$199,174 28	\$206,037 15	\$405,211 43
For repairs and improvements	56,208 44	10,756 63	66,965 07
Total - -	255,382 72	216,793 78	472,176 50

There have been manufactured—

At Harper's Ferry armory, 8,650 muskets, 190 Hall's rifles ;

At Springfield armory, 10,700 muskets.

The product of the armories has been this year much less than usual, in consequence chiefly of the introduction of a new and improved model of the musket, which has rendered necessary an alteration of the machinery for making arms. At Harper's Ferry armory there were also large arrearages of debts from last year to be paid.

Since the date of the last report from this office, an important change has been made in the administration of the national armories, by dispensing with the superintendents heretofore employed at them, and placing the armories under the immediate direction of ordnance officers. From the operation of this measure, thus far, in correcting abuses at the armories, it is confidently believed that the good effects anticipated from its adoption will be realized ; and it is therefore hoped that the system may be maintained, and the services of other superintendents permanently discontinued.

Arming and equipping the Militia.

The expenditures for this object, in the year ended September 30, 1841, have been \$224,277 02.

The principal arms and equipments procured during the year are as follows:

50 6 pounder brass guns;	3,219 infantry bayonet belts;
12 24 pounder howitzer carriages;	500 do. waist belts;
23 6 pounder gun carriages;	500 do. gun slings;
3,160 muskets; .	2,924 do. cartridge-box plates;
2,560 rifles;	14,161 do. bayonet-belt plates;
2,000 carbines;	500 do. waist-belt plates;
7,200 pistols;	452 carbine cartridge boxes;
1,500 artillery swords;	1,180 pistol cartridge boxes;
8 cadet's swords;	1,442 pairs holsters;
1,033 infantry cartridge boxes;	1,300 sabre belts and plates;
1,967 do. do. belts;	2,000 artillery sword belts.
1,393 bayonet scabbards;	

The following ordnance and stores have been issued to the States during the year:

12 6 pounder iron guns;	557 sabres;
51 6 pounder bronze guns;	810 artillery swords;
63 6 pounder carriages;	8 cadet's swords;
4,960 muskets;	3,460 sets infantry accoutrements;
180 Hall's rifles;	1,290 sets rifle do.
1,119 common rifles;	1,407 sets cavalry do.
1,964 pistols;	810 artillery sword belts.

Statement A, hereto annexed, shows the apportionment of arms to the several States under the act of 1808. From an examination of this statement, it will be seen that the returns of the militia, on which the apportionment of arms is made, are very irregular, and generally much in arrear; in consequence of which, the distribution of arms to the States is not in proportion to the real strength of the militia. It is worthy of consideration, whether a fair and equal distribution might not be made by such a modification of the act of 1808 as should require the distribution of arms to be made to the States in proportion to their population or representative numbers, instead of by the present rule.

Arsenals and Depots.

Of the appropriation for permanent improvements at the arsenals, the sum of \$162,940 16 has been applied, during the past year, to the objects embraced in the estimate presented to Congress. The construction of two new arsenals at Fayetteville, North Carolina, and at Little Rock, Arkansas, has been continued as far as the available means would allow.

A depot of arms, accoutrements, and ammunition, for 1,000 infantry, 100 riflemen, and 200 cavalry, has been established at each of the posts of Fort Winnebago and Fort Armstrong, (Rock island,) for the purpose of arming the militia of the frontier in case of necessity.

Lead Mines.

Since the year 1836, the interests of the United States in these mines

have been almost entirely neglected, and their rights disregarded, by the miners and smelters. A new superintendent of the mines has been recently appointed, with instructions to take measures to reassert the rights of the United States in this property, by endeavoring to recover the rents due, and to make new arrangements for leasing the mines in future.

Being still of opinion that the true interests of the United States and the prosperity of the mining country will be best promoted by a sale of these lands, I take occasion again to urge the adoption of that course which has, for several years past, been annually recommended to Congress.

Proceedings of the Ordnance Board.

Since the return of the members of the ordnance board from Europe, as mentioned in the last annual report from this office, the board have been employed in prosecuting their duty of revising and amending the armament and equipment of the troops. The system of guns, carriages, and equipments, for the field artillery, has been definitively arranged, and the necessary drawings and models prepared; the details of the system of siege and garrison artillery are nearly completed; the subject of small arms has been revised, with a view to the adoption of percussion locks for them, and models of new arms, on this principle, are in the course of preparation. The supplying of horse equipments for the dragoons having been assigned to this department in February last, patterns of new equipments have been adopted, and are now in the service of the troops for trial, preparatory to the extensive manufacture of them. An ordnance manual, to guide the officers in the fabrication, inspection, and preservation of ordnance supplies of all kinds, has been prepared by the board, and published by authority of the War Department.

Organization of the Ordnance Department.

Believing that experience has established the correctness of the opinion which prompted the reorganization of the Ordnance department in 1832, I beg leave to call your attention to the propriety of completing the organization of the department by increasing the number of officers to meet the wants of the service. Previously to the reduction of the army in 1821, when the number of arsenals and depots was but ten, the Ordnance department contained 44 commissioned officers; at present, with 23 arsenals and depots, there are only 28 commissioned officers in the department, and the wants of the service are but imperfectly supplied by employing, under the authority of the act of 3d March, 1813, a number of military storekeepers, (now amounting to 20,) of whom the greatest part receive the pay and emoluments of a captain of ordnance. The act of 5th July, 1838, for increasing the military establishment, added 2 majors and 20 lieutenants to the 14 officers then in the Ordnance department; but, by a supplementary act of the 7th July, the number of lieutenants was reduced to 12. I would now recommend an addition to the department of 2 captains and 12 lieutenants, making the whole number of officers 42. This might be done with little or no additional expense to the Government, by reducing, at the same time, the number of military storekeepers, which, as well as the pay of that class of officers, should be fixed by law.

I have also to repeat the recommendation made in the last annual report, to make a different distribution of the money granted for the salaries of clerks in this office, by reducing the number to 7, and increasing the

pay of the principal clerk to an equality with that of the chief clerks in other bureaus of the War Department, which cannot be done without authority of law.

Respectfully submitted.

GEO. BOMFORD,
Colonel of Ordnance.

Hon. J. C. SPENCER, *Secretary of War.*

A.

Apportionment of arms to the militia, for the year 1840, under the act of 1808 for arming and equipping the whole body of the militia.

States and Territories.	Date of return.	Number of militia.	Number of arms apportioned in muskets.
Maine - - -	1840	46,338	438
New Hampshire - - -	1839	28,762	271
Massachusetts - - -	1840	90,857	858
Vermont - - -	1840	26,307	249
Rhode Island - - -	1840	4,491	42
Connecticut - - -	1840	43,176	408
New York - - -	1840	162,172	1,532
New Jersey - - -	1829	39,171	370
Pennsylvania - - -	1840	257,178	2,430
Delaware - - -	1827	9,229	87
Maryland - - -	1839	46,864	443
Virginia - - -	1840	105,522	997
North Carolina - - -	1838	65,218	616
South Carolina - - -	1840	48,817	461
Georgia - - -	1840	57,312	541
Alabama - - -	1840	44,332	419
Louisiana - - -	1830	14,808	140
Mississippi - - -	1838	36,084	341
Tennessee - - -	1830	72,991	690
Kentucky - - -	1840	82,335	778
Ohio - - -	1836	173,214	1,637
Indiana - - -	1833	53,913	509
Illinois - - -	1831	27,386	259
Missouri - - -	1840	34,856	329
Arkansas - - -	1825	2,028	19
Michigan - - -	1831	5,476	52
Florida Territory - - -	1831	2,413	23
Wisoknsan Territory - - -	1840	5,223	49
Iowa Territory - - -	No return.		
District of Columbia - - -	1832	1,249	12
		1,587,722	15,000

ORDNANCE OFFICE, *Washington, November 21, 1841.*

No. 3.

REPORT OF THE QUARTERMASTER GENERAL.

QUARTERMASTER GENERAL'S OFFICE,

Washington, November 15, 1841.

SIR: In compliance with instructions from your office, I have the honor to report the operations of the department confided to my direction for the year terminating on the 30th of September last.

The officers of the department have generally been most actively and zealously employed during the year in the various duties assigned to them. They are now sufficiently numerous for the most efficient discharge of all the duties which devolve on them, whether in relation to the procurement and distribution of supplies, the movement and quartering of troops, the construction of military roads, barracks, and other buildings, or the prompt accountability for the money and property which come into their hands.

At the date of the last annual report (28th of November, 1840) there was a balance in the hands of the officers of the department to the amount of

	\$215,555 91
To which are to be added—	
1. Remittances in the 4th quarter of last year	\$812,189 00
Do. in the 1st quarter of this year	428,224 71
Do. in the 2d quarter of this year	477,440 00
Do. in the 3d quarter of this year	464,501 00
	<u>2,182,354 71</u>
2. Amount received from rents and from sales of public property	23,588 86
	<u>2,421,499 48</u>
Total to be accounted for	
From which are to be deducted—	
1. Expenditures made prior to the 30th of September, 1840, but not accounted for in time to be included in last report	\$19,912 20
Expenditures in the 4th quarter of 1840	695,537 45
Do. in the 1st quarter of 1841	460,215 25
Do. in the 2d quarter of 1841	541,916 09
Do. in the 3d quarter of 1841	424,151 15
	<u>2,141,732 14</u>
2. Repayments into the Treasury and warrants cancelled prior to the 30th of September	32,826 16
	<u>2,174,558 30</u>
Leaving to be accounted for	<u>246,941 18</u>

The accounts of fifteen officers are to be received for the third quarter, which will reduce the balance about \$2,700. The remainder is distributed in small sums among seventy-two officers throughout the Union, and is all applicable to the service of the department in the present quarter.

Of the works under the direction of the department, the barracks at Turkey river, in Iowa Territory, are in progress; but I have not yet received a report of what has been done during the season. There is a balance of \$9,000 in the Treasury on account of this work, which it is believed will all be required during the present year. An additional appropriation of \$10,000 will be required for the next year, if the post is to be permanent; but, believing that the pressure of the white population will soon cause the Indians to remove west or north, I would not advise heavy expenditures on works there.

Operations were suspended last year at Fort Smith, by order of the Executive, and the mechanics and laborers discharged. A corps of mechanics and laborers has been recently employed and the work resumed. It will be pressed to completion with the utmost energy. There is a balance of the appropriation remaining of \$48,177 70; about \$30,000 of which will be required during the ensuing winter, and about \$50,000 in addition to the remaining balance will be required for the next year.

Operations have been entirely suspended at Fort Wayne. The new site is within the Cherokee country, and will include the improvements and lands that have been cultivated by people of that tribe. It is doubtful whether the site will be healthy: until that can be ascertained, I would not advise the erecting of a permanent work there.

Operations have been resumed on the works at Plattsburg. The balance of the appropriation on that account in the Treasury will be sufficient, or nearly so, it is believed, to complete the buildings now being erected, and it is not designed to ask for an additional appropriation at the approaching session of Congress.

Orders have been given to erect temporary quarters and storehouses at Oswego; and commodious temporary barracks are being completed at Detroit, at an expense, the assistant quartermaster (Captain Vinton) reports, less than the annual rent of the buildings heretofore occupied as barracks.

An addition has been made to the hospital at Bedlow's island, and repairs have been made to the barracks, quarters, storehouses, hospitals, &c., at Forts Brady, Winnebago, Mackinac, Gratiot, Niagara, at Sackett's Harbor, Houlton, Eastport, Fort Preble, Fort Columbus and its dependencies, Carlisle, Fort McHenry, Fort Monroe, at Charleston, Savannah, Baton Rouge, Fort Jesup, Jefferson barracks, Fort Crawford, and various other posts; and measures have been recently taken to cause extensive repairs to be made at the barracks near New Orleans, at Fort Morgan, Alabama, and Fort Pickens, Florida.

Additional quarters, as well as commodious stables, must be immediately erected at Fort Jesup and Fort Towson, to accommodate the companies of the 2d dragoons recently ordered to those posts. There is a sufficient appropriation for the former, but an appropriation of \$20,000 will be required for the latter.

Forts Kent and Fairfield have been occupied by regular troops, and measures have been taken to provide proper accommodations for both officers and troops. A good military road is required, to ensure a constant and

prompt supply of subsistence and other stores. I respectfully recommend that an appropriation be asked for that purpose.

The barracks at Fort Brady are not worth repairing. From the importance of that position, commanding as it does the communication with Lake Superior, a strong work with commodious barracks should be erected there. If barracks alone were required, I would present a plan and estimate; but, as a fort is necessary in addition, I respectfully recommend that measures be taken through the Engineer department to cause suitable works to be erected. Connected with this subject is one of the utmost importance to the protection of the whole Northern frontier; and, as it relates more immediately to my department of the military service, I venture to notice it here. I allude to the necessity of a complete, rapid, and uninterrupted communication from one lake to another along the whole line. With a suitable defensive work at Fort Brady we can control the communication between Lakes Huron and Superior; but our transports and vessels of war on Lake Erie cannot be used on Lake Ontario, nor can those which we may have on that lake be used on the lakes above. A canal of sufficient capacity to admit the passage of the largest steamboats from Lake Ontario to Lake Erie is required. No work could be more important in a military point of view. I respectfully recommend that measures be taken to commence it at once, and to complete it as soon as practicable.

A post is necessary on the Missouri frontier, south of Fort Leavenworth; and if the navigation of the Osage river were improved, it could be readily supplied, and at but little expense.

A small appropriation is required to complete the Western military road from Spring river to Fort Smith or Fort Gibson.

In consequence of the heavy losses sustained by the public in the wreck of vessels transporting supplies to the military depots on the St. John's, in Florida, I consider it my duty to ask your attention to the condition of the inland communication from St. Mary's, in Georgia, to the St. John's. Nature has there performed most of the work; and had that communication been improved before the commencement of the Florida war, so as to have been used as an avenue through which supplies and reinforcements could have been received, the operations there might have been more efficient, and a large sum would have been saved in the expenditures. I recommend that appropriations be asked for, and measures adopted to complete the work as soon as practicable.

If the inland communication were continued south from St. Augustine to Key Biscayne bay the military defence of the peninsula would be greatly facilitated. The Atlantic coast of Florida is more difficult of, and dangerous to, navigation than any other part of our coast; and under the most favorable circumstances the supply of all the posts between the two points mentioned is uncertain. The inland communication to which I allude, and which I urgently recommend, can be readily effected, and at comparatively little expense. Matanzas river could be improved and connected, through Graham's swamps, with Halifax river. That river connects with Musquito lagoon at New Smyrna. Neither would require much improvement. The latter, by means of a short canal requiring not more than two locks, might be connected with Indian river. That river, extending south to Jupiter inlet, more than a degree and a half of latitude, requires no other improvement than the removal of a few oyster shoals. About ten miles south of Jupiter bay is a lagoon (Bocca Ratione sound) which could be readily con-

ected with the bay, and which extends south to Hillsborough inlet, at least a degree of latitude. From Hillsborough bay to New-river inlet is not more than ten miles, and between the two points is a lake or pond that could be used in connecting them. From New-river inlet to Key Biscayne bay is not more than eight or ten miles: they could be connected by a canal, or through New river and the Everglades, which approach within two miles of the bay.

In the event of war with either of the great European Powers possessing colonies in the West Indies, there would be danger of the peninsula of Florida being occupied by blacks from the islands. A proper regard to the security of our Southern States requires that prompt and efficient measures be adopted to prevent such a state of things. Whether the Florida war be terminated during the next winter or not, I would recommend that measures be immediately taken to erect permanent works at Key Biscayne, Key West, and such other points among the keys or on the peninsula as on examination may be found to possess the greatest military advantages. The timely attention of the Government to that important object may save a heavy expense, as well as avert the most disastrous consequences.

The officers of the department find much inconvenience in consequence of the delay at the Treasury in the settlement of their accounts. They are liable to be dismissed from the service if they fail to submit them for settlement within the quarter next succeeding that in which they receive the public funds for disbursement; and yet months, sometimes years, elapse before a settlement is effected, and in the mean time the accounts and vouchers, subject to loss by fire and other casualties, are at their risk, and if lost must be replaced by them, or they cannot receive a credit. They not unfrequently incur heavy losses of money paid or supplies furnished by the delay referred to.

They make payments or furnish supplies on what is deemed sufficient authority at the time. The accounting officers disallow the amount paid or the value of the supplies furnished, but at so late a period that it is always difficult, sometimes impossible, to find the individuals or obtain repayment.

I hope measures may be taken to remedy the evil complained of.

In bringing this matter to your notice, I wish it to be distinctly understood that I make no charge against the accounting officers. On the contrary, I believe they do all in their power with the force at their disposal; but the injury to the disbursing officers is the same, whether the delay in the settlement of their accounts proceeds from neglect or want of sufficient force in the accounting offices.

The proper application of the public property is better known to the military officers than to the civil officers of the Treasury. I recommend that the accountability for all kinds of military stores and other public property in the possession of the military after the first purchase stop in the military offices, and that the property returns remain in those offices, where they are required for reference; and that in the event of any deficiency the money value of the articles deficient be reported to the Treasury, as a charge against the officers accountable for them. This arrangement would add but little to the labors of the military offices, and would in fact facilitate their operations by leaving the property returns always accessible; and would relieve the Treasury from a great amount of labor which might be applied to the prompt settlement of money accounts.

Every thing depending on this department has been done to facilitate the operations of the army in Florida ; but the expenditures there are still heavy, and, from the difficulties presented by the country, they must necessarily continue so until all the Indians be removed or the war closed.

There are heavy outstanding claims against the public there, principally connected with the volunteer and militia service. A board of officers was organized, on my recommendation and that of General Towson, to examine all claims that might be presented, and report them, with the testimony in support of them, respectively, to this office and that of the Paymaster General. Claims amounting to \$262,564 58, in addition to those for pay, amounting to \$565,390 47, have been collected, examined, and reported upon by the board. Of this amount, \$182,559 05 is on account of engagements contracted by the local Government of Florida in 1839, 1840, and 1841, on account of troops called into service for the protection of the citizens of the Territory ; \$80,365 30 of this amount is for supplies furnished to the militia who were subsequently mustered and received into the service of the United States ; and as the employment of those troops was sanctioned and their services assumed by the Executive, so also was, of course, the payment of their necessary supplies, means of transportation, and regular allowances while in the service. The remainder of the claims, amounting to \$80,005 53, are of every description almost arising out of military operations, including the charter of steamboats and other vessels, hire of wagons, and purchase of supplies by militia quartermasters who were regularly mustered, as such, into the service of the United States. There are numerous claims that have not yet been presented. Captain Heintzelman, a member of the board, has been ordered to Florida to collect them. As fast as they are received, measures will be taken to pay, as far as our means will permit, such of them as have been recognised by the Government and are properly vouched.

With regard to the claims of the Territory of Florida, it may be proper to remark that it has been officially reported to me that his excellency Governor Reid, in a communication to the Legislative Council, on the 4th of March last, giving a statement of the money received and disbursed by him for the defence of the Territory, declares that he has the assurance of the General Government that the Territorial claims, principal and interest, shall be paid ; but no authority has ever been exhibited to me sanctioning any other expenditures or claims than those incurred for troops regularly in the service of the United States. But, whether such assurance was given or not, common justice requires that those who have, in good faith, expended their time and means for the service of the country be paid. If the successive Governors of the Territory injudiciously called troops into service, let them be held to account ; but, as they represented a portion of the authority of the country, their acts, so far as third parties are concerned, should, I think, be recognised. When in command of the army in Florida, I found it advantageous to authorize Governor Call to order into service a militia force, in Middle Florida, whenever, in his judgment, such a measure should become necessary. He exercised the authority thus vested in him on several occasions, and always, so far as I was capable of judging, judiciously. He and his successor, I have no doubt, exercised, subsequently, their authority as judiciously ; and I recommend, should the Executive not have the power to recognise the

just claims outstanding, that application be made to Congress for that purpose.

In my last annual report, I took occasion to ask attention to certain claims of the Creek Indians against the Government. As the national faith was pledged to that people through me, and the pledge given has not been redeemed, it is due to myself, as well as to the Indians and the country, that the subject be again brought to the notice of the Government.

The deplorable condition of the citizens of a part of Georgia and Alabama, in the months of May and June, 1836, in consequence of the hostilities of the lower Creek Indians, as well as the desolation pervading the Territory of Florida at that time; in consequence of the hostilities of the Seminoles, is doubtless remembered.

In the month of May, 1836, Governor Call was placed in command of the army in Florida, and I was suddenly ordered from this city to Alabama. On my arrival at Tuskegee, I found a small volunteer force under Major General Patterson, and ascertained that his excellency Governor Clay had placed a detachment, under Brigadier General More, on the southern line of the Creek country. It was a matter of the utmost importance, in the then condition of the country, to detach as many of the chiefs and warriors as possible from the hostile confederation. While making arrangements for a rapid movement into the Indian country, I succeeded in obtaining the services of Hopoethle Yoholo, the principal friendly chief, and of Tuckebatchee Harjo, and Tustenuggee Emathla. Through the two former of these chiefs, but principally through the first, I carried out a system of policy (the chiefs acting different parts, and operating through different channels, without the knowledge of each other) which resulted in the surrender of the principal hostile chief, Neha Micco, on the 11th of June, with four hundred of his warriors, on that and the two following days, in addition to seventy or eighty warriors who had surrendered on the 9th. I marched on the 12th, having previously ordered General More to advance from below. Hopoethle Yoholo joined me on the 17th, with more than a thousand of his warriors; which, with the force under the two other chiefs who had joined on the 14th, made a brigade of sixteen hundred warriors.

By the energy of General Patterson and his command, the judicious movements of General More, and the excellent conduct of the Indian chiefs and warriors under General Hogan and other officers, I had obtained, by the morning of the 19th, the complete control of every hostile band, except one, on the Chattahoochee, consisting of not more than a hundred and fifty warriors; and, through Hopoethle Yoholo, the surrender of the main body was effected on the 22d of June, which virtually terminated the war.

The treaty with the Creek Indians contained a provision, that no Indian was to be removed from the country but with his own consent. With the hostile Indians I had no difficulty. As the military commander, I had the right, and I exercised it, of imposing such conditions, in all cases of capitulation, as the interests of the country and my instructions demanded; and I invariably required that they should remove. Having disposed of them, the difficulty was to remove the friendly Indians. The principal chiefs were generally in favor of emigration; but some of them, as well as their people, were opposed to it, and all of them wanted time.

The troops, whose services were required in Florida, but who could not be spared until the removal of the Indians, were costing the public; to-

gether with the subsistence of the Indians, from eight to ten thousand dollars a day. To remove by force those who were unwilling to go would have been a violation of the treaty. Pressed by difficulties on all sides, and determined not to place the country in the wrong before the world, I was compelled to assume the responsibility of acting without consulting the Government; and I accordingly made a new treaty, by which the whole nation consented to remove. That treaty, however, not having been submitted to the Senate, has only the force of a contract between the parties.

In July, 1836, I was ordered, first by the late Secretary of War, General Cass, and then by the late President, General Jackson, to raise a corps of Indian warriors, for service in Florida, and send them to General Call. At the same council at which the chiefs consented to remove they agreed to furnish a regiment of warriors for Florida. The regiment was immediately raised and sent, accompanied by several black interpreters, the property of the chiefs. One of the conditions on which the regiment was furnished, and on which the chiefs consented to move at once to the West, was, that the nation should receive a subsidy of ten thousand dollars, and that the United States should pay for any of the interpreters who should be killed or die of wounds received from the enemy. The whole nation removed, and the regiment served faithfully in Florida until discharged. The ten thousand dollars, but little more than the cost of a single day's delay in Alabama, is justly due, and the public faith is pledged that it be paid. One of the interpreters, the property of Hopoethle Yoholo, was lost in a steamboat, under circumstances that give the owner a strong claim on the country. Justice, as well as policy, requires that he be paid.

If, on a full examination, you should agree with me in opinion that the sums promised to the Indians should be paid, may I hope that you will place the subject before the President in such a manner as to obtain his favorable recommendation of it to Congress?

With high consideration and respect, I am, sir, your obedient servant,
TH. S. JESUP,
Quartermaster General.

The Hon. J. C. SPENCER,
Secretary of War.

No. 4.

REPORT OF THE CHIEF MILITARY ENGINEER.

ENGINEER DEPARTMENT,

Washington, November 19, 1841.

SIR: I have the honor to submit, herewith, a report of the operations under charge of this department for the year ending September 30th last.

FORTIFICATIONS.

In the several annual reports on the state of the fortifications of the country which it has been my duty to lay before the Executive, the expediency of adopting an enlarged scale of expenditure has been urged with all the emphasis I could venture to assume. While so many of the more important and valuable points were still wholly unprovided for, or imperfectly protected, the greater solicitude was felt that the utmost diligence should be applied, because of the lapse of time that must unavoidably accrue before the desirable state of security could be attained, even under the most liberal grants and vigorous efforts.

Congress, although annually recognising the importance of continued support of the system of defence, has often had limits set to its appropriations by the state of the Treasury. The year 1840 was, from this cause, nearly lost as to effective operations—the appropriations not having been made till near the end of July, and the condition of the Treasury forbidding the actual use of the funds before the following spring.

During the current year, up to September, a proper industry has been devoted to the application of the fund remaining of the appropriation of 1840, increased by the small appropriations of the 5th of March, 1841; and since the 9th of September, under the grant of the extra session, the several agents of the department have been enjoined to give all the force and extension to their operations consistent with judicious expenditure and faithful execution. This last grant was, however, made at so late a day that several important results, which it was hoped might be secured within the present working season, will not be accomplished till next year. The approaching winter will, however, be availed of to enter into large engagements for the supplies of that year.

The general system of defence now in course of execution, which was entered upon soon after the close of the last war, and has been made the subject of minute exploration and survey, and of careful and deliberative study, was designed to supersede or modify, because of their inadequacy, many of the old works upon the coast; and this, as regards several of the more important positions, has already been done, wholly or in part. In many other instances, however, wherein there have not as yet been means to accomplish this anticipated substitution, the works have, from abandonment, fallen into a state of great dilapidation; in other instances, a state of

partial dilapidation has ensued to works which belong to the new system, arising in some cases from abandonment, in others from the insecure foundations on which it was necessary to erect them, and in other cases from both causes combined.

The leading objects of this department touching these several circumstances have been and still are—

1st. To bring into a state of entire readiness for service all the works of the new system which are near completion, and all the old works which are to be retained, with or without modifications, observing strictly the order of relative importance.

2d. To place and maintain in a condition of complete repair and efficiency all the works of the new system that have been finished.

3d. To bring into a condition for service such of the old works guarding important positions as cannot for some time to come be replaced.

In the furtherance of these objects, I am happy to have it in my power to state that the defences of the country have received at several of the most important positions great acquisition of strength within a short period; and that the measures now in hand, together with those in contemplation, as exhibited by the estimates which accompany this report, are expected to yield other results of not less interest by the close of another year.

I have, within the year, made a personal inspection of every work (with two or three exceptions) under construction or repair, in the country; and I can state, on a full and careful examination, that the conduct of the officers in charge is characterized by industry and zeal, by professional talent, and by a scrupulous care of the public interest, justifying the fullest confidence on the part of the Government and nation.

Fort Preble, Portland harbor, Maine.—The repairs required to the scarp wall, parapets, terreplein, and gate-way of the work, have been executed.

Permanent gun platforms were laid and the fort was ready to receive its armament on the 30th September. The water battery requires further repairs and additions, for which an estimate is submitted.

Fort Scammel, Portland harbor, Maine.—Similar repairs have been applied to this fort. The magazine has also been repaired, a shot furnace erected, and pickets put up along the gorge. Permanent gun platforms have been laid, except the iron rails, which will be put on before the 31st October, when the fort will be ready to receive its armament.

It will now be necessary to repair the block-house, which is connected with the battery, as a keep and barrack; and also to provide a cover for guns commanding the water to the east of the island, which objects are covered by the estimate.

Fort McClary, Portsmouth, N. H.—This year, operations commenced a few days prior to the 30th September, and at that date had been confined to the collection of materials.

By the 30th November the platforms will be laid, and the fort ready for its armament; the battery itself being then complete and ready for service. The magazine of this work requires repair, and there are other matters indispensable to its security, requiring an additional grant.

Fort Constitution, Portsmouth, N. H.—The funds appropriated for this work have been applied to laying platforms and constructing shot furnace. Operations were commenced in September; by the 30th November the platforms will be ready to receive the armament. Although the

fort will be in an effective condition, presenting a formidable array of guns, another appropriation is needed to make certain important repairs.

Islands in Boston harbor, Mass.—The sea-wall of *Rainsford island* is reported in good condition, the wall having sustained no injury. The pavement and embankment in rear require some repair, for which there are funds now available.

The sea-wall at *Deer island* has recently been injured by one of the severest storms that has occurred at that place for some years. To repair it an item of \$2,000 is inserted in the annual estimate.

Lovell's island.—This island belongs to the Government; it lies immediately north of *George's island*, where is the main defence; and its immediate protection is, in the opinion of Colonel Thayer, the officer in charge, "of paramount importance." The estimate of the cost is founded on a careful examination and survey.

West-head battery and Southeast battery, Winthrop's island, (Governor's island,) Boston harbor.—The repairs of these batteries, for which a small sum was appropriated in September last, commenced in the latter end of that month, together with a survey of the island on which they are placed. Of course, but little could be accomplished since that time. The repairs, however, it is hoped, may be finished early in the next season, and without further appropriation.

Fort Independence, Boston harbor.—At the close of operations this autumn, with the exception of one curtain, the entire scarp wall and all the piers, arches of casemates and galleries, and the beton roofings in connexion therewith, will have been completed, as also the parade walls, asphaltic roofings, foundations of breast-height walls, and embankment of terreplein and parapet on curtains of fronts No. 1 and No. 2.

Fort Warren, Boston harbor.—A large quantity of masonry has been laid this season, amounting to nearly 17,000 cubic yards. Most of the masonry of fronts No. 1, No. 2, and No. 3, is now finished, and a part of No. 4 laid. The interior wall of the coverface, with its ramps, is completed; its terreplein embanked and levelled, and prepared to receive platforms for the guns of the armament.

With the amount asked for the next year, it is proposed to place the work in such a condition that, with a few simple arrangements, requiring little time or expense, it might in case of emergency be prepared to make a respectable defence.

Old Fort at New Bedford, Mass.—No other repairs have been undertaken at this work than such as were necessary for mounting the guns. It is expected that the full armament will be provided for before the close of the season.

The existing battery being, however, entirely too small for the important position which it occupies and the valuable objects it is designed to protect, the further appropriation contemplated in the estimate is designed to commence the work of enlargement.

Fort Adams, Newport harbor, R. I.—This work is so far advanced as to leave no doubt of the entire completion this year of the main work, with the exception of some trifling matters. There will then remain but the redoubt, the sodding of the caponniere, and the sodding and breast-height walls of the re-entering place of arms of the east front, to complete. The fort is now prepared for its whole armament.

The officers and soldiers' quarters being finished, and the work other-

wise ready for occupancy, two companies have been sent to garrison it, and orders issued for the guns of its armament, which will be mounted without loss of time.

Repair of Fort Griswold, New London harbor, Conn.—Operations were commenced upon the old battery immediately after the passage of the appropriation bill in September last. Part of the embankment of the parapet has been re-formed, and considerable progress made in the extension of the south branch; some rock has been quarried from the terreplein, and a portion of the scarp wall nearly finished. The battery will probably be ready to receive a portion of its guns this season.

Fort Trumbull, New London, Connecticut.—During the season, operations have been confined chiefly to building the place of arms, completing the exterior battery, repairing the block-house, building the scarps and piers of the north and west fronts of the main work, constructing drains, removing part of the old work, and quarrying granite in the vicinity of the work. The work is now ready to receive a portion of its armament.

Fort Niagara, at the mouth of the Niagara straits, Lake Ontario, New York.—Most of the masonry of this work was completed by the 30th September; before the close of operations all the new masonry of the fort proper will be finished, leaving only some repairs to be applied to the old sea-wall on the lake side.

A very considerable portion of the timber revetment of the work has been put up, and most of the remainder is nearly ready for laying, and it is confidently expected that by the 1st of December all the revetment will be up, the whole of the parapet formed, the platforms laid in the bastions of the west front, and the other operations so far advanced as to bring the fort proper to a state of completion.

The last appropriation is considered sufficient to complete the fort, repair the magazine, and apply some necessary repairs to the two stone block-houses of the old work. Funds will be required in addition for some smaller operations, including the constructing of a furnace for heating shot. An item for these purposes is inserted in the estimate for the service of 1842.

This work has been reported ready for its armament, and a company of troops has been ordered to garrison it.

Fort Ontario, Oswego, New York.—The whole of the timber revetment of the main work has been put in place, the ramps constructed throughout, the terreplein finished, and the embankment of the parapet completed; a postern has been constructed, and gates hung; the parade has been graded and a well partly dug; the magazine walls have been carried up to the springing line of the arch, the gun platforms have been laid, and the fort is ready to receive its armament.

All the heavy embankments on the exterior are made, and before the end of the season it is hoped that the work will be in condition for effective service, with the exception of quarters, barracks, and storehouse, which cannot be erected till next year. The completion of the necessary accommodation for a garrison, and the construction of a sea-wall, which the encroachment of the lake makes indispensable to the preservation of part of the site, will require an additional appropriation.

A company of troops has been ordered to occupy the fort.

Defensive works near Detroit, Michigan; Defensive works near Buffalo, New York; Defensive works near the outlet of Lake Champlain.—An appropriation was made in September last for each of these objects, and

agents of this department were forthwith instructed to make inquiries and enter into preliminary negotiations in relation to the purchase of proper sites. These are still in progress.

During the month of October I examined particularly, in company with the engineer officer in charge, each of the two first-named localities.

A commencement will be made at all these points as soon as the title to the sites shall be secured according to law.

Defensive works at the junction of the Matlewamkeag and Penobscot rivers, Maine.—Soon after the passage of the appropriation for this object in September last, an officer of the board of engineers was instructed to make the requisite examination as to the site, and the disposition to be made of the works, as soon as his other duties would permit. These duties, however, continued to be of so pressing a character, that it was not possible for him to leave them until too late in the season for effective operations.

Fort Schuyler, New York harbor.—Since the last annual report, the masonry of the coverface and of the outworks belonging to it has been completed, with the exception of the coping and of the interior revetments of the parapets, and the platforms for casemate and barbet guns; the sea-wall on the northeast side has been raised, the greater part of the earth work of the coverface and its outworks has been completed. Considerable progress has been made in the land front of the main work and in the gun casemates; the latter are so far advanced that they will be ready to receive the lower tier of guns as soon as the platforms are laid, which will be, probably, in the course of November.

Repairs of Castle Williams, New York harbor.—The communication arches of the second tier have been repaired, platforms are now being laid for the barbet guns of the upper tier, and some slight changes have been made in the embrasures of the lower tier. All the guns have been mounted on the first and second tiers of this work during the past year, and by the 1st of December the remainder of the armament, namely, the guns of the barbet tier, may be mounted. To erect new shot furnaces, to make the magazine bomb-proof and apply some interior modifications, to raise the parapet to the proper height, protect the arches from the percolation of water, and execute other repairs not less necessary to the service of the battery or the accommodation of its garrison, will need the additional appropriation asked in the estimate.

Repairs of sea-wall of Castle Williams and other parts of Governor's island, New York harbor.—This work has been going on under contract, but has not advanced as rapidly as was expected. Twelve running yards only have been entirely finished and received. It will probably be necessary to enter upon a new contract, or to carry on the work next season by hired labor.

Repairs of South battery, Governor's island, New York harbor.—During the past season this battery has been reported ready for its full armament. Some additional repairs, chiefly to the magazine, will be necessary, for which an item is inserted in the estimates.

Repairs of Fort Columbus, New York harbor.—The magazines of this place are in course of repair. The whole of the old wooden lining is to be replaced with a new one, secured against decay by the process of kyanizing. Some other slight work has been performed, to place the fort in a state of complete efficiency. During the past season it has been reported

ready to receive all its guns, and it is now occupied by two companies of troops.

It is expected that \$2,000 will cover the few remaining repairs.

Permanent wharves for Fort Columbus, Castle Williams, and South battery, Governor's island, New York harbor.—It is proposed to construct but one wharf, so situated as to serve sufficiently the three works on the island. A contract has been made for the pier-head, with energetic men, possessing ample means; most of the material is already on the island, and a coffer dam under construction.

An estimate made, after a minute examination of the locality, and on a detailed plan of the work, requires an appropriation of \$8,000.

Repairs of Fort Gibson, Ellis's island, New York.—During the past season this work has been reported ready for its full armament. Something yet remains to be done to the magazine, and a furnace for hot shot is to be constructed, but no further appropriation is asked.

Repairs of Fort Wood and sea-wall, Bedlow's island, New York.—The repairs were commenced about the middle of September, since which time the breast-height wall has been put in order, and the parapet of so much as bears upon the channel re-formed and sodded. All the gun platforms have been laid, and the fort has been reported ready for its armament. Preparations have been made for a commencement of the repairs of the sea-wall and advanced battery.

Repairs of Fort Hamilton, New York harbor.—The original embrasure battery of the terreplein on the water front has been converted into a barbet battery; its terreplein re-graded and paved with brick set in cement, and the platforms for the guns laid, with the exception of the iron rails. When these are put on, which will require but a short time, the battery will be ready for its armament.

The casemate battery below has its armament mounted, and a company of troops is now stationed in this fort.

The remainder of the work of the season has been applied in remedying the leaks of casemates, renewing the floors and ceilings of the magazines, and contriving better ventilation for the latter.

It is now ascertained that many of the casemates leak in such a way as to make repairs indispensable; how far, exactly, these must extend cannot be ascertained except in measure as the remedy is applied. There are, moreover, some modifications demanded, which, bearing directly on the efficiency and strength of the defences, cannot be overlooked in a position of such importance. Towards these ends a further appropriation is asked.

Repairs of Fort Lafayette, New York harbor.—The funds available for this work will have been exhausted by the close of the season. They have been applied principally to procuring and kyanizing timber for the floors of the upper batteries, and putting some in place, getting bricks for the pavement of the lower battery, preparing permanent platforms for the guns of this battery, and preparing the upper battery for its armament. The fort is now occupied by a company of troops.

Additional funds will be required for this work also, and an estimate is therefore submitted.

A careful examination of this work showed several operations to be necessary, which were not anticipated. The whole of the lower platform, for example, though appearing perfectly sound to the eye, was found to be rotten every where beneath the surface; for this there has been substituted

a brick pavement. The two upper platforms were found to need additional trussing, which has been applied.

The best portion of the battery (namely, the upper tier) is now wholly unavailable, owing to the arrangement of the parapet and the construction of the roof. To make the requisite changes, and to make some further repairs, will require a further grant. This most important battery will be ready for its additional tier of guns early in the ensuing year.

Repairs of Battery Hudson, Staten island, New York.—Under the permission granted to the United States, by the State of New York, to take possession of the forts and military works on Staten island, for the purpose of repairing them, operations were commenced, about the 1st of June, to place in a state of defence the lower branch of this battery—the means being drawn from the contingent fund applicable to fortifications.

A breast-height wall has been constructed, the parapet finished, and the permanent platforms nearly so. It is expected that the battery will be ready for the whole of its armament this season.

It is designed, the coming season, to extend the length of the battery, and to connect with it one or two small magazines, and also several shot furnaces.

Battery Morton, Staten island, New York harbor.—The repairs of this work were undertaken under the same circumstances, and were similarly directed, the object being to prepare it for immediate service. The operations for laying permanent platforms are in progress—a breast-height wall has been built, and the parapet re-formed. A shot furnace will be added.

The estimate of this department again anticipates the purchase, from the State of New York, of the site of all the fortifications on the Staten-island side of the Narrows, and the execution upon them of further and important repairs. The work already done by the United States has brought into play at this point a considerable number of guns—far short, however, of a full and proper occupation.

The failure of an appropriation for the repairs of these works, at the late extra session of Congress, is much to be regretted, in consequence of the delay which it will necessarily occasion in the execution of essential repairs.

The position occupied by them is one of the highest importance to the proper defence of the city and harbor of New York. They are situated opposite the *Narrows*, at the point most remote from the city, where the channel can be properly and securely defended. It is the point where an approaching fleet can be most powerfully and successfully opposed; and which, if once passed, will enable an enemy to approach so near the city as to commence upon it the work of destruction at the same time that he would attack the forts on the interior of the harbor. The *Narrows*, indeed, may be termed the principal gateway of the great harbor of New York; and no time should be lost in fortifying and strengthening the position.

The advantages of this position, and the propriety of fortifying it, are subjects which have been frequently mentioned heretofore: they are so important, however, that I hope I shall be pardoned for again urging them upon the attention of the Government.

Sandy Hook, New York harbor.—The original project of defence for New York harbor contemplated two large casemated batteries on the shoals about three miles outside of Sandy Hook. They were designed to

prevent an entrance into the lower harbor—a large and admirable roadstead, lying between the Narrows and Sandy Hook.

A recent survey of the exterior mouth of the harbor has shown, however, that the works would be unavailing, from the existence of another channel which they would not command. This newly-discovered channel may, moreover, be the result of natural changes in the form and position of the shoals; and, so long as this point remains unsettled, it would obviously be unwise to erect expensive structures that might be the subject, and even the cause, of other changes.

The introduction into the naval service, within a few years, of numerous vessels of light draught of water, (which vessels could avoid any works erected on the shoals,) removes all reason for adhering to the original design.

Abandoning the advanced position, a work on Sandy Hook becomes necessary, and its immediate commencement is urged, for the following reasons:

1st. It will exercise an important action on the passage of all large vessels.

2d. It will prevent the occupation of the best anchorage in the lower harbor by an enemy, who, anchored here, would at all seasons of the year maintain a perfect blockade. No stress of weather would oblige him to take an offing.

3d. Although an enemy might perhaps anchor in the lower bay beyond the reach of shot and shells from this work and those at the Narrows, still there is no probability that the anchorage would be sought for any purpose of blockade or investment, when it could be entered or departed from only by passing under the fire of the heavy battery now proposed.

4th. It would remove the landing-place of an expedition against the city or the navy yard to a considerable distance from both; whereas such a landing could now be made within five or six miles of the latter, with no obstacle intervening between the enemy and his object.

Many other advantages might be enumerated. The above are deemed sufficient, however, to show the necessity of a work on the point named.

For the commencement of such a work, the sum of \$50,000 is asked.

Fort Mifflin, Delaware river.—This fort has been out of the charge of this department for two years, having been put in a state of defence and condition to receive its entire armament. A garrison has lately taken possession.

A sum available for the repair of the dikes of the island will be applied at the proper season.

Fort Delaware, Pea-patch island, Delaware bay.—In consequence of the still unsettled state of the title to this island, nothing has been done at this work for several years. The agent of the United States residing on the spot, for the purpose of looking after the large amount of materials there collected, is a tenant at will of Mr. J. T. Hudson, who has legal possession under a decision of the United States circuit court for New Jersey.

It is greatly to be desired that the legal impediment to the renewal of operations at this position be removed without further delay; or, in case of a decision adverse to the claim of the United States, that a position be selected elsewhere, if an undisputed title to this cannot be secured on reasonable terms.

Fort McHenry, Baltimore harbor, Md.—This work has for some time

been occupied by troops, and is in a good condition for service, having all its armament in place. It is desirable, however, to erect two new shot furnaces, and to take some additional precautions in relation to the security of the magazine; both of which operations will be attended to at an early day.

Fort on Sollers-point flats, Baltimore harbor, Md.—I have again to renew the proposition to commence this work, which was contained in the annual report from this office for the year 1839, repeating the words of that recommendation: "With Fort McHenry as the only defensive work between Baltimore and the Chesapeake bay, that city is wholly without defences against an attack by land—such, for instance, as was undertaken by the English during the last war—and is, at the same time, not adequately protected from an attack by the river.

"The first step to be taken in the creation of a better system of defence for this harbor is the erection of a strong casemated battery on the outer extremity of Sollers-point flats—a work projected by the board of engineers many years ago. This work being completed, the channel of the river will be powerfully commanded; and an enterprise advancing against the city from North point, or along the opposite shore, will be liable to be cut off from all retreat by troops thrown across the river, or sent down the river and landed near the work.

"The position is a good one; the work is indispensable to the security of Baltimore; and, as much time must necessarily be consumed in raising the foundations out of water, it seems important that immediate measures be taken for the commencement of the work; and to this end a small appropriation is asked for next year."

Repairing forts in Annapolis harbor, Md.—Owing to the want of an officer to take charge of these repairs, and the lateness of the day when means became available, nothing has yet been done in fulfilment of the object of the appropriation. It is expected that the contemplated repairs may be commenced at an early day next year.

Fort Washington, Potomac river, Md.—With the appropriation of March last, for this work, the permanent gun platforms have been all laid except five, which could not be put down until after the projected repairs were applied. The stone coping of the parapet of the main work was reset, in part, the breast-height wall of the demilune repaired and coped, the magazines made bomb-proof, the old caponnières in the ditch of the demilune removed, the wharf raised, and some other inconsiderable repairs and changes made.

The work will be ready before the close of the season to receive all the guns bearing upon the channel, and orders have been already issued for mounting a portion of this armament.

No appropriation is asked for this work for the next year, although it is not anticipated that the funds available will be adequate to its entire completion. After the progress of another season, with the means in hand, a more exact estimate can be made of the sum necessary to finish. As stated in last year's report, the fort, although first garrisoned for many years, and since abandoned during a still longer term, was never completed, a considerable portion of wall not having been even commenced.

Fort Monroe, Old Point Comfort, Virginia.—The repairs to Fort Monroe, with the exception of a small portion on front No. 7, were confined to the four water fronts. The work on these consisted in uncovering

the roofs of casemates, paying them over with a cement believed to be water-proof, and re-covering them with earth, putting in relieving arches back of the scarp wall, turning arches and laying pipes for the drainage of the casemates, building breast-height wall, re-dressing coping of scarp, raising parade wall, and forming parapet, terreplein, slopes, and ramps. On front No. 7 a part of the scarp wall has been raised, part of the coping re-set, and the terreplein regulated. A large number of gun platforms were laid, and two of the water fronts are now ready for their armament. It is expected that by the end of the year the other two water fronts will also be completed.

A bridge has been built over Mill creek, connecting the fort with the main land, and the road adjoining it repaired; these are now nearly completed, and within the amount appropriated for the purpose.

Three companies of troops have been ordered to Fort Monroe during the past season.

Fort Calhoun, Hampton roads, Virginia.—The load on the piers and walls, which has been gradually increased for the last three years, is now completed. More than 12,000 tons of stone have been added during the year, and the foundations now sustain a greater weight than will bear upon them when the work is entirely finished, armed, and occupied. It is proposed to allow this weight to remain until the subsidence of the foundation ceases, when it can be removed and the superstructure safely raised.

Fort Macon, Beaufort harbor, North Carolina.—This work having been unoccupied by troops for the last five years, and the attention of the Government having been withdrawn from it, considerable preparations were necessary before the work of repair could be commenced. The wharf for landing materials needed repair, and also the temporary buildings for workshops and laborers' quarters, to render them available. The drainage of the roofs of the casemates and the repairs of the cisterns have been completed. The system of drainage on the interior of the work is now considered complete.

The necessary arrangements have been made for procuring cut stone for permanent gun-traverses, pintle-blocks, &c. A portion of the traverse-stones, pintle-blocks, and iron rails, have been received; the operations of drilling and laying them are in progress, and the work will soon be ready to receive a portion of its armament.

An additional appropriation of \$20,000 will be required to render this work complete in every respect, according to the estimate of the officer in charge of the repairs.

Preservation of site of Fort Macon, N. C.—The plan adopted for the preservation of this site is the same as that so successfully employed for the protection of the site of Fort Moultrie, namely, the construction of jettées of rough stone, based upon grillages of palmetto logs, and carried out in a direction perpendicular to the shore of the site.

It was deemed advisable to commence the construction of the western jettee first; and, as no vessel could lay off this part of the shore for the delivery of materials, it became necessary to repair the temporary wharf which had been constructed for the use of the fort, to construct a railway from the wharf to the site of the jettee, about half a mile in length, and to provide the necessary machinery for the transportation of materials thereon. These preparations have all been made; the jettee has been commenced, and its

construction will be pushed forward as rapidly as the supply of stone from the North will permit.

Fort Caswell, mouth of Cape Fear river, N. C.—The breast-height wall has been completed except a small gap, left for communication; the rampart will have been finished before the close of the season. The remainder of the gun platforms required for the work have been procured, and it is expected that early in November the flank and face of the main work on the east side will be ready to receive their guns. The dike retaining the water in the outer ditch has been repaired, and the lock-gate completed and put in place.

The amount now available for this work will be sufficient to complete the repairs of the fort; but for the extension of some of the old jetties, and construction of new ones, all deemed to be necessary for the preservation of the site, an additional appropriation of \$6,000 will be necessary.

Repairs of the sea-wall of Castle Pinckney, Charleston, S. C.—The late period at which the appropriation was made rendered it necessary to postpone these repairs until the fall; they will be completed, however, before the end of the year, the appropriation being deemed amply sufficient.

Castle Pinckney was reported in March last as ready for its armament.

Fort Moultrie, Charleston harbor, S. C.—Since the last annual report, the repairs of this work have been completed, with the exception of one small item; the platforms are all laid, and the work is ready to receive its guns.

Fort Sumter, Charleston harbor, S. C.—Operations were resumed on the foundation of Fort Sumter in January last. A permanent wharf was commenced, to facilitate the discharge of materials, and the foundation (under water) of the fort has been pushed on as rapidly as the amount of stone received would permit. Whenever the state of the tide would allow, the laborers have been employed in levelling the foundation to receive the masonry of the superstructure. To this object the labor of the season has been mostly restricted.

It is important that the foundation, and the rough stone breakwater designed to protect it from abrasion, should be raised to the level at which it is proposed to load them with the materials of the superstructure as nearly at the same time as practicable, that the settling may, as far as possible, be rendered uniform; and, as it is designed to suffer the foundation to remain some time under the pressure it is ultimately to bear, it is desirable that it should be raised to this height with the least possible delay. To attain this object the next season, an appropriation of the amount estimated for will be necessary; and it is to be hoped the great saving of time and expense to be derived from it will prove a sufficient inducement to secure its passage.

Preservation of the site of Fort Johnson, Charleston harbor, South Carolina.—The preservation of this site, by a system of palmetto grillage, loaded with stone, similar to that applied so successfully at Sullivan's island, was commenced in January last, and carried on very advantageously, by the application of the force belonging to Fort Sumter, at such times as the state of the tide or weather would not permit work at the latter place. One section of the grillage, and 275 feet of the work along the shore, have been completed.

The available means are deemed to be adequate to complete the works of protection in front of the public ground, but it is probable that the pres-

ervation of this point of James's island may require a prolongation of the works along the shore, and to this end a further grant may be solicited.

Preservation of Sullivan's island, Charleston harbor, S. C.—This work is completed, so far as regards the system of jetties and crib work established on the island itself; and, as appears from the appended report, (marked A,) with the most satisfactory results. In the opinion of this officer, however, and of this department, the protection of Sullivan's island cannot be considered complete until after the establishment of a breakwater on Drunken Dick shoal, to prevent a breach of the sea over a low and narrow neck of the island, of which there are now well-grounded apprehensions.

Under an appropriation of the late extra session, a commencement will be made of this work as soon as the surveys necessary to determine on its exact location shall be completed.

Fort Pulaski, Savannah river, Georgia.—In consequence of the lateness of the season at which funds for this work became available, no progress has been made in the masonry during the year ending 30th September last. The wharves, machinery, flats, &c., have, however, been put in order, and materials collected, so as to authorize an expectation, with the present means, and by active operations during the winter, that the work will be far advanced towards completion by the 1st of May next.

Repairs of Fort Marion and sea-wall at St. Augustine.—The appropriation of March last was too late to be made available before the fall of the year; the funds remaining from former appropriations were applied, during the working season, to the construction of the walls of a basin around the opening which it had been found necessary to leave in the main sea-wall opposite the public square of the city. The present funds will be applied to the completion of the sea-wall and to the security of the portion of the fort washed by the sea.

Fort Morgan, Mobile point, Alabama.—The earth has been removed from the front of curtain No. 2 to the glacis of the adjoining place of arms, and secured with brush; the drains of the casemate arches have been uncovered, the issues arched and enlarged, and the earth replaced on two fronts; an accumulation of drift sand removed from the arched postern to the rampart; the breast-height wall has been brought to the proper height on two fronts, and a temporary wharf has been constructed. It is expected that the fort will be ready to receive its armament by the 1st of January next. Two companies of troops have been ordered to this fort.

Fort McRee, Pensacola harbor, Florida.—This work is completed, with the exception of a gallery of communication between some of the casemates. During the present year it has been reported ready for its full armament.

Fort Barrancas, Pensacola harbor, Florida.—The repairs of the old water battery are completed, and it is now ready to receive its guns.

A considerable portion of the counterscarp of the work on the bluff has been laid; the glacis has been raised to about half its intended height all round, and will soon be completed. The foundations for the scarp have been excavated.

Fort Pickens, Pensacola, Florida.—The repairs of Fort Pickens are finished, except a part of the glacis and remedying leaks in some of the casemates. During the past season this work has been reported ready to receive all its guns.

Fort Jackson, Mississippi river, Louisiana.—By the end of June, when

the approach of the sickly season interrupted the work, the officers' quarters had been thoroughly repaired, several breaches in the levee filled up, and the growth of young timber cleared from the vicinity of the fort. The earth was removed from over the casemates of two fronts, the lead covering removed, and relieving masses placed at the back of the scarp wall. Part of the casemates were re-leaded. The breast-height wall of part of the covered way was modified, and the foundation of a number of gun-platforms laid. Some other inconsiderable repairs were applied.

The sudden approach of the sickly season interrupted the laborers before as much work had been done as was anticipated.

Operations will be resumed with vigor at the earliest moment practicable.

Owing to the instability of the foundation, the labors on this work were arrested in 1831, before its completion, and in order to give full time for the unavoidable subsidence of the walls and piers. It is now designed to bring it to completion without delay.

Fort St. Philip, Mississippi river, Louisiana.—It is the intention of the department, without applying any extensive repairs or making considerable changes in the old Spanish fort, to bring it, with the least outlay, to a state of efficiency. It is proposed to lay the platforms for barbet guns, repair the gate and drawbridge, modify the breast-height wall, regulate the terreplein and banquette, and clear away the trees, prairie grass, &c., from the interior and vicinity of the fort. The laying of the platforms is now in progress, and will doubtless be completed before the end of the year. The bridge has been repaired and many trees cleared away.

Fort Livingston, Louisiana.—Only a small portion of the funds for this work being available, active operations were not commenced till the middle of July last; the time up to this date was consequently employed in minor preparations, such as completing the temporary quarters, making a levee to protect the site of the work from overflow of the tide, and in cutting wood for burning lime. Since the funds became available they have been applied in grading the track of a railroad from the wharf to the fort, laying the foundation of the scarp wall of the southeast front, and 80 running feet of that of the southwest front, and constructing the glacis of the northeast and northwest fronts. Some accessory work has also been performed.

Engagements have been made for a large supply of materials, and it is anticipated that during the winter the operations will be prosecuted with energy.

Fort Wood, Louisiana; Fort Pike, Louisiana.—Some repairs indispensable to the security of these works were commenced last spring, and considerable progress had been made when the operations were interrupted by the sickly season. They will be forthwith resumed, and it is hoped that both forts will be brought to an efficient state during the ensuing working season.

Battery Bienvenu, Louisiana; Tower Dupré, Louisiana.—These works, having been left to themselves for several years, have suffered materially from decay, neglect, and wanton injury.

On a personal inspection made by me in April last, it was found necessary to order a minute survey of each work, in order to determine as to all the repairs necessary to a serviceable condition. These repairs it is proposed to apply during the ensuing winter.

Contingencies of fortifications and incidental expenses attending repairs of fortifications.—So far as the appropriations under these heads have been applied, they have been expended upon objects connected with works of fortification, which were not provided for by specific appropriations. As balances under these heads remain on hand, which are deemed adequate to meet the probable wants of the ensuing year, no further sums are now asked.

ROADS, RIVERS, HARBORS, &c.

1. *Removing light-house at Goat island, Rhode Island.*—The further appropriation asked for in the estimate of this office is necessary to bring this improvement to completion.

The pier, the light-house, and the dike for the length of 980 feet from the pier, are all entirely completed and in good condition; the lantern is put on; the light-house is perfectly tight; and the lamps might be put up and lighted at any moment, were the dike finished and the connexion with the shore unbroken. To complete this connexion, and to ensure its safety by erecting an iron railing along its entire length, a further appropriation of \$13,000 is necessary. Until this additional grant be made, the work already executed, deemed to be greatly important to the navigation of Newport harbor, cannot be availed of.

2. *Flynn's Knoll light-house, New York harbor.*—The annual report of the officer in 1839 described the failure of the first attempt to fix the foundation of this building, and mentioned the reference of the subject to a special board of engineer officers.

A majority of those officers presented a project, with a memoir and estimate, illustrated by drawings, in great detail.

The portion of the appropriation for this object which remained in the Treasury on the 31st of December, 1839, (namely, \$138,909 26,) having reverted to the Treasury, a re-appropriation thereof is recommended.

3. *Improvement of the navigation of Hudson river, New York.*—The officer in charge of this improvement reports that "no material change has taken place in the condition of the works connected with it since the date of the last annual report." Considerable injury has been done to one of the islands by the ice and freshets of the last spring, in consequence of the suspension of operations. The navigation of the Overslaugh bars continues to be uninterrupted. Some little work has been done at the expense of the cities of Troy and Albany, but all the funds arising from a partial sale of the public property have been absorbed in keeping the remainder in repair; indeed, the latter expenses have so far exceeded the receipts that a further sale will be necessary.

It is to be regretted, on every account, that the appropriations for this work have been suspended for so many years. If it be the intention of Government to continue the improvement, the importance of liberal and early appropriations cannot be too strongly pressed on its attention. See report of the officer in charge, (marked B.)

4. *Closing Hog-island channel, Charleston harbor, South Carolina.*—In the annual report for 1839 it was recommended that, in consequence of the progressive deepening of Hog-island channel, and of accumulations in front of a part of the city of Charleston, this channel should be closed. I have now the honor to renew that recommendation. To avoid the neces-

sity of referring to former documents, the report of the engineer officer superintending in Charleston harbor is again appended, (marked C.)

5. *Ohio river, between Pittsburg and the falls.*—It was stated in my last annual report that the operations on this work had been suspended for want of appropriations, and that a part of the public property had been sold to provide means for preserving the rest. Most of the property of a perishable nature has been sold, whilst the engines and machinery of the boats, and other property not subject to rapid deterioration, have been retained, and will be available for future operations. A new appropriation is asked, for which estimates are submitted.

6. *Ohio and Mississippi rivers, from Louisville to New Orleans; Arkansas river; Missouri river.*—All operations for the improvement of these rivers have been suspended for the want of funds. The boats, machinery, and other public property belonging to them, have been collected near St. Louis, Missouri. The preservation of this property was intrusted to the former superintendent of these works, who retained the management of it until within the last few weeks, when, by direction of the War Department, he was removed, and another agent appointed to the charge. The property, though valuable, and obtained at a considerable cost to the Government, is now, for want of an appropriation, unemployed and useless, and its protection necessarily attended with expense. It is, moreover, liable to constant decay; and thus, without rendering any service, is daily becoming less and less valuable. If, therefore, it be the intention of the Government to continue these improvements, the operations upon them cannot be resumed at too early a day.

7. *Improvement of the Mississippi, above the mouth of the Ohio.*—As stated in my last annual report, this work was suspended for want of funds. The tools, machinery, &c., that would be of service on a resumption of the work, are stored away or otherwise protected, awaiting a further appropriation.

8. *Piers in St. Louis harbor.*—By direction of the War Department, the funds remaining from the sale of the public property belonging to this work were last spring transferred to the city authorities of St. Louis, to be by them applied to the prosecution of the work, under an assurance that the project of the Government in its construction should be adhered to, and the officer formerly in charge was withdrawn.

9. *National road.*—No appropriation having been made for the continuation of the Cumberland road in Ohio, Indiana, and Illinois, since the year 1838, the operations have been entirely suspended, the business closed, and the officers ordered to other stations. Much of the road being left in an unfinished state, it is liable to be washed and worn away; unfinished structures upon the road are exposed to destruction; and the longer the resumption of operations is deferred the greater must be the cost of final completion.

An estimate is submitted, herewith, for the continuation of the road in each of these States; and if it be the intention of the Government to prosecute this work, an early appropriation is certainly recommended by every consideration of economy and sound policy.

The annexed reports (marked D and E) of the officers heretofore intrusted with the superintendence of this work, give a history of its progress. They contain statements showing the cost of the finished and the expenditures upon the partly finished portions of the road; they also contain

estimates for its entire completion, together with other matters of interest connected with the work, and to which your attention is respectfully invited.

MILITARY ACADEMY.

Professional engagements, not to be postponed, have prevented my making, as yet, the minute inspection which ordinarily precedes the annual report on the condition of this institution. A constant correspondence has, however, been maintained; and I have quite recently visited West Point on other duty; so that in speaking of the undiminished prosperity and success of the academy, and in noticing the unwavering zeal and steadfast fidelity of the superintendent and the various officers, military and academical, who are united with him in the common duty of keeping this institution fully up to the great purpose for which it was created, I must be understood as expressing a confidence founded on information fresh and full.

A board of visitors, which was assembled at that institution in June last, by invitation of the Secretary of War, to witness the annual examination, communicated a very interesting report of their observations, which is transmitted herewith, (marked F.)

As connected with an improvement, both of this institution and of the military establishment at large, which I deem to be of the highest importance, I take the liberty of repeating here a recommendation which I have twice before thought it my duty to urge upon the attention of the Government.

The practical instruction afforded at this institution (independent, I mean, of that which properly appertains to the scientific instruction—such as the use of surveying or astronomical instruments) is becoming every day, by gradual additions, more and more important to the military service of the country. It now consists of infantry and light infantry drill and manœuvres; artillery drill and field manœuvres with horses; artillery practice with ordnance of all kinds; the preparations and works of the laboratory; fencing and the sword exercise; and riding, and cavalry drill and manœuvres.

In all these branches, assiduous and persevering attention is paid to the instruction of the cadets; in consequence of which they leave the academy prepared to enter, in the most efficient manner, upon their field duties as officers. It is needless to say how important to the welfare of the military establishment is this state of preparation on the part of those who recruit the ranks of the officers.

In another branch of military service (namely, practical military engineering) there is, however, a lamentable want of instruction. And, as the introduction of this into the system of the academy requires further legislation, I take the liberty of recommending that the project of forming a company of sappers, miners, and pontoniers, may be urged upon the attention of Congress. The project has once received the favorable action of one House, but was not, for want of time, taken up in the other.

The operations in practical military engineering are of such a nature as to have few analogies in civil life, of which the arts, trades, and customs, can therefore lend but little aid. The art of field engineering can be acquired in no other way than by experience in face of an enemy, or by a system of field labors got up expressly to teach it. And the great impor-

tance of having a general diffusion, among all the corps of the army, of at least a portion of this knowledge, requires; therefore, that it should, without delay, be made a part of the practical course at West Point.

The end may be accomplished in the following mode: At a proper season of the year a portion of the cadets should be taken into the woods, and there taught to prepare, with their own hands, every thing employed in the construction of field works, batteries, trenches, saps, &c. These materials, having then been brought upon the open ground, should be applied to actual construction of the works mentioned. But here the labor would become too great to be performed entirely by these youths, even if there were time to devote to such a performance of it. In order to execute these heavier works, the detachment of sappers and miners would, at this point, be brought into the course of practical instruction with the cadets, and, during all the subsequent exercises, would leave to the latter only the lighter duties, including those of officers.

The company of sappers, miners, and pontoniers, should be permanently attached to the corps of engineers, under the general designation of engineer soldiers; it should be officered from the corps of engineers, and should be instructed, under the observation of all at the academy, in all the practical labors appertaining to sapping, mining, and bridging, and should receive, moreover, a school instruction qualifying the members to direct the labors of others as well as to apply their own.

As all the field works constructed for practice would, under the direction of engineer officers, be executed by these men, assisted in the lighter duties by the cadets, every officer graduating into the army would, from his participation therein, be capable, at at any moment, of conducting, or at least assisting in, these important works, on which the safety of armies and the issue of campaigns so often depend—labors of which, having seen nothing, he now has only vague or inaccurate notions.

During a war, the men themselves, perfectly exercised at the school in every branch of their duty, would, in offensive movements, be placed with the vanguard, to remove obstructions, throw bridges, repair roads, &c.; in retreat, they would be with the rearguard, in order to embarrass to the utmost the path of the pursuer. In all assaults of forts, entrenchments, &c., they would accompany the *elite*, to facilitate access by the many resources they have been taught to create and apply. In fortifying or repairing camps or positions, in prosecuting or resisting attacks by siege, in forming military bridges, and in every other circumstance of war, their services would be of the highest value.

No nation experienced in warfare is without an abundant supply of these troops; and in those countries where their timely organization and instruction have been neglected the consequent losses, embarrassments, and sufferings, in actual service, have been loudly proclaimed.

But in our service, peculiar in many respects, it is probable the advantages derived from these soldiers would be quite as great in peace as in war. In every fortification under construction, a small detachment, to act as overseers and master-workmen, would be of the highest advantage; and in the finished works, a detachment of from one to six trusty men, according to the size and importance of the work, would keep every thing in order, preventing dilapidation and applying repairs—in both cases producing an economy exceeding, beyond question, the expense incurred by the organization.

With a few engineer soldiers to keep the fortifications in repair, and one or two ordnance or artillery soldiers to take care of the armament, those exigencies of service which are liable to call away the garrisons would not be attended with the serious injuries which have in so many cases resulted from abandonment. The garrisons, when present, would find these men most valuable auxiliaries in all matters appertaining to the defensible condition and good order of the work; and in their absence would know that the same qualifications were constantly exercised in maintaining the condition so necessary to comfort as well as security.

The idea above explained is, therefore: 1st. To impart to the students at the Military Academy such practical knowledge of all the military constructions resorted to in actual warfare that they shall severally be competent, when occasion presents, to give efficient aid in the erection of them; of which instruction all graduates are now necessarily deprived. 2d. To organize and instruct a body of engineer soldiers that in time of war shall conduct in the most perfect manner all the difficult and perilous labors pertaining to their branch of service, and in time of peace will afford the means whereby the instruction above mentioned may be given to the cadets; constituting, at the same time, a body of auxiliaries that, in the erection, preservation, and repair of public works, shall afford improved results at diminished cost.

On this subject of forming a company of sappers, miners, and pontoniers, I beg leave to offer some further remarks in an appended paper (marked G.)

It has been found necessary to station at the Military Academy a detachment of artillery, and another of dragoons, for the performance of the military duties of the post, as guards of the public property, and to aid the practical instruction with horses in the artillery and dragoon exercises. The number of men thus employed has been gradually increased by the wants of the institution, until the aggregate of the two detachments is about one hundred—a number too large to be willingly spared from their regular army duties. The suggestion that these detachments should be provided for by law, as a party on separate and permanent duty at that post, seems worthy of being carried out, not only as saving the body of the army from loss of force, but as contributing to the discipline, good order, and usefulness of the detachment itself.

The duties of the adjutant of the post of West Point are, to say the least, quite as laborious and responsible as those of any regimental adjutant in service. I have therefore to recommend that provision be made by law for the allowance to him of the pay and emoluments of an adjutant of dragoons.

The annual estimate of funds for the service of the Military Academy for 1842 accompanies this report. As presented by the superintendent, the amount, comprising only such objects as ordinarily present themselves, accords very nearly with the customary grants. I have, however, added to this gross amount the sum of \$20,000 for the commencement of new barracks for the cadets.

The necessity of an appropriation with this object has been set forth with much emphasis by numerous boards of visitors, I think by every one for several years past; and all persons familiar with the condition of the present buildings are aware how important the proposed structure is to the

health, comfort, instruction, and good discipline of the members of the institution.

I accompany this report with the annual estimates of this department, namely :

- An estimate for fortifications under construction or repair for 1842 ;
- An estimate for new fortifications proposed to be commenced in 1842 ;
- An estimate for harbor and river improvements, roads, and light-houses, in charge of this office, for 1842 ;
- An estimate of harbor improvements proposed to be commenced in 1842.
- An estimate for the Military Academy for 1842; and
- An estimate for the office of the Chief Engineer for 1842.

I am, sir, very respectfully, your most obedient,

JOS. G. TOTTEN,
Col. and Chief Engineer.

Hon. J. C. SPENCER, *Secretary of War.*

A.

ENGINEER'S OFFICE, SULLIVAN'S ISLAND,
September 30, 1841.

SIR : The accompanying drawing exhibits the condition of the beach of Sullivan's island on the 30th of September. By a reference to the lines of high and low water on the 30th September of previous years, it will be perceived that the system continues to produce favorable results.

Progress of the work.

Since my last annual report, connexions have been completed between all the jettées not before connected ; one has likewise been established between grillage No. 2 and the point of the island near the cove. The construction of these connexions and the adjustment of the enrockment upon them, and upon the grillages and jettées, and the repairs of the palmetto work of some of the jettées, constitute the work of the season.

It is now more than two years since the location of the first grillage ; during that period the stability of the work is supposed to have been fairly tested. The result is altogether favorable. The works, as yet, have been subjected to no storm of extraordinary violence, but repeated gales have occurred, sufficiently severe to have done great injury to the island, without producing any injurious effect upon the beach. I feel great confidence that the works, as now completed, will effectually protect the site of Fort Moultrie from any encroachment of the sea on the southwest and west sides.

The danger to be apprehended from a breach across the island at the curlew ground has already been stated to the department. This can never be regarded as certainly safe, until a breakwater shall have been constructed over Drunken Dick.

It is proper here to remark, that it is believed to be entirely practicable to cause any increase of the beach opposite the fort that may be deemed desirable, by extending grillage No. 1.

In closing this work, I beg leave to offer some general remarks, as the result of my observations during two years.

First, as to the causes which have been operating in the destruction of the island. From a careful consideration of the subject, I am clearly of the opinion that the abrasion of the shore between low and high water marks is effected entirely by the lashing of the waves, and that the current does not impinge against the beach, and consequently has no agency in its destruction. I have no reason to believe that the current is more destructive below low-water mark than above it. It has been thought that this current of Hog island impinged against Sullivan's island, and that the current, in conjunction with the supposed influence of the foundation of Fort Sumter, was the cause of the washing away of the beach.

Experiments have been made to ascertain if the current of Hog island strikes the beach of Sullivan's island, which are believed to have shown satisfactorily that it did not. It appears that the tide from the cove strikes Hog-island current nearly at right angles, and forces it off to a considerable distance from the shore. The influence of Fort Sumter can scarcely be supposed to have had any agency in the destruction of Sullivan's island, since the greater part of the mischief was done many years before Fort Sumter was commenced.

My observations on the adaptation of the system of works, now completed, to the end in view, lead to these conclusions: That works parallel to the beach are inefficient, except in conjunction with others perpendicular to the shore; that where works of this kind are placed parallel to the beach, they should be placed at least as low down as half tide, or, if practicable, below low tide, and should have a broad base—otherwise they are liable to be thrown down by those causes the effects of which they are designed to counteract; that grillages perpendicular to the shore are most efficient in preventing the destruction of the beach and in causing the accumulation of sand.

The work being completed, no estimate is deemed necessary, though it is probable that a small amount will be required in the course of the next year to repair some of the palmetto work, and replace the enrockment where it is most exposed to the violence of the sea. These slight injuries to the work must continue to occur until it is covered and protected by the sand.

All of which is respectfully submitted.

I am, sir, very respectfully, your obedient servant,

A. H. BOWMAN,
Captain of Engineers.

To Col. J. G. TOTTEN, *Chief Engineer.*

B.

ENGINEER'S OFFICE, HUDSON RIVER IMPROVEMENT,

Albany, N. Y., October 9, 1841.

SIR: In compliance with the circular of the department of the 1st ultimo, I have the honor to report that no material change has taken place in the condition of the works connected with the improvement of the navigation of the Hudson river, New York, since the date of my last annual report.

On the 2d section, the corporation of Troy employed the steam dredge belonging to that city about two months, in excavating in Round and Fish-house shoals, which the unfinished state of the works rendered necessary. The depth of water on Washington and Van Buren bars has improved. Considerable injury has been done to Lower Patron's island by the ice and freshets of the last spring, caused in a great measure by the suspension of operations on the lower portion of dike No. 2, on this section. The dikes and dams themselves are in good preservation.

On the lower section it became necessary to repair a portion of Beacon island, just above its junction with dike No. 2, the island having been abraded to such an extent as to endanger its being breached. 483 cubic yards of sand were used for filling, and 378 superficial yards of stone for revetment of the west shore—being an extension of the dike, at its head, of 136 running feet. The work was executed in a very substantial manner, under the direction of my assistant, Mr. Bratt, at the expense of the authorities of the city of Albany, as were also some slight repairs to the revetment of the dike itself. The navigation of the Overslaugh bars continues to be uninterrupted. Cuyler's bar and the shoals at Castleton and Coeymans are now the principal obstructions to the navigation of this portion of the river.

The project of operations for the year 1842 is the same as for the last year, and I beg leave to refer to the estimate accompanying my last annual report for the amount required for carrying on the operations during the next season.

The condition of the machinery belonging to the improvement is daily getting worse, although every means have been taken for its preservation which the limited funds on hand, derived from the sale of a portion of the public property, permitted; dredges Nos. 3 and 4, being in a very leaky and almost sinking condition, were hauled out and partially repaired and caulked, at an expense of about \$250. The same course will have to be pursued with respect to dredge No. 2, before the close of the season, otherwise this vessel will be in great danger of sinking in the basin during the coming winter. A debt has already been contracted of about \$250 over the available means, in the preservation of these vessels, which, with the amount required for the same object until the 1st of July, 1842, must be raised out of still further sales of the public property.

The annual statement of the amounts expended and sums available, to include the year ending on the 30th of September, 1841, together with the annual statement of appropriations &c., of each year up to the same period, are herewith transmitted.

All of which is very respectfully submitted.

HENRY BREWERTON,
Captain Corps of Engineers.

Col. Jos. G. TOTTEN, *Chief Engineer.*

C.

CLOSING HOG-ISLAND CHANNEL.

ENGINEER OFFICE,

Sullivan's Island, October 17, 1839.

SIR: Referring to your letter of August 31st, I find instructions to report "on the present state of the channel between Shute's Folly and Hog island;

the changes that have been wrought therein, those now going on, if any; the effect of this channel upon the shore of Sullivan's island and upon the channel elsewhere; the probable effects of closing this channel entirely or partially; if any operations are, in your opinion, necessary or expedient, what are they, in detail, and what would be the cost; together with every other matter that you may think important or interesting."

The passage between Shute's Folly and Hog island, at the point of separation from Cooper river, is broad and deep, but gradually contracts, in its course towards the lower harbor, to five hundred yards in width. It then spreads over the extensive shoals off Haddrell's point, and enters the bay through two mouths. There are forty-five feet water in this channel, at low tide, from Cooper river to the gorge above mentioned. Below this point the depth gradually diminishes as the width increases. There is, however, water enough to admit any vessel that can enter the harbor. The marsh through which it passes is alluvial, and yields readily to the action of water.

The city wharves, which project into Cooper river about the point of separation, and the current from Town creek, which enters diagonally from the opposite side, act conjointly in deflecting the water towards Hog-island channel, and have, without doubt, caused the enlargement of its dimensions. There is reason to apprehend that, if measures are not taken to prevent it, this channel will become larger than that which passes the city, and that deposits of sand and mud in front of the wharves would follow as a necessary consequence. The most respectable authority establishes, beyond dispute, that Hog-island pass has been gradually increasing for many years past. An English map of 1776, now before me, shows the breadth of the channel, at the narrowest part, to have been at that time two hundred and twenty yards. Bache's excellent map, from surveys made in 1825 at the same point, makes the breadth four hundred and eighty-three yards; exhibiting an enlargement of two hundred and sixty-three yards in fifty-one years. The English map already referred to lays down the following dimensions of Shute's Folly: Greatest length from east to west, one mile and a half; greatest breadth, six hundred and sixty yards. The dimensions taken from the American map make the greatest length seventeen hundred and sixty yards, and width four hundred and twenty-five yards. The decrement in length appears to have been caused by the wearing away of the southeastern extremity of the island, and to exceed half a mile. The decrease of breadth is two hundred and thirty-five yards. The opposite marsh has washed away twenty-eight yards. These two amounts make up the amount of increase in the channel. It has not been possible to ascertain with certainty to what extent the channel has increased in depth. Amongst the resolutions adopted in 1775, for the defence of Charleston, we find one for closing Hog-island channel, to prevent the approach of the sloops of war Tamar and Cherokee, which at that time threatened an attack upon the city. This resolution was partially executed by sinking four hulks in the channel; one of these, however, before sinking, was taken possession of by the boats of the Tamar, and towed into "shoal water." Both of these sloops of war had at this time warped into Hog-island channel from the outer harbor, and opened a fire upon those who were engaged in sinking the hulks. As the bar is at the lower end, no further obstruction presented itself in their passage to Cooper river. Although they were called "sloops of war," there is reason to be-

lieve that they were smaller ships than those of the present day of that class; for we find, in the same authority from which the above is derived, that one carried "16 guns," and the other "6 cannon." Whatever may have been the increase of depth in this channel, enough is known of the enlargement of its breadth to render it an object of serious concern, and to call for a speedy application of the proper measures for arresting its further progress. The causes which are supposed to have produced the enlargement of Hog-island channel still exist. It cannot reasonably be expected, therefore, that their effects should cease, but rather that they will continue to augment until the worst fears of those interested are realized. If these views are correct, delay will increase the expense of a work which must ultimately be constructed.

The supposed influence of Hog-island channel in causing the destruction of Sullivan's island forms a part of a report already submitted to the department. It may not be amiss here to add, that experiments have been made to ascertain if this current strikes the island. A floating body was placed in Hog-island channel on the ebb tide, and its course accurately noted. If the line thus traced indicates the direction of the current, it does not impinge against Sullivan's island, but passes at a distance of three or four hundred yards.

A large volume of water is withdrawn from the ship channel through Hog-island pass, the loss of which must ultimately cause the formation of shoals.

It is stated, upon respectable authority, that the middle ground lying between Shutè's Folly and Fort Johnson is increasing, especially at the upper end. If this is the case, it must be ascribed to the same cause which is operating in front of the city wharves.

In forming an opinion of the probable effects of partially or entirely closing Hog-island pass, it will be useful to inquire what was the situation of the interior harbor at a period when this channel was small, and received but little of the water of Cooper river. From the best information I have been able to procure, it appears that the depth of water opposite the city was then greater than it now is, and that the change has been effected by deposits of sand and mud. As yet, however, no inconvenience has been occasioned by these deposits; but there is no security for the future, should they continue to accumulate. The quantity of water flowing through Hog-island channel has undoubtedly greatly increased, while that which passes the city has diminished, and the power of the current decreased in proportion. Each channel will adapt itself to the volume of water it is required to discharge—the one by wearing away the enclosing banks; the other, by its inability to remove them, will be obstructed by deposits. If these views are correct, the closing of Hog-island channel, by restoring to the channel opposite the city its original volume of water, will give it also its former dimensions. It cannot be doubted that the current of Cooper river, if undivided, is capable of displacing those deposits which have been made in front of the wharves, and of preventing such formations in future. From the effects already produced, and those that may be anticipated from the further enlargement of Hog-island channel, I am clearly of the opinion that it should be effectually closed. This may be done by grillages, loaded with rough stones.

So long as this channel remains open, the efficiency of Castle Pinckney, in protecting the city against the approach of an enemy by water, is ren-

dered nugatory, since not more than one gun of that battery can be brought to bear upon a vessel in this channel, and that at so great a distance as to do little execution.

Should the many advantages of Charleston for such an establishment ever cause it to be selected as the site of a navy yard, its location must be in the inner harbor; and the proposed work derives additional importance from the security it will give to that part of the harbor against the sea, which now rolls in between Hog island and the opposite marsh.

If this work be constructed, it may be made the basis of a road; and, being connected by causeways with Haddrell's point and Castle Pinckney, will establish a valuable communication between that work and Fort Moultrie. It would also facilitate the intercourse between Charleston and the opposite side of Cooper river, which is now carried on by the means of small boats. The length of ferry and difficulty of navigation are sources of serious inconvenience.

In addition to those works already recommended for the improvement of Charleston harbor, I beg leave to call the attention of the department to another, which appears worthy of consideration: it is the construction of a breakwater from Cumming's point to Fort Sumter.

This work, in connexion with the proposed breakwater over Drunken Dick, will add essentially to the security of the exterior harbor, will effectually protect the east side of James island, and supersede the necessity of the work recommended for that purpose. Its location should be upon the shoal which extends from the point to the site of Fort Sumter. Reference to a map of the harbor will enable you to form a proper estimate of the value of such a work.

All of which is respectfully submitted.

I am, sir, very respectfully, your obedient servant,

A. H. BOWMAN,
Captain of Engineers.

Col. J. G. TOTTEN, *Chief Engineer.*

D.

WASHINGTON, D. C., *April 6, 1841.*

SIR: In compliance with your directions, I have the honor to submit, herewith, a statement of the amount of funds required to complete the construction of the Cumberland road in Ohio, together with the cost of the part completed, and the expenditures upon the part unfinished on the 30th September, 1840.

The length of this road from the Ohio river to the Indiana State line is 224½ miles, of which 171 miles, to the town of Springfield, Clark county, lying nearly north of the city of Cincinnati, have been completed and received by the State of Ohio. The remaining 53½ miles, from the above town to the State line of Indiana, remain at this time in an unfinished state; and upon this portion the sum of \$129,543 77 have been expended in the operations of opening, bridging, and grading.

The plan of operations adopted in the construction of this work is that of continuous completion and surrender of the road to the State, as far as practicable, in finished sections of ten miles each—the Legislature of the

State of Ohio having, by joint resolution of March 27, 1837, authorized the acceptance by the Executive, on behalf of the State, of such portions of the road as may from time to time be completed, being continuous portions of not less than two miles, and offered for acceptance.

The Cumberland road now presents a continuous line of finished macadamized road of 302 miles in length, from Cumberland, Maryland, to Springfield, Ohio, all of which is now in the hands of the several States through which it passes, and kept in repair from the tolls levied thereon by their authority.

The first appropriation for the road in Ohio was made in 1825, of which \$10,000 was reserved for location through the several States to the seat of Government of Missouri, and the last in 1838. The annual appropriations have varied from \$100,000 to \$200,000, and averaged annually \$148,000 nearly; and the expenditures, up to the 30th September, 1840, have amounted to \$2,077,202 95, including the cost of location above alluded to.

The width of the space occupied by the location is eighty feet; the width of the graded road thirty feet; and it is covered with broken limestone to the width of twenty feet and depth of nine inches. Between the Ohio river and Zanesville, owing to the hilly nature of the country, it has been graded to a maximum inclination of four degrees; but, after crossing the hills immediately to the west of the latter place, the maximum grade has been reduced to two degrees, with long and regular grades, to facilitate the extensive travel and transportation over this road.

The greater width or magnitude of the national road, the manner in which it is graded, and the permanent and finished style of the structures and other parts of the work, will account sufficiently for the difference in cost between it and most of the macadamized turnpikes in Ohio and Kentucky. Moreover, as this road follows a course nearly parallel to the general direction of the Ohio river, and therefore crosses all its large tributary rivers at right angles; and, furthermore, as the quarries of stone are only to be found in the valleys of those streams, and therefore a heavy expense requisite in the transportation of this material for the purpose of macadamizing and the construction of ordinary culverts, it is presumed a satisfactory reply is furnished to any unfavorable comparison between its cost and that of similar works constructed in the Western country. The location, being settled by law, cannot be so changed or modified as to secure the greatest economy of construction in every case, or the greatest facility in the procurement of materials.

As regards the large bridges, they have been built in the most substantial and permanent mode the nature of the materials would permit—the superstructures being of wood, the growth of the country, framed and put together with the greatest care, and amply protected from the weather—the abutments and piers of limestone masonry, substantially and neatly executed.

It is proper to add here that, owing to the advanced stage of the season at which the appropriations for the work are usually made by Congress, during its long sessions, a considerable increase of cost in the construction has been unavoidable, from the greater expense requisite in procuring workmen upon recommencing operations in the middle of the year, before which time they have sought out and found other sources of employment, and from the absence generally of competition at so late a season of the year.

Cost of 171 miles of the finished macadamized road in Ohio.

	Opening & grading.	Bridging and masonry.	Macadamizing.	Contingen- cies.	Total.
From the Ohio river to Zanesville, 74 miles -	\$141,093 31	\$149,629 52	\$277,774 34	\$19,133 05	\$587,630 22
From Zanesville to Columbus, 54 miles -	139,367 31	140,355 80	326,298 29	20,315 00	626,336 40
From Columbus to Springfield, 43 miles -	200,416 00	154,103 26	330,170 62	26,602 04	711,291 92
Aggregate - -	480,876 62	444,088 58	934,243 25	66,050 09	1,925,258 54
Cost per mile - -	2,812 14	2,597 01	5,463 41	386 26	11,258 82
Cost of location through the several States -	-	-	-	-	24,426 87,

It will thus be seen that the average cost per mile of the part completed is \$11,258 82; that the cost of macadamizing nearly equals one-half of the whole cost; that the cost of bridging and masonry is nearly equal that of opening and grading; and that the contingencies amount to nearly 3½ per cent. on the whole cost.

Upon the remaining unfinished division of the Cumberland road in Ohio the expenditures have been as follows, to September 30, 1840:

Opening and grubbing 39 miles - - - -	\$20,685 67
Two large wooden bridges, on stone abutments, in the valley of Mad river, of 150 and 80 feet span - - -	29,878 51
Three wooden bridges of 50 feet span each, on stone abutments, between Springfield and the Miami river - -	11,682 87
One large stone bridge across Bartlett's Rocky run - -	11,239 05
Small arched and square culverts between Springfield and the Miami river, for 10 miles - - - -	5,587 41
Grading 4 miles of deep cutting and heavy filling, west of Springfield - - - -	37,518 32
Macadamizing two-thirds of a mile - - - -	3,866 45
Contingencies - - - -	9,085 49

Total amount expended on the unfinished part, Sept. 30, 1840 \$129,543 77

I herewith subjoin an estimate for the entire completion of the Cumberland road in Ohio, with the amount recommended to be applied each year, for three years in succession, in order that ten miles may be finished the first year, twenty in the second, and the remaining thirteen and three-fourths in the third year after the work is resumed. This estimate is a condensation of the results of minute calculations, based upon accurate surveys and examinations made in 1839, and an experience of about four years upon this road, and with the current prices of 1839.

Estimate of the amount of funds required to complete the construction of the Cumberland road in Ohio.

Opening or grubbing 13 $\frac{3}{4}$ miles	-	-	-	-	\$7,471 00
Masonry of arched and square culverts	-	-	-	-	35,707 78
Bridge across the Miami river and canal, 326 feet span	-	-	-	-	33,281 90
Bridge across the Stillwater river, of 224 feet span	-	-	-	-	30,165 50
Bridge over Twin creek, 80 feet span	-	-	-	-	6,471 38
Bridge over Price's creek, 50 feet span	-	-	-	-	5,584 64
Grading 49 $\frac{3}{4}$ miles	-	-	-	-	195,854 87
Macadamizing 53 miles	-	-	-	-	310,326 00
Contingencies	-	-	-	-	21,136 93
Total cost of finishing the road, macadamized	-	-	-	-	<u>\$646,000 00</u>

For grading and bridging without macadamizing, or for an earthen road only, the cost will be, from the above, estimating the contingencies in that case at \$5,000 less, \$320,674.

If the plan of continuous completion is pursued in the construction of the work, the annual amounts required to be appropriated or applied will be as follows, in order that the work may be finished in three years:

For the 1st year	-	-	-	-	\$295,000 00
For the 2d year	-	-	-	-	233,000 00
For the 3d year	-	-	-	-	118,000 00
Amount	-	-	-	-	<u>\$646,000 00</u>

It is proper to observe that the estimate for completion, included herein, supposes that the annual amounts required are made available early in the season, each year. Should they, however, be deferred until the middle of the year, the estimate will require to be increased at least ten per cent.

If to the present cost of the road there be added the estimated amount required to complete it with a macadamized cover throughout, there will result for the whole actual and estimated cost of the road in Ohio, when completed, as follows:

Amount expended for location through the several States, to Jefferson, Missouri	-	-	-	-	\$24,426 87
Cost of 171 miles completed and macadamized, in the State of Ohio	-	-	-	-	1,925,258 54
Expended on the part unfinished	-	-	-	-	129,543 77
Required to complete the road in Ohio	-	-	-	-	646,000 00
Length 224 $\frac{3}{4}$ miles, total cost	-	-	-	-	<u>\$2,725,229 18</u>
Cost per mile, exclusive of location	-	-	-	-	<u>\$12,016 91</u>

Statement of the actual and estimated cost per mile of the unfinished division of the Cumberland road in Ohio, under the separate heads of construction, when completed.

Length, 53½ miles.	Grubbing.	Grading.	Bridging & masonry.	Macadamizing.	Contingencies.	Aggregate.
Cost to this time -	\$20,685 67	\$37,518 32	\$58,387 84	\$3,866 45	\$9,085 49	\$129,543 77
Estimated amount required to complete the division -	7,471 00	195,854 87	111,211 20	310,326 00	21,136 93	645,000 00
Total -	28,156 67	233,373 19	169,599 04	314,192 45	30,222 42	775,543 77
Cost per mile -	523 83	4,341 83	3,155 33	5,845 44	562 28	14,428 71

From the above it appears that the cost per mile of the unfinished division lying west of Springfield will be, when completed, \$14,428 71—exceeding the rate of cost per mile of the part completed \$3,169 89. This is accounted for partly from the fact that the location west of Springfield crosses the valleys of three considerable streams, to wit: the Mad, Great Miami, and Stillwater rivers, which have common junction about twelve miles south of the line of road. At the points of crossing of these valleys, the bluffs bordering them require considerable deep cutting and heavy embanking, and, at the two last mentioned, extensive cutting in limestone rock, together with the construction of three expensive bridges over those streams; whilst, on the part already finished, there is not more than one bridge, of the same magnitude and style of construction, on an equal length of road; and the bridge across the Muskingum (at Zanesville) was not constructed at the expense of the United States.

There is another and important cause of difference, arising from the superior facility existing on the division of road lying between the Ohio river and Zanesville, and for some distance west of the latter place, in procuring good materials for macadamizing, (this being the most expensive item in the construction,) and also from the great inferiority of the masonry on that division, together with the steep and undulating character of its grade, which has been built upon a cheap and inferior plan; whilst, on the recently constructed and unfinished parts of the road, the masonry, as well as all the structures, has been, or is intended to be, built upon the most permanent plan. The grades are long and gentle, and the material for macadamizing requires to be transported to considerable distances—thus increasing extensively the cost of this last item.

I am entirely satisfied, from experience, that, with the plan of construction adopted for the national road, as explained herein, the nature of the soil over which it passes, and the absence of materials for masonry and macadamizing within a convenient distance of the road, except at a few points only, it would be impracticable to construct it, in such a manner as to fulfil the object of a great national thoroughfare, for a less average cost per mile than that stated above.

Respectfully submitted by your obedient servant,

GEO. DUTTON,

Captain U. S. Engineers.

To Col. J. G. TOTTEN,

Chief Engineer, Washington, D. C.

E.

WASHINGTON, May 18, 1841.

SIR: In compliance with your directions of the 10th of April, I have the honor to submit the following report on the Cumberland road in Indiana and Illinois, for the use of the Secretary of War.

Finished portions of the road in Indiana.

In and near Richmond	-	-	-	2 miles and	270 rods.
In Centreville	-	-	-	0 "	103 "
In and near Indianapolis	-	-	-	4 "	237 "
Near Terre Haute	-	-	-	1 "	50 "
				<hr/>	<hr/>
				9 "	20 "
				<hr/>	<hr/>

In explanation of the finished portions of the road being at various points, it will be necessary, briefly, to give some account of the policy heretofore pursued in its construction.

With a view to making the road immediately available for the Western emigration, and bringing the public lands on and near it speedily into the market, it was cleared and partly grubbed throughout the State; next, to get the mail stages on it, it was partially bridged, and the level parts of it graded.

The policy of working on the whole extent of the road was continued until 1836, when the operations were confined to one point until 1837, and then extended to three, viz: Richmond, Indianapolis, and Terre Haute.

In March, 1839, by direction of the Secretary of War, I submitted a project for continuing the operations from the present finished portion, near Richmond, westward, and completing the road as the work progressed. This project was approved; but, no appropriation for the continuation of the road having been made since that time, it has not yet been carried into effect.

Suitable stone for masonry and macadamizing is found in abundance near Richmond; but it is situated so far below the natural surface of the ground that it is procured in small quantities by stripping the earth from it on the sides of hills, at great expense.

Near Indianapolis there is no stone fit for masonry; that for macadamizing is composed of boulders, which are found on the surface for several miles on each side of the road, and pebbles from the bars and banks of White river and its tributaries.

The nearest quarry of stone suitable for masonry and macadamizing to Terre Haute, is distant about $6\frac{1}{2}$ miles.

The road through Indiana crosses the principal tributaries of the Ohio river that have their source within the State; and, for about 20 miles from the Ohio State line, is broken and undulating, and crossed by many small streams. From this point to Indianapolis, a distance of about 52 miles, with the exception of the abrupt banks and deep ravines in the vicinity of the watercourses, the country may be considered level, and consists principally of beech flats. From Indianapolis, west, the country is slightly undulating for about 30 miles; then about 20 miles of broken limestone country, and from there to the Illinois State line is undulating.

The level and slightly undulating ground which, on an average, would occupy about one-half the distance, may be graded with the same facility, and at about the same expense, as a well-located road of the same dimensions

in any part of the Western country; but the commissioner, in locating, confined himself so closely to his right-lined instructions, that it necessarily makes the remaining portion very expensive, arising principally from the following causes:

1st. In crossing the extensive bottoms on the watercourses, which are liable to frequent and great inundations, the passage of which require high embankments and frequently extra bridging. 2d. The great number of abrupt and deep ravines near the streams. 3d. The too direct passage of the broken country from 20 to 40 miles west of Indianapolis. 4th. The location of the road with a maximum grade of 4 degrees east of Indianapolis, and of 3 degrees west; of which there are 8 miles east and 13 west of Indianapolis to be reduced to the present established grade of 2 degrees, by extensive excavation and embankment.

Timber of suitable quality, and all lumber necessary for construction, can be conveniently procured near the road.

Limestone is abundant, but difficult to obtain for about 20 miles west of the Ohio State line, and may be delivered on the road at an average hauling of about 5 miles. From thence to Indianapolis the stone will have to be hauled about 12 miles on an average. For 30 miles west of Indianapolis the stone for building, and one-half of that for macadamizing, will have to be hauled 15 miles on an average; the other half for macadamizing may be procured within 5 miles, average. For the next 20 miles there is a superior limestone which, at intervals, may be quarried by the road side, and could be distributed on the road by an average hauling of about 2 miles. From thence to the Illinois State line the average would be about 9 miles.

Tables of the cost of the finished road, cost of the unfinished road, and estimate for the completion of the road:

Cost of the finished road in Indiana.

	Opening and grading.	Bridging and masonry.	Macadam- izing.	Contin- gencies.	Total.	
In and near Richmond - 2	270					
In Centreville - 0	103					
In and near Indianapolis 4	237					
Near Terre Haute - 1	50					
Total - 9	20	25,105 09	36,959 94	106,727 50	6,972 84	175,765 37
Average per mile - - -		2,789 45	4,106 66	11,836 39	774 76	19,529 48

On a comparison of the cost of the road, as exhibited by this table, with the cost of the turnpike roads of the West, the difference is so striking that I am induced to offer some remarks in explanation.

In the location of the turnpike roads every advantage is taken of the surface of the ground, without regard to any direct line, and governed only by the most practicable and economical way of connecting two given points. By this means the grading is reduced to its minimum. The expense of grading is further reduced by preparing the natural surface of the

ground for macadamizing, without regard to any given limit of grade, with the few exceptions of crossing streams or ascending very steep hills.

The grading of these roads is about two-thirds the width of the Cumberland road, and the macadamizing about three-fourths.

In the construction of these roads near the Ohio river (and I am informed on nearly all the roads south of the Ohio river) the hills have such an abundance of detached limestone in them, suitable for macadamizing, and easy of excavation, that in grading they furnish a large portion of the stone required; that good building stone may be found in almost every creek that is crossed, and lime made at the site of every bridge.

The above reasons, when compared with the description of the Cumberland road previously given, it is believed, will satisfactorily account for the great difference in the cost of the two kinds of road. Yet I cannot omit stating another of considerable importance, because it shows that we cannot make an accurate comparison between the two. It is this: It is the policy of the companies to get the travel on the road at the least possible expense, that they may be receiving some income whilst the road is being completed; and frequently part of the road, such as bridges and culverts, are made temporary for this purpose; yet, when we are informed of the cost of the roads, we are only told the amount of the first contracts, whilst, on the Cumberland road, all the work is permanently completed before the road is reported finished.

Cost of the unfinished road in Indiana.

	Opening and grading.	Bridging and masonry.	Macadamizing.	Contingencies.	Total.
From Ohio to Illinois, deducting finished part—140 miles 55 rods - - - - -	390,291 98	358,340 03	100,995 40	108,566 46	958,193 87
Average per mile - - -	2,787 79	5,259 57	721 39	775 47	6,844 24

Estimate for completing the road in Indiana.

	Grading.	Bridging and masonry.	Macadamizing.	Contingencies.	Total.
	Dollars. cts.	Dollars. cts.	Dollars. cts.	Dollars. cts.	Dollars. cts.
East of Indianapolis 72 78	107,097 10	156,750 50	856,330 00	112,017 76	1,232,195 36
West of do. 76 316	245,717 18	683,142 00	809,372 00	173,832 17	1,912,054 85.
Total - - -	352,814 28	839,892 50	1,665,702 00	285,840 93	3,144,250 21
Average per mile - - -	2,367 88	5,636 86	11,179 21	1,918 39	21,102 85
Exclusive of the 71st and 72d miles west of Indianapolis - - - - -	1,652 44	1,993 16	-	364 62	

The estimate for completion was made from a thorough knowledge of the road and resources of the country, taking into consideration the prices of materials and labor in 1839. A reduction in the price of labor would of course reduce the cost of all parts of the work, but least of all in macadamizing, because of the great difference in the cost of the materials, and the labor of putting it on the road; and I am of the belief that it would be found advantageous to the United States, and to the State of Indiana, to have it omitted altogether—for the United States, by saving the amount of the estimate and the contingencies incident to the work, in all, \$1,832,272 20—to the State of Indiana, in greatly reducing the expense of keeping the road in repair. The wear of the macadamizing on the finished parts of the road in Ohio has heretofore been estimated at 15 per cent. per annum; but as it will be some time before there is the same amount of travel on the road in Indiana, we will estimate it at 10 per cent., from which the following result is obtained: To keep the macadamized part of the road in repair will require \$177,242 95 per annum, when the graded road can be kept in good order for from fifteen to twenty thousand dollars; or, at the extreme, suppose one man is employed to keep each mile of the road in order, at \$365 per year, it will amount to but \$23,585.

The average cost of macadamizing in Ohio has been less than \$6,000, and yet she has had to make appropriations from her treasury to keep it in repair—the tolls being insufficient for that purpose.

The average cost, per mile, for completing the road in Indiana, as exhibited in the estimate, is obtained by dividing the total cost under each head by the number of miles, (149;) but, as there are two miles the cost of which are very extraordinary, I do not think it a fair showing.

The 71st and 72d miles west of Indianapolis, including the Wabash river and bottom, are estimated to cost for grading \$109,905 90, and for bridging and masonry \$546,897. These being deducted from the sum total, and an average made for the remaining distance, (147 miles,) will reduce it to—grading, \$1,652 44; bridging and masonry, \$1,993 16; contingencies, \$364 62.

Project for the execution of the remaining work.

The State line dividing Ohio and Indiana crosses the road in a broken country, and it is considered best for a perfect grade at that point to leave the road between the line and the junction of the present travelled road from Dayton in its present state until the road in Ohio is completed; for which purpose I have retained from the projected expenditure \$46,300, to be expended at the proper time, and let the operations commence at the finished portion of road at Richmond, and progress westward, without interruption or intermediate work, to the Illinois State line, with but one exception, that will be hereafter mentioned.

<i>Expenditure for the first year.</i> —Macadamizing the eight miles of finished grade west of Richmond, and complete the grading and bridging to within 31 miles of Indianapolis	\$216,200 00
<i>2d year.</i> —Complete the grading and bridging to Indianapolis, and macadamize the grade of the previous year	521,000 00
<i>3d year.</i> —Complete the grading and bridging 31 miles west of Indianapolis, and macadamize the grade of the previous year	520,000 00

4th year.—Complete the grading and bridging to the 67th mile west of Indianapolis, and macadamize the grade of the previous year - - - - - \$605,000 00

5th year.—Complete the grading and bridging to the Illinois State line, except the bridges and grading over the Wabash river and bottom, and collect materials for the bridges - 610,000 00

6th year.—Complete the road - - - - - 625,750 21

It is not expected that the work set apart for the sixth year can be performed in less than two years; in fact, it would be difficult to construct the Wabash bridge in less than three years, but the funds necessary for its construction should be made available previous to its commencement.

Scheme of supervision.

- 1 Superintendent.
- 2 Assistant superintendents.
- 4 Junior assistant superintendents.
- 4 Rod-men.
- 1 Inspector of masonry.
- 1 Assistant inspector of masonry, or more if required.
- 1 Inspector of carpentry.
- Chain-men and rakers when necessary.

Duties.—The superintendent to have a general supervision of the operations; to receive his instructions from, and report to, the superintendent of the Cumberland road in Indiana and Illinois.

The assistant superintendents to make the necessary surveys, drawings, &c., and to assist in laying out the work; to have an inspecting control of all work done, or in any way relating to the grade; to make monthly measurements of work done, and render estimates of the same for the payment of contractors, and such other duty as may from time to time be required of them.

The rod-men, when not at their appropriate duties in the field, to be employed as clerks in the office.

The inspector of masonry to inspect and receive the materials, and superintend the construction of all masonry of bridges and culverts.

The inspector of carpentry to inspect and receive the materials, and superintend the construction of all wooden superstructures of bridges and other necessary carpentry.

ILLINOIS.

In the bill making appropriations for the continuation of the Cumberland road for 1836, it was provided that the road in Illinois should not be macadamized, unless it could be done at the average cost of the same kind of work in Ohio and Indiana. This part of the work has been suspended until, from actual experience, the cost of macadamizing in Indiana could be ascertained. The estimated average is less in Illinois than in Indiana, but is still greater than the average of Ohio and Indiana combined. I shall, therefore, report the completed grade as finished portions of the road in Illinois:

From the Indiana State line to the 14th mile	-	-	13 miles.
From the 73d mile to Vandalia	-	-	17
			—
In all	-	-	30
			==

A culvert and the necessary grading on the third, and one on the sixth, mile are exceptions to the above statement, but are provided for in the estimate for completion.

The policy of construction in Indiana and Illinois has always been the same.

The country through which the road passes from the Indiana State line to Vandalia may be considered as table land, intersected by numerous streams, the beds of which are from eighty to one hundred feet below the general surface; smaller streams break into them in all directions, forming knobs and ridges in profusion, and without arrangement. The making of a road through such a country is necessarily attended with great trouble in location and expense in construction.

For fourteen miles from the line the streams are numerous, and the country consequently very much broken. From thence to Vandalia they are not so frequent, and leaving a level country (principally prairie) between them, varying in distance from two to fifteen miles.

The river bottoms are generally wide, and subject to frequent and great inundations, requiring high embankments, and frequently extra bridges.

The grading yet to be completed will vary, in the average cost per mile, from \$640 to \$18,000.

Good limestone is found on the sixth and seventh miles from the line, and sometimes on the streams, but generally near the heads of the ravines. The average distance of hauling stone on the finished portions of the road has been four miles for the eastern part, and ten miles on the western.

The average distance of hauling for the unfinished part will be about nine miles.

Tables exhibiting the cost of the finished portions of the road, the cost of the unfinished portion, and an estimate for the completion of the road :

Cost of the finished portions of the road in Illinois.

	Opening and grading.	Bridging and masonry.	Macadamizing.	Contingencies.	Total.
From the Indiana State line to the 14th mile, and from the 73d mile to Vandalia, 29 miles 295 rods - -	\$175,740 71	\$271,442 73	\$1,340 92	\$30,793 38	\$379,317 75
Average cost per mile	5,858 02	9,381 42	44 69	1,026 44	12,643 92

The eastern portion of the finished road is through a broken country, and crosses many streams. The western is partly through prairie, but crosses some small streams and Kaskaskia bottom and river. There is one bridge over the river and two on the bottom, and the embankment very high; hence the high average cost for grading, bridging, &c., per mile.

The macadamizing reported is for stone procured for that purpose before 1836.

Cost of the unfinished portions of the road in Illinois.

	Opening and grading.	Bridging and masonry.	Macadamizing.	Contingencies.	Total.
From the 13th to the 74th mile west of Indiana State line, 60 miles -	\$96,545 40	\$110,870 58	\$2,681 84	\$53,188 50	\$263,286 05
Average cost per mile	1,609 09	1,847 84	44 69	886 49	4,388 10

An inferior sandstone was used, previous to 1834, in the construction of masonry on this portion of the road, and the abutments for all the bridges, and nearly all the culverts, will have to be renewed.

The macadamizing reported is for stone procured for that purpose previous to 1836.

Estimate for completing the road in Illinois.

	Grading.	Bridging and masonry.	Macadamizing.	Contingencies.	Total.
The unfinished portion of the road -	\$178,254 34	\$195,056 75	\$928,633 00	\$130,194 41	\$1,432,138 50
Average cost per mile	2,970 90	3,250 96	10,318 14	1,446 60	23,868 97
Do. exclusive of macadamizing -	-	-	-	622 00	6,844 03

The remarks under this head for Indiana are applicable to Illinois.

By omitting the estimated amount for macadamizing, it will reduce the average cost for contingencies to \$622, and the total average cost to \$6,844 03.

Project for the execution of the remaining work.

It is proposed to finish the grading, bridging, &c., of the road in two years.

First year.—Commence at the present finished portion of the road, at the 14th mile west of the Indiana State line, and complete it, continuously, to include the 38th mile, \$190,690 76.

Second year.—Complete the road, \$229,551 43.

The contracts made the second year may provide for the completion of the road by the end of the third.

Scheme of supervision.

- 1 Superintendent.
- 1 Assistant superintendent.
- 2 Junior assistant superintendents.

2 Rod-men.

1 Inspector of masonry.

1 Inspector of carpentry.

Chain-men and rakers when necessary.

Duties.—The same as for Indiana.

In the bill making appropriations for the continuation of the Cumberland road for 1834, it was provided that an officer of the corps of engineers should be selected to superintend the construction of, and make the disbursements on, the road in Indiana and Illinois.

I therefore submit the following project for the general superintendence of the road, but recommend that, if the operations on the road be again carried on by the United States, exertions be made to have this proviso repealed, in order that each State may be placed under a separate superintendent.

General superintendence.

Superintendent.

Assistant superintendent and clerk.

Very respectfully, your obedient servant,

C. A. OGDEN, *Maj. Corps Eng'rs.*

Col. J. G. TOTTEN,

Chief Engineer, Washington.

F.

Report of the Board of Visitors of the Military Academy, West Point, New York.

WEST POINT, June 21, 1841.

SIR: I have the honor, herewith, to enclose to you the report of the Inspecting Board of Visitors at West Point, in compliance with your instructions of the 26th ultimo.

According to your desire, the examination has been closed, and the inquiries minuted; and the result, I trust, will be satisfactory to the Department.

I have the honor to remain, sir, with the highest consideration and respect, your most obedient servant,

CHS. STEWART.

To the Hon. JOHN BELL, *Secretary of War.*

SIR: The Board of Visitors to the United States Military Academy at West Point met at this post on the 7th instant, agreeably to your request, and were organized by appointing Commodore Charles Stewart, of the navy, President, and Professor Charles B. Haddock, of New Hampshire, Secretary.

The visitors were informed by the superintendent of the academy that the academic board would be divided into distinct committees, for the purpose of examining different sections of cadets, at the same time, in different departments. The visitors thereupon assigned one-half our own members to each of these departments, and immediately entered on our duties, under the direction of the Department.

Seven hours each day (the Sabbath excepted) have been devoted to the examination of the cadets, in each department, and, so far as our other duties would allow, in the presence of the respective committees of the Board of Visitors. Two hours a day have been employed in various exercises and practical exhibitions of military skill in the field.

The examinations have been continued without interruption from the 7th to the 21st instant.

In submitting the results of their inquiries to the Department of War, the board propose, for the sake of perspicuity, to comprise what they deem it important to communicate to you under several distinct heads.

And, in the first place, they beg leave to invite your attention to the subject of *scientific instruction*.

This department constitutes the principal study in each of the four years' course.

The class formed of new cadets at the commencement of the academic year is called the fourth class. This class is instructed in algebra, geometry, plane and spherical trigonometry, mensuration of planes and solids, and the higher sections of the class in *descriptive geometry*.

The studies of the third class embrace *descriptive geometry*, by the lower sections, with application to spherical projections, warped surfaces, shades, shadows, and perspective; also, surveying, including the description of instruments and the mensuration of heights and distances, analytical geometry, the differential and integral calculus, including its various applications to mensuration and the determination of many important properties of the geometrical magnitudes.

The second class begins the courses of natural and experimental philosophy, which include mechanics—embracing statics, dynamics, hydrostatics, and hydrodynamics; optics—embracing a general outline of the theory of light, the fundamental laws of reflection and refraction, and the construction of optical instruments; astronomy—embracing a description of the solar system, the nature of the earth, the theory of the motions of the heavenly bodies, the methods of determining the latitude and longitude of places on the surface of the earth, and the uses of astronomical instruments; magnetism—embracing general facts and principles, polarity, laws regulating magnetic intensity at different distances, terrestrial magnetism, the variation of the compass, and the construction of magnetic instruments; electro magnetism and electro dynamics.

The course of chemistry includes the properties of matter and the general laws of chemical changes—embracing attraction, affinity, caloric, electricity, and galvanism; the nomenclature and the use of the symbols; the preparation, properties, and uses of non-metallic elements and their compounds; the general properties of metals and alloys, with the character and uses of the most important metals and their compounds; salts; mineral analysis and the use of the blow-pipe; the composition, &c., of vegetable principles; organic analysis; the proportion, properties, &c., of the most important vegetable principles, and the chemical properties of gunpowder.

The departments of natural philosophy and chemistry are both illustrated by lectures and experiments, the apparatus for that purpose being large and in good order.

The first or highest class is principally occupied with *engineering*, which includes the *science of war*; *military engineering*, *civil engineering*, and *architecture*. The first comprises the general composition of armies and the principles of strategy.

The second relates to the erection of temporary and permanent defences of every description, with the means of attack and defence.

The third treats of civil works, including the art of construction in general, in all its branches.

The fourth comprises the principles of architecture and the comparison of the different styles of building.

The instruction in these branches is given partly from text-books prepared by the present professor in the department, partly by oral communication, and partly by means of drawings made under the direction of the teachers. Models illustrative of the most important subjects are exhibited and explained by teachers. The first section of the class is instructed on the subject of machinery.

Mineralogy and geology are also taught to this class. The course of mineralogy includes crystallography, the physical properties of minerals, classification, determinate mineralogy, and descriptive mineralogy, embracing the study of the most important minerals.

Geology includes the classification of rocks, according to their origin and age; stratification; the general characters and composition of principal classes of rocks, embracing an account of their minerals and fossils, the uses to which they are applied, and their location in the United States. This course, also, is illustrated by numerous specimens and occasional lectures.

The first class are also taught to apply the science which they have acquired in preceding years to the military art—particularly to gunnery; to the motion of projectiles in resisting mediums, as in air or water; to the penetration of balls and shells into various substances; to the construction and proof of the materials of war in general, especially the different kinds of cannon, gun-carriages, and caissons; to the construction of maps of military surveys, plans of fortifications, models of guns, &c.; to the manufacture, preservation, and use of gunpowder and other articles prepared in the military laboratory; and to the effects produced by the gases developed by combustion.

In these numerous subjects, so connected with each other, and so important in a military education adapted to the improved state of the art of war, the board are happy to see a completeness and unity of system which leave little room for improvement. The examinations in the departments of science have been highly satisfactory. The cadets appear well grounded in all the branches, and afford gratifying evidence of the ability and fidelity of their instructors.

The next department distinctly considered by the Board of Visitors is that of *moral and religious instruction*. The members of the board have sought occasional interviews with the gentlemen to whom the care of this department is intrusted, and have been pleased to find that very proper views are entertained by those gentlemen of the nature and importance of their duties, and that they seem disposed to spare no pains in giving a right direction to the minds of the young men under their charge, and in elevating, to the utmost degree, the love of moral and religious feeling, so necessary to the full development of the human intellect, and to the perfect discharge of the duties and responsibilities of life. This department includes geography, English grammar, rhetoric, moral philosophy, and constitutional law.

The principal in the department is chaplain to the academy, and preaches in the chapel on the Sabbath.

Former Boards of Visitors have recommended that the chaplain should be relieved from a considerable part of the text-book instruction now imposed upon him, that he might have more time for the appropriate duties of a Christian teacher and pastor. In order to effect this change, it would be necessary to employ an additional instructor in the department. In this recommendation the present board entirely agree. Indeed, they beg leave to attract the attention of the War Department particularly to this subject. It is not to be overlooked that in this institution are assembled two hundred and fifty young men, at a very susceptible period of life, separated from the wholesome restraints of friends and kindred, deprived of parental guidance, and stimulated to high intellectual attainment and honorable distinction, without the humanizing and sanctifying influences of a pious home.

The whole community, in one form or another, connected with the academy, amounts to about one thousand. In the moral character and deportment of all this population the institution is deeply interested, and the chaplain is their only religious teacher and spiritual guide. It must, therefore, be evident to the Government that the less the time and studies of this officer are occupied with other things, and the more exclusively he is devoted to his appropriate Christian influence, the better the great ends of the institution are likely to be answered. The board, in this view, earnestly recommend that the text-book instruction of the chaplain be confined to moral philosophy; and that he be also considered as so far exonerated from the ordinary rules of discipline that he may have free access to the rooms of the cadets, and the most unrestrained and familiar intercourse with them, at all times, without being exposed to the suspicion of acting as an inquisitor into their conduct, and without being understood to sustain any other relation to them than the affectionate, paternal relation of a pastor to an ordinary parish. From the nature of the clerical office, and especially from the remarkable intelligence and kindness of the present chaplain, (himself a graduate of the academy,) and from his peculiar qualifications for securing the confidence and affection of the young, the board cannot but anticipate the most salutary and desirable results, if he should be left to give himself more entirely to his appropriate duties.

There is one branch of study, not introduced into this department, which seems to the board of too great importance to be omitted. We refer to logic—particularly the principles and rules of evidence. This suggestion is strongly recommended to the Department by the consideration that the young men educated here are, in the natural course of things, to be called frequently to sit in judgment on the character, and, it may be, lives of their fellow-men. And it would seem too obvious to require to be urged on the attention of the Department, that a perfect acquaintance with the general rules of evidence is essential to the proper administration of military law.

In another view, also, it seems to us equally important that this subject should not be excluded from the course of study. The sciences here taught are mainly demonstrative. The pupil is, therefore, in danger of insensibly acquiring the habit of feeling that nothing is proved which is not mathematically demonstrated. He should be taught, also, the nature of proof in general, and the kind of evidence proper to the very dissimilar subjects of interest to us, as men of science, as citizens, and as moral beings. It gives

the board great pleasure to be able to say that, so far as they can judge, after careful attention to the annual examinations, the studies of this department are taught with ability and great success by the several instructors. They would also add that, from all that has come to their knowledge during their stay at the academy, they are impressed with the consideration that sound morals and regular deportment, at present, distinguish the officers and cadets, and that the parents and friends of the young men sent here may rely on their being as carefully preserved from vice and immorality as the nature of a public education admits. One of the principal defects which the visitors have observed in the cadets, during the examination, relates to this department, and consists in an imperfect and indistinct elocution. Particular attention seems not to be paid to this subject. A clear and full enunciation is, however, an accomplishment in a military man; and, indeed, can hardly be dispensed with in any profession. We observed with regret that, in all the classes, the voice is imperfectly cultivated, and the elocution often indistinct and hurried. The proper remedy for this defect would be either to employ a distinct teacher for the purpose, or, what would perhaps be even better, to render the several professors and instructors responsible for an accurate and clear articulation in their respective exercises and examinations.

Connected with this subject is that of composition, which has been recommended to the consideration of the Department by other Boards of Visitors, in which recommendations this board fully concurs. It may not be improper for the board to suggest, in this connexion, that the principal text-book in the study of the French language (a department taught with great industry and care by the very competent and efficient teachers of the languages) is not of the most moral and useful character. There must be abundance of good French, perfectly free from objection. There can, therefore, be no necessity for teaching the language in authors of a questionable tendency. It must be obvious to the Department that the youthful imagination is too delicate and too susceptible of wrong impressions to be safely exposed to the exciting scenes frequently introduced into novels of the class to which this work belongs. Even the occasional hasty perusal of an exceptionable author, by the young, should be prevented if possible. This, however, is one thing. It is quite another thing for the young mind to be detained upon such an author, to read it aloud in the presence of others, to commit portions of it to memory, and, especially, to do so under the authority and with the approbation of a public instructor.

The board have also carefully considered the system of discipline prescribed by the President of the United States on the 1st of January, 1839; and, after mature inquiry and personal observation, they have every reason to believe that these rules and regulations have been faithfully enforced by those on whom the duties devolve. The hospital is a stone edifice, located near the bank of the Hudson river, beautifully shaded with the sugar maple on the east, and near the base of the mountain on the west; commanding an interesting view of the river, and securing always a free circulation of pure air. This building contains, in its basement story, eight rooms of convenient size for the accommodation of the nurses, matrons, domestics, kitchens, &c. Immediately above these rooms are eight large, convenient, and airy chambers for the sick, with a portico in front, furnishing a pleasant promenade, in full view of the river, for convalescent patients. Connected with this building, one at each end, are two build-

ings of similar size, one story higher than the hospital, for the accommodation of the surgeon and assistant surgeon. The whole building is convenient and appropriate. It is hardly possible that an establishment of the kind should be more suitably and cheaply furnished.

The barracks have been the subject of such repeated animadversion and criticism, by former boards, that we should content ourselves with barely referring to their several reports, did we not consider that the health, morals, and industry of the cadets, and, of course, the success of the institution itself, depended in no small degree on the improvement of these accommodations. For the successful pursuit of knowledge, a youth must have command of his time and pursuits in his room, must have good health, and must be comfortable.

The barracks contain only ninety-six rooms. These must furnish accommodations for two hundred and fifty cadets; more than two must, of course, be put into a room. In fact four, and often five, are crowded into a single chamber. The rooms in the south building are scarcely large enough to accommodate one. They are cold and comfortless in the inclement seasons of the year, and badly ventilated in summer. It is a matter of astonishment to this board that cadets have attained to such proficiency in their studies under circumstances so unfavorable. It is a strong proof of the great improvement of which the academy is susceptible, with better facilities and more experience. During the first fifteen years of the existence of the academy, whilst the cadets were accommodated in wooden barracks, opening to the south, there was scarcely an instance of a cadet being confined to the hospital by disease. Since the erection of the stone barracks, the sick reports of the surgeon show an average of five, and sometimes of six, thus confined. By reference to one of the quarterly reports of the surgeon, embracing the months of January, February, and March, of the present year, it will be seen that the cases of disease for that quarter amount to 494; of these, 177 are cases of catarrh, and fairly referable, chiefly, to these uncomfortable rooms. Other diseases (such as pleurisy, headache, &c.) naturally result from the same cause.

Again: these barracks are clumsy, ill-shapen stone structures, erected without regard to order or taste, situated on the plain which ought to be appropriated to military evolutions; at a point where it is impossible to erect the necessary appendages and conveniences without danger to health and comfort.

The public grounds furnish, on the east side of the plain and on the bank of the river, the most convenient and beautiful site for such buildings. Here the barracks would open to the southeast, and all the necessary appendages might be disposed of with due regard to neatness, taste, and health.

The board have no hesitation in recommending the erection of new barracks on the bank of the river.

The commons are good. The steward is a salaried officer, and under no temptation to furnish any but wholesome and proper provisions. The regulations on the subject of clothing, bedding, &c., are in the highest degree consistent with comfort and economy. The substantial building intended for the philosophical apparatus and library is nearly completed. The completion of this building will open the rooms occupied by the philosophical apparatus to the professor of chemistry, and these important de-

partments will be both provided with the most ample and desirable accommodations.

The board would next invite the attention of the Secretary of War to the course of *military instruction*.

The fundamental purpose of this institution is to prepare young men for the proper discharge of the duties of the soldier. It is essentially a military school, and its courses of instruction are intended to convey a full knowledge of the military art, not only in its general principles, but also in its details. To this end, much time is given to the acquisition of the exact and mixed sciences, which are applied by the military student not only in acquiring a knowledge and understanding of the science of war, but in the more detailed operations in the field, the fort, the foundry, and the laboratory. A moment's reflection upon the vast influence of the exercises of the military art upon the destiny of nations and the affairs of life—an art that calls into the most active and efficient exercise all the energies of mind and body, and which, in that exercise, must direct, control, and manage the innumerable, varied, and complex operations, modifications, and circumstances of mind and material—must convince every one of the usefulness of an institution which dispenses such knowledge. Such an institution is this academy. In their examinations of the attainments of the pupils in military knowledge, and of skill in its practice, the board have had assurance that the object of the institution has been faithfully kept in view. The theory is well taught, and the practice is satisfactory, so far as the limited nature of such an establishment will permit. The evolutions of the line and the actual operations of fortification cannot be practised here, however complete the scientific instruction may be.

In the management of cannon and mortars, and the firing of shot, shells, and other projectiles; the use of the musket and sword; in the exercise of field artillery; and in the drill and manœuvres of the company and battalion of infantry, the performance of the cadets has been perfectly satisfactory. The various manipulations of the military laboratory have been performed by the members of the graduating class with skill; and they have promptly explained the principles on which these manipulations depended, in a clear and scientific manner. They have exhibited to us that kind of knowledge of the subject which will enable them at once to execute the difficult and important task of preparing and using accurately the immediate implements of attack, or of supplying their want from the most practicable expedients.

The cadets have now the advantages which it was anticipated they would derive from the use of a small number of horses. The practice of field artillery and the elements of cavalry tactics, together with considerable skill in the useful and graceful art of horsemanship, are learned in a satisfactory manner, and so as to answer the additional purpose of a healthful bodily exercise. Its effect upon their health is decidedly beneficial.

The last general subject to which the attention of the board has been given is that of the fiscal concerns and property of the academy.

It appears to the board that the 16th, 17th, 18th, and 19th articles of the "Revised Regulations," approved by the President, have been strictly observed and carried out in letter and spirit. The amount of money expended here by the Government for the year ending 1st May, 1841, applicable to the institution, for *the cost of instruction and pay of cadets*, is as follows, viz :

Amount expended by the paymaster - - -	\$101,271 50
Amount expended by the quartermaster - - -	26,482 80
	<hr/>
Making, together - - -	127,754 30
	<hr/> <hr/>

Of this sum, \$81,405 68 is for *pay of cadets*, being \$28 per month to each.

Out of this sum the cadet boards and clothes himself; furnishes his own books, stationery, and mathematical instruments, the furniture of his room, washing, &c.; every thing, in fact, but fuel.

The regulations of the institution place all the cadets upon a financial equality. Each must live on his pay, and can receive no "family aid." Hence, a system of vigilant economy must be observed, to enable each cadet to meet the requirements of the institution as to dress and general appearance, as well as to secure to him a good and wholesome table. To effect this, the board were particularly struck with the system perfected by the present estimable superintendent, whereby each cadet, whilst strictly supervised himself, is enabled to check and supervise every point involving expenditure on his own account. Throughout the whole range of fiscal matters, from the smallest to the largest channel of expenditure, there is established so perfect a method of check and counter-check, and strict accountability, as to render error or omission impossible.

A well-ordered economy, not among the least of the practical acquirements, praiseworthy in private life, and indispensable in public life, is here practically taught with accuracy of detail, entitling it to a rank among the "exact sciences." A cadet graduating at this institution, and called into the service of his country, would have just as strong grounds of excuse for mistaking a circle for a triangle, as to plead ignorance or incompetency in the practice of unerring rules to guard against waste, fraud, or useless expenditure of any kind.

The *value* of the mass of practical scientific knowledge acquired here, and annually sent forth to the nation in the persons of her trusted sons, can scarcely be estimated by figures. The *cost* is reached with entire accuracy. The cadet who graduates here, after a conflict of four years with untiring competition, is not permitted to hide his knowledge under a bushel, but is required, in turn, to dispense it when and where his future duties to his country may call him. Regarding, as we do, this knowledge as positively indispensable to the nation, we are unable to adopt any rule of computation to mark its value, compared with its cost; which cost, assessed in the shape of a poll-tax, would fall considerably short of one cent each on our citizens. To urge an objection to the Military Academy at West Point on the ground of its cost would be like objecting to the cost of seed which the field requires, when a greedy market stands ready to take the abundant crops it may produce. The board were invited to visit the drawing-room, in which a great variety of specimens of every kind of drawing and draughting, in ink and colors, were exhibited. The ingenuity and skill with which many of these were executed are worthy of particular notice. To draw from nature with justness and taste is an accomplishment in any department of life, and to the military man often eminently useful. The practice itself, aside from any actual application of the art, promotes the habit of observation, educates the eye, and thus tends to secure to the military man that peculiar tact, that kind of instinctive judgment, by which a great cap-

tain instantly chooses or abandons a position, and sees at once points of importance which wholly escape the unpractised eye.

Though not falling entirely within the range of our prescribed duties as a Board of Visitors, we have yet deemed it a matter of no ordinary interest to investigate the method now adopted in selecting candidates to this institution. We can conceive of no theory more just than that which at present prevails—which gives to each Congressional district the nomination of its pro rata number of candidates, leaving a portion to be taken at large by the appointing power. By this system, every part of our country comes in for its share, geographically, whilst the sons of such of our fellow-citizens who may have meritoriously served the country in various branches of the public service, and necessarily deprived of this geographical locality, share the distribution. It is probable that, among the nominations from Congressional districts, some may owe their selection as candidates to the political influence of friends in the dominant party. Adopting any form, this influence may still directly or indirectly prevail; but we are inclined to think that the system now existing is one obnoxious to least objection on this ground. In other respects, touching the qualifications of candidates, it is almost impossible that the appointing power should be personally familiar, and consequently must depend on the sagacity, integrity, and patriotism of the nominating power. On one point, however, we have satisfied ourselves most clearly—that, no matter to what influence the cadet may owe his appointment, no matter from what portion of the republic he may come, here he is received on a perfect equality with his comrade; name, influence, fortune, family, all alike are merged in one common consideration—*individual merit*; the rich, the poor, the sons of living parents and the orphan, are all on an equality. The rules and regulations for conduct and study recognise not an iota of difference or distinction—all alike are subject to a system of unerring justice and accountability, so that the most jealous and sceptical cannot fail to admire and approve.

It is barely possible that this system of even-handed justice, so inflexibly practised here, may in some instances occasion disappointment to cherished hopes of parents and friends, and even enmity against the institution; but the question is, shall the institution conform itself to the standard of the various elements annually offered for instruction, or exact such elements as shall meet and conform to its standard? On this point, we have no hesitation in deciding in favor of the latter.

On investigating the leading causes of dismissals, we invariably trace them to the following sources:

1st. Mental and physical inability.

2d. Insufficient preliminary qualifications and attainments.

3d. Indisposition to conform to rules and regulations established here, which have a strong contrast to habits at home. Hence we see a large portion of the lads dismissed here are sons of parents in easy circumstances, and who have been indulged in habits of luxury and idleness, whilst the son of the parent of limited means, or the orphan, who is early taught to depend on his own efforts for success, and whose home has been one of well-ordered industry and morality, readily meets the requirements exacted here, and passes through with honor to himself, his teachers, and his country.

If we are permitted to offer advice, as well to the nominating and appointing power as to the parents, friends, and guardians of candidates to

this institution, it would be to look well to the qualifications of the candidate before selecting him to pass the ordeal here. This ordeal is, indeed, severe; but we are nevertheless constrained to urge the inflexible continuance of the system which has been adopted, as the only one calculated to realize the intention and object of Government in establishing this truly national institution.

From this extended but still imperfect view of the prominent features of the academy, the Department will be able to see, we trust, that the Board of Visitors have considered, with no little care, the various important subjects pointed out to us in the official letters which called us together. We came, at the invitation of the Government, from remote parts of the country; we belong to extremely different professions and spheres of life, strangers, most of us, to the place and to each other; we have doubtless looked at the institution from very different points of view, and, of course, with feelings not entirely similar.

It gives us true happiness, however, to be able to say that, in every respect, there has appeared the utmost courtesy and frankness on the part of the officers of the institution, and that in no instance have we discovered the slightest disposition to conceal what we wished to know, or to set off the cadets or the usages and exercises of the academy by artifice or illusion.

To the general merit of the academic board we have borne testimony in different parts of the foregoing report. Of the efficient and accomplished officer at the head of it, we wish also to speak in terms of unqualified approbation and great personal regard.

The Department will permit us to add, in conclusion, that with whatever diversity of opinions we may have met, we are about to take leave of each other and of this enchanting scenery, which nature seems to have created in beautiful harmony with a vigorous and tempered development of youthful intellect, deeply sensible to the great permanent interest of the whole country in this our only national institution of science, and earnestly hoping that no narrow public counsels or party or local jealousies will ever be suffered to divert it from its original purpose, or to impede its natural progress to the very utmost limit of academical perfection.

CHAS. STEWART, *President, U. S. Navy.*

C. B. HADDUCK, *Secretary, of N. Hampshire.*

PIERRE VAN CORTLANDT, *of New York.*

LEVI WHEATON, *of Rhode Island.*

G. TROOST, *of Tennessee.*

SAMUEL ALEXANDER, *of Pennsylvania.*

JOHN L. GOW, *of Pennsylvania.*

DAVID HUNTER, *of Illinois.*

WM. RUGGLES, *of the Dist. of Columbia.*

ABRM. EUSTIS, *Brig. Gen. U. S. Army.*

CHAS. AUG. DAVIS, *of New York.*

CHARLES DAVIES, *of Connecticut.*

J. H. PEYTON, *of Virginia.*

S. P. WILLIAMSON, *of Tennessee.*

HODIJAH MEADE, *of Virginia.*

O. M. MITCHEL, *of Ohio.*

Hon. JOHN BELL, *Secretary of War.*

G.

ENGINEER DEPARTMENT,

Washington, November 19, 1841.

SIR: On the subject of creating a body of sappers, miners, and pontoniers; I have to offer some remarks in addition to those contained in the body of this report, connecting them with an estimate and draught of a bill. Many of these remarks have been before communicated to the War Department.

The great importance of having in our army a body of men expert in the operations of sapping and mining, and military bridge building, is obvious to all who are familiar with military operations.

In time of war they must exist, and their organization cannot be deferred until that emergency has arisen without entirely disregarding the blood-bought experience of other nations. In Napier's History of the Peninsular War—a work unsurpassed by any in the language on military affairs—the author, referring to the first English siege of Badajos, in May, 1811, says: "Thus the first serious siege undertaken by the British army in the peninsular war commenced; and, to the discredit of the English Government, no army was ever so ill provided with the means of prosecuting such an enterprise. The engineer officers were exceedingly zealous; and, notwithstanding some defects in the constitution and customs of their corps, tending rather to make regimental than practical scientific officers, many of them were very well versed in the theory of their business. But the ablest trembled when reflecting on their utter destitution of all that belonged to real service. Without a corps of sappers and miners, without a single private who knew how to carry on an approach under fire, they were compelled to attack fortresses defended by the most warlike, practised, and scientific troops of the age. The best officers and finest soldiers were obliged to sacrifice themselves in a lamentable manner, to compensate for the negligence and incapacity of a Government always ready to plunge the nation into war, without the slightest care of what was necessary to obtain success. The sieges carried on by the British, in Spain, were a succession of butcheries; because the commonest materials, and the means necessary for their art, were denied the engineers." The lives of our citizens will always be too precious for a Suwarrow or Wellington to make fascines of their bodies to fill ditches, or to sacrifice them in reckless and fruitless assaults, when honor, success, and comparative safety, wait upon the simple application of the art of the sapper and miner. No future historian should be able to reflect a similar reproach on the American nation to that which the British officer has fixed on the English Government.

The experience in the first years of the Peninsular war taught Great Britain the necessity of having well-instructed engineer troops, as will be seen by the following extract from Colonel Pasley's Course of Military Instruction: "The officers of the corps of royal engineers, British army, had no means of preparing themselves for their arduous and important duties in the field previously to 1812. Since that period, the junior officers of the royal engineers, and all the non-commissioned officers and soldiers of the department, in addition to the studies requisite for their respective stations, have been diligently exercised, not only in the execution of parallels, approaches, batteries, saps, mines, and other works of a siege, but

also in the manœuvres of pontons, and in the formation of military bridges in general; so that there is no operation which the British engineer department can be called upon to perform, in the face of an enemy, for which the officers and men may not, with propriety, be said to have been previously qualified by actual experience; and the kind of experience which is thus required at home is peculiarly necessary for a corps whose duties are not only of the most vital importance towards the success of armies, but which, in a war of sieges, (such as every obstinately protracted contest must necessarily lead to,) are of so very hazardous a nature, that, in the common course of military events, the major part of the officers are always likely to be killed or disabled before they can possibly have opportunities of acquiring an equal degree of practical knowledge in the field." Sir John L. Jones, of the royal engineers, says "that the army in Spain was unattended by a single sapper and miner till late in 1813;" and "that England, possessing a corps of officers professionally educated, and well grounded in the science of attack and defence, she denied them every requisite establishment to render their acquirements availing, and most unreasonably expected her armies to reduce the skilfully fortified places of the nineteenth century with means inferior to those brought against the exposed and ill-constructed places of the sixteenth and seventeenth centuries."

The customs and organization of modern armies as essentially require sappers and miners as they do artillerymen. The exercise of their art, in the informal attacks of posts, intrenchments, &c., which are of constant occurrence in war, and also in sieges, saves the lives of large numbers, and converts enterprises of great uncertainty and peril into works of easy achievement.

In a campaign, when not engaged in a siege, these troops would constitute a part of the advanced guard of an advancing army, and of the rear guard of a retreating one: in the first case, repairing roads, making bridges, and leading on the assault of intrenched positions; in the latter, destroying bridges, constructing barricades, and multiplying, to the utmost, impediments in the path of the enemy.

In crossing rivers, their services, as pontoniers, would be almost indispensable.

Whenever it may be necessary to strengthen a position by intrenchments, each sapper, from previous training, would be competent to direct the operations of a large party of workmen. For example: Col. Pasley says: "No less than about 18,000 peasants and 2,000 horses worked, by order of the Duke of Wellington, under the direction of officers of the royal engineers, in improving the defences of the frontier of the Netherlands, for some months together, immediately before the great victory of Waterloo; and, by all accounts, the extensive works then in hand were constructed with the greatest regularity and despatch. Now, it may easily be conceived that, to have directed such a great body of workmen to proper advantage, by means of a few officers of engineers, would have been utterly impossible but for the system adopted, of subdividing the various works amongst the non-commissioned officers and privates."

Success or failure at a siege frequently decides the fate of a campaign, sometimes of an army, and has, more than once, that of a State. The failures before Pavia in 1525, Metz in 1552, Prague in 1757, Acre in 1799, and Burgos in 1812, and the success at Yorktown in 1781, are examples. By the first, France lost her monarch, the flower of her nobility,

and her Italian conquests ; by the second, she was saved from destruction, and 30,000 of her enemies perished ; by the third, the great Frederick was brought to the brink of destruction ; by the fourth, Napoleon was stopped in a career which might have changed the face of the world ; by the fifth, the French gained time to concentrate their forces and regain the ascendancy ; by the last, the United States put the finishing stroke to the work of independence.

Innumerable instances of disastrous consequences attending the failure of sieges might be adduced. Those who have reflected on it must feel that the dearest interests of a country are frequently staked on the sure and speedy reduction of a fortress. It is, consequently, of great moment that its sieges should be carried on in the best possible manner ; that is to say, by a due union of science, labor, and force ; that they should be rendered not only short, but certain, and little costly in men.

The peculiarly hazardous nature of the engineers' duty in sieges is such that every precaution should be taken for rendering a corps of engineers effective in the field. The loss of the royal engineers, (British army,) in killed and wounded, in proportion to the total number employed in the several sieges in Spain, is given by Colonel Pasley, as follows : " At the first siege of Badajos 5 out of 7, at Ciudad Rodrigo 7 out of 18, at the last siege of Badajos 13 out of 20, at Burgos 3 out of 5, at St. Sebastian's 11 out of 18."

The French effected the organization of their engineer troops in the reign of Louis XIV, and maintained them in a very efficient state throughout the last century, so that casualties in their service have been rarely in as great proportion as those exhibited in the English. In the protracted siege of Saragossa, when the besieged were as numerous as the besiegers, 15 out of 27 of their engineers were killed and wounded before the French reduced the place.

If too great stress appears to be laid upon the English experience in these matters, it arises from the fact that the other great European Powers had long previously adopted the system which England at last introduced into her military organization by constraint. Her practical good sense and jealous economy ought also to recommend to our most deliberate consideration what she found so essential to the efficiency of her service.

Vauban, the greatest of military engineers, in a memoir written in 1704, urging upon the French Government the organization of a company of sappers, says : " They would be useful in peace as well as in war, and would be the means of saving much in all fortifications where they should be employed. In fact, I have not the least doubt that they would save annually to the King much more than their pay. I assert all I have said on this subject with as much confidence as if I had seen the results ; and I can with the same certainty add, that this small troop will be the means of saving large numbers of good engineers and brave officers and soldiers from the stern necessity to which we are reduced, of exposing, almost always, the laborers and those who support them ; which necessity would not arise, had we at command a sufficient number of this kind of workmen, well instructed. To such a degree have I felt the necessity of sappers at every siege at which I have been present, that I have always had reason to repent of not having more urgently solicited the creation of this company." All the anticipations of Vauban have been more than realized, and the corps of sappers and miners has received the most careful at-

tion. The French engineer troops, at this moment, consist of 54 companies, on the war establishment, containing 8,076 men, and on the peace establishment 5,412.

It is in time of peace that this description of force must be prepared, because much time and practice are required to produce the necessary skill, and because there is little or nothing in the arts and business of civil life which prepares men for these peculiar services. But there are duties and services to be rendered by these troops, even in time of peace, which are of themselves of high importance in many points of view, and demand immediate attention from the Government.

During the season of encampment at the Military Academy, the sappers, miners, and pontoniers, would be carrying on a course of practical field engineering, in company with the graduating class of cadets, and under the direction of the officer of engineers commanding the sappers, aided by all the officers of engineers who are stationed at the institution to assist in its instruction. By these means this most useful description of knowledge will be diffused through every corps of the army; and officers of engineers, whose special duty it is to take charge of such operations, will be relieved from the necessity of taking the field without ever having seen constructed a gabion, fascine, or any other of the various and peculiar materials of their art.

The instruction communicated to the sapper, miner, and pontonier, at the Military Academy, would, moreover, render them invaluable as assistants to engineer officers carrying on civil or military works. If every officer in charge of a work in progress were supplied (according to the size of the work) with one or more of the men thus instructed, to act as overseers, the advantage to the public service, and the economy also, would be great. As it is, these officers are obliged to employ people who, however expert as mechanics, know nothing of the peculiar structures they are about to superintend, and are, moreover, almost always contaminated by the contract system of building now generally applied to private edifices. And, after all, persons of suitable qualifications and character cannot be obtained but at prices much beyond the highest rate proposed to be allowed the engineer soldier.

The presence in each of the forts of one, two, or more, of the engineer company, would produce not only a considerable saving of expense, but also result in a perfect state of repair and preparation for service at all times. These soldiers would be able to apply repairs of all sorts with their own hands; and, their peculiar duty being to watch over the condition of the work, all injuries and dilapidations would be discovered and arrested at the very commencement, when repairs would be easy and at small cost.

An engineer non-commissioned officer, with one or more engineer soldiers, intrusted with the duty of keeping the fortifications in a state of repair and efficiency, would relieve the garrison from all such duties, for which, from the nature of things, it cannot be prepared, but which are nevertheless indispensable to a proper state of preparation in the work, and often, also, to the comfort and health of the garrison. This arrangement would, besides, allow of the concentration of the troops whenever the public service might require it; and would, at the same time, be in harmony with the purpose of exercising the volunteer companies of the neighboring cities and towns in the forts and batteries, in the absence of the regular garrisons.

It is now proposed to add to the corps of engineers one company of sappers, miners, and pontoniers, under the general designation of engineer soldiers, with the fourfold object of—

1st. Supplying the army with a description of force indispensable to military operations in time of war.

2d. Providing a body of men to aid in instructing the cadets in the field labors of a campaign and in other kinds of practical engineering.

3d. Supplying engineer officers, in their constructions during peace, with overseers and master-workmen ; and,

4th. Supplying to each fort, when finished, persons who shall be competent to execute all current repairs, keeping the works at all times in readiness for service.

The duties which it is designed to impose on these engineer soldiers require men possessing superior physical qualities, intelligence, a certain degree of education, and, also, some trade or handicraft that can be applied to the peculiar functions of the company. It will be in vain to look for favorable results with qualifications of a lower order; and those we ask for are not to be commanded without paying for them. The experience of the Ordnance department shows the prices at which analogous employments may be filled; and these have been adopted in the draught of the bill herewith.

As any estimate of the cost of this company, founded on a substitution of this for any other body, might be objected to, I will consider the cost in another light entirely—in one to which it is difficult to conceive that any objection can be made. It has been remarked above that one of the objects proposed to be accomplished by the creation of this company is to supply engineer officers, in their constructions, with overseers and master-workmen. There are, at this moment, thus employed upon the various fortifications in progress, not less than fifteen overseers and master-workmen, who receive at least \$3 per day; there are not less than twenty overseers, whose respective wages are at least \$2 50 per day; and very numerous sub-overseers, &c., whose daily allowances exceed \$1 50 and \$1 25 per day. If, now, we suppose one-half of the company to be distributed amongst the several constructing officers, they would stand in lieu of the persons now employed, as follows: 5 sergeants in lieu of 5 principal overseers at the rate of \$3 per day, or \$936 per annum, amount to \$4,686 00

5 corporals in lieu of 5 overseers of the lower grade, at the rate of \$2 50 per day, or \$780 per annum, amount to 3,900 00

20 privates of the 1st class, in lieu of 20 sub-overseers at the rate of \$1 75 per day, or \$506 per annum, amount to 10,920 00

20 privates of the 2d class, in lieu of 20 sub-overseers of the lowest grade, at the rate of \$1 25 per day, or \$390 per annum, amount to 7,800 00

Total - - - - 27,300 00

This sum of \$27,300 is obviously the sum paid every year, at the rates named, (which are less than the actual rates,) to fifty persons whom the constructing officers would most gladly see replaced by the same numbers of a well-instructed engineer company, while the total cost per annum of the whole company of one hundred men will be but \$25,935 91. The remaining fifty men, who would be left at the Point to perfect themselves

in field duty, and assist in the practical instruction of the cadets, would consequently be maintained entirely without expense to the United States; indeed, there would be an actual annual saving of upwards of \$1,000, by the creation and employment of this company, on the suppositions above made, which are all stated at rates against rather than in favor of the proposed arrangement. One-half the company will suffice, it is thought, to assist in the exercises at the academy; if a less number shall be found to answer, the saving will be the greater.

It was considered proper to go into the above calculation in order to show that the measure is not objectionable, as likely to involve the military establishment in additional expenditures; but whether there is to be a saving of a few thousand dollars, or an augmentation of a like amount, should be regarded as of little consequence, compared with the deficiency in our military organization and instruction which this measure is designed to supply. And I must be pardoned for repeating, that the want of this description of force, for services both of war and peace, and the want in the officers of every corps of the army of that practical field instruction which can be acquired fully only by the aid of this force, are evils pregnant with important consequences, and as they are evils which can be cured only slowly and gradually, not a moment should be lost in resorting to the remedy.

I have the honor to be, very respectfully, your most obedient servant,
JOS. G. TOTTEN,
Col. and Chief Engineer.

Hon. J. C. SPENCER; *Secretary of War.*

A BILL for the organization of a company of sappers, miners, and pontoniers.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That there be added to the corps of engineers one company of sappers, miners, and pontoniers, to be called engineer soldiers; which company shall be composed of ten sergeants, or master-workmen; ten corporals, or overseers; two musicians; thirty-nine privates of the first class, or artificers; and thirty-nine privates of the second class, or laborers: in all, one hundred men.

SEC. 2. *And be it further enacted,* That the pay and rations of the sergeants or master-workmen of said company shall be the same as those now allowed by law to the master-workmen employed by the Ordnance department, excepting that the engineer sergeants shall receive one ration only per day, instead of one ration and a half; of the corporals or overseers, the same as those now allowed by law to the armorers, carriage-makers, and blacksmiths, employed by the Ordnance department, excepting that the engineer corporals shall receive one ration only per day, instead of one ration and a half; of the privates of the first class, or artificers, the same as those now allowed by law to the artificers employed by the Ordnance department; of the privates of the second class, or laborers, the same as those now allowed by law to the laborers employed by the Ordnance department; and of the musicians, the same as those allowed by law to the musicians of the line of the army. The said non-commissioned officers, privates, and musicians, being respectively entitled

to the same clothing and other allowances as are granted by law to non-commissioned officers, privates, and musicians, of the artillery in the army of the United States.

SEC. 3. *And be it further enacted*, That the said engineer company shall be subject to the rules and articles of war; shall be recruited in the same manner, and with the same limitation; and shall be entitled to the same provisions, allowances, and benefits, in every respect, as are allowed to the other troops constituting the present military peace establishment.

SEC. 4. *And be it further enacted*, That the said engineer company shall be attached to and compose a part of the corps of engineers, and be officered by officers of that corps, as at present organized. They shall be instructed in and perform all the duties of sappers, miners, and pontoniers, and shall aid in giving practical instruction in these branches at the Military Academy. They shall, moreover, under the orders of the Chief Engineer, be liable to serve, by detachments, in overseeing and aiding laborers upon fortifications or other works under the Engineer department, and in supervising finished fortifications, as fort-keepers, preventing injury and applying repairs.

SEC. 5. *And be it further enacted*, That the Chief Engineer, with the approbation of the Secretary of War, be authorized to regulate and determine the number, quality, form, dimensions, &c., of the necessary vehicles, pontons, tools, implements, arms, and other supplies for the use and service of said company, as a body of sappers, miners, and pontoniers.

No. 5.

REPORT FROM THE TOPOGRAPHICAL BUREAU.

BUREAU OF TOPOGRAPHICAL ENGINEERS,

Washington, November 15, 1841.

SIR: In obedience to your orders, I have the honor to submit the customary annual report of the operations of the Bureau for the last year, and the customary estimates for the ensuing year.

Surveys.

1. Military and geographical survey of the country north of the Missouri and west of the Mississippi.—The map and report of this interesting work, as far as the same have been completed, are now in course of preparation. Some additional field work has been executed in the course of the last season, which having been added to the map, the latter is at present in the engraver's hands, under an order of the Senate for its publication. No additional estimate is submitted on account of this work, the balance on hand being sufficient for the ensuing year.

2. Survey of the mouth of the Suwannee, with a view to its improvement.—This survey has been completed, and the report, plan, and estimate, have been returned to the office.

3. Survey of the Lakes.—Two parties of officers have been organized and placed upon this duty; the reports of their operations have not, however, yet been received, but are daily expected.

4. Survey of the Northeastern boundary.—A major and two lieutenants of the corps have been continued on this duty.

5. Survey of the boundary line between the United States and Texas.—A lieutenant colonel of the corps and four of its lieutenants have been engaged upon this duty, and it is in my power to say that the survey of the boundary has been completed and marked out from the mouth of the Sabine to the Red river.

6. Survey of the boundary between the State of Michigan and the Territory of Wisconsin.—The survey of the part which was the most difficult to determine in reference to this boundary, between the head waters of the rivers which empty into the two lakes, Michigan and Superior, has been completed, and the report and drawings are daily expected at this office.

7. Surveys in reference to the military defences of the frontier, inland and Atlantic.—This appropriation being considered as devoted exclusively to military purposes, its application to the same is rigidly respected. As yet, the only surveys ordered to be paid out of it are those required for the fortifications contemplated to be erected at Sollers's Flats, Maryland, the defences of the breakwater harbor on the Delaware, the defences of Portsmouth, New Hampshire, and a military reconnoissance of the vicinity of New Orleans. This last, when completed; will form a basis for surveys in detail of points which it may be considered necessary to fortify.

8. Survey of the Des Moines and Iowa rivers.—This survey, directed by a law of Congress with views to the improvement of those rivers, has been completed, and the report, plan, and estimate received.

Constructions.

9. Red-river raft.—The appropriation for this work was approved on the 3d March, 1841.

As this work had been some time suspended, and as there was a want of knowledge of its actual condition before any steps were taken in reference to [the] work, it was considered proper to have a thorough examination of it. Accordingly, on the 10th of March last, Lieutenant Colonel Long was ordered to repair without delay to the locality of the raft, to examine carefully into all that had been done and into its existing condition; also, to examine the river throughout the whole of the extent affected by impediments to easy navigation; to report upon these subjects, and to give his opinion upon the plan which in his judgment would best accomplish the intention of the law. The report from Lieutenant Colonel Long was received on the 22d June, was communicated to the War Department to be laid before Congress in compliance with a call from the Senate on the 9th of July, and will be found printed in Senate document, of the extra session, No. 64.

Lieutenant Colonel Long advised that the work should be done by contract; which mode being approved by the Department, an advertisement for proposals was issued on the 8th of July last, conditioned that proposals would be received until the first day of the ensuing September. The proposals, being all received by that day, were afterwards opened, arranged, and reported; and on the 6th day of the month last named a contract was entered into for the work, and the customary bonds taken for its faithful execution.

10. Potomac aqueduct.—Although the General Government is not at this time making expenditures on this work, yet its great interests (involved as a subscriber to the amount of one million in the Chesapeake and Ohio Canal, and in having appropriated liberally for the construction of the aqueduct) have always been considered as justifying the classing of this work among those of a national character, and as requiring the assignment of one of its engineers to superintend it, from whom the customary monthly reports of progress are received. The piers and abutments are completed, and about half of the frame work to sustain the water-trunk is already erected.

11. Potomac bridge.—So much of the season had passed away when the appropriation for the repairs of this bridge was made, that our efforts were necessarily limited to contracts for materials. By the ensuing spring, however, arrangements for the repairs will be fully matured, and the work will then be pushed forward with all possible activity.

Other various works of river and harbor improvements have been comparatively suspended; existing appropriations in reference to the same authorizing nothing more than the payment of arrearages and such additional expenditures as should be necessary in order to preserve the boats, machinery, and materials, from destruction.

Estimates.

12. The estimates for the ensuing year involve the usual objects of--

First. Office contingencies and compensation to clerks and messengers, as per exhibit A.

Second. Surveys and public works. These naturally divide themselves into two classes: those of immediate necessity, involving considerations of extensive commercial, agricultural, military, and consequently national considerations; and those of a more remote necessity, the present advantages of which are less general. The works of the first class should be executed in a manner commensurate with the great objects involved in reference to scale as well as materials. The most which it seems to me is required in reference to those of the second is to complete them gradually, and in scale and materials according to the plans upon which they have been begun.

Either some considerations of this kind should be adopted in reference to these works, or it seems to me that it would be advisable to abandon them, and to direct the property, machinery, and tools, which have been collected, and have now been some time on hand, to be sold, while they are yet of some value. On the first supposition of maintaining the works, the many advantages which have already ensued from them cannot fail to continue and to be increased. On the second, of abandoning them, all will be lost, as well as the amounts which have already been expended. In fact, this last will soon be realized from the dilapidations inevitable to unfinished works, unless means to protect and repair them are granted.

With these preliminary remarks, the estimates will now be submitted.

13. For the continuation of the removal of the obstructions to the channel of Mobile harbor and bay, \$30,000.

The obstructions to this harbor consist of two bars, one called the Choctaw pass, the other Dog-river bar. The Choctaw pass has been completed, by the excavation of a channel 12 feet deep and 120 feet wide. A similar excavation of the Dog-river bar is now necessary, or the work and expenditure on the Choctaw pass will be comparatively of no avail.

The harbor of Mobile is the great harbor of the State of Alabama, being the outlet of the rivers Alabama, Talapoosa, Cahawba, Tombeckbee, and Black Warrior, which extend to the northern, eastern, and western extremities of the State. Its immense advantages to the commercial and agricultural resources of the country can therefore be readily estimated. It also constitutes an admirable military position, where the strength of the State can be concentrated for its own defence, or for the aid of New Orleans and Pensacola.

Much of the northwestern part of Mississippi, the southern part of Tennessee, and the northeastern part of Georgia, will also, through the means of some of the rivers named, find the port of Mobile their most convenient commercial mart, as well as the most convenient point for the concentration of their military power, in reference to the defences of the Gulf of Mexico. The whole work will probably cost \$80,000.

14. For the removal of obstructions at the mouth of the Suwanee, Florida, \$20,000.

The first appropriation for this work was made in 1839, and the first steps in reference to it were an accurate survey of the bay and its impediments. This exposed to observation a new and much-protected channel

which it is proposed to improve. The Cedar Keys form an admirable outer harbor, in which any vessel can lie with safety, until the weather will admit of an entrance to the river. The nature of the obstruction is in a shoal, through which it is proposed to dredge a channel of not less than five feet deep at low tide.

The Suwanee, with its tributaries, is one of the finest rivers of the western coast of Florida, extending far up into Georgia, and admirably adapted through much of its extent to steamboat navigation, from which its commercial and military advantages may be easily inferred. The harbor of Cedar Keys has been already adopted as a military depot. The whole work it is supposed will cost \$40,000.

15. For the removal of obstructions between the St. John's and the St. Mary's, \$10,000.

The object is to effect an inland communication between these two rivers, which will give to the produce of the St. John's an outlet to the sea, over the St. Mary's bar. By means of the St. John's and the Ochlawaha, about 300 miles of inland water communication, to the southern parts of Florida, will have, by the improvement already partially completed, an outlet by the St. Mary's. And as the head-waters of both the St. John's and the Ochlawaha are not very distant from Lake Tohopekaliga, which, by means of other lakes and the Kissimee river, open a water communication with the great Lake Okeechobee, the improvement contemplated lays open a great line of inland water communication between the two extremes of Florida. From the Okeechobee lake, the communication, with but slight interruptions, may be completed with Charlotte bay or Tampa bay, on the Gulf of Mexico. The disturbed state of the country has prevented any attempt accurately to determine these last points of connexion with the Gulf.

The appropriation of 10,000 dollars is merely to complete the work, upon the plan already begun. A plan far more in harmony with the great objects which the thorough improvement of the communication is so well adapted to accomplish has been received in the bureau; but as it involves a large expenditure, and has not yet obtained the sanction of Congress, no estimate having reference to it is submitted.

It is presumed that about 10,000 dollars will be required for this work. Towards of 6,000 dollars of previous appropriations for the same object were carried to the surplus fund on the 31st December, 1840.

16. For the continuation of the removal of obstructions in the Savannah river, Georgia, \$20,000.

The history of this work will be found at page 51 of Senate document 58, of the 1st session of the 25th Congress; and of the plan to be pursued, at page 144 of the same document. The plan appears to have been well digested, but, before it is definitively adopted, the most thorough examination of the locality and of probable consequences will be made.

17. For the continuation of the removal of the obstructions in Cape Fear river, below Wilmington, North Carolina, \$20,000.

For the previous history of this work, allow me to refer to page 50 of the document already quoted. It is supposed that not less than 60,000 dollars will be required to complete the works contemplated.

18. For the continuation of the work at the outlet of the Dismal Swamp canal, Virginia, \$15,000.

The history of this work will be found in page 49 of the document pre-

viously quoted. The obligation on the part of the United States to complete this work arises from an agreement with the Canal Company, in which it was stipulated, that if the Canal Company were to open their canal in a given direction and at given dimensions, the United States would construct the requisite dam and lock. The company, having gone on in the fulfilment of their part of the agreement, now call upon the United States for the fulfilment of the part which belongs to them. It is supposed that about 29,000 dollars will be required to complete the work.

19. For rebuilding the light-house on the Brandywine shoal, Delaware bay, \$100,000.

The law authorizing the reconstruction of this light-house dates back to 1834, but the requisite appropriation has not yet been granted. The details in reference to this work will be found at pages 48 and 100 of the printed document before referred to. The total cost is estimated at \$178,500. A large appropriation in the first instance is absolutely necessary, in order to protect the light-house structure; otherwise there is great danger that, as in the previous effort to establish a light on this shoal, the whole will be destroyed during the first ensuing winter after it is erected.

20. For the continuation of the Delaware breakwater, \$150,000.

The first estimate in reference to this work bears date in 1829, and amounted to 2,216,950 dollars. In 1836 this estimate was revised, under the experience which had been then acquired.

The revised estimate amounted to	-	-	-	\$2,690,125
To which was added, for the extension of the ice-breaker				340,784

				3,030,909
Of this amount there has been appropriated	-	-	-	1,921,000

Leaving a balance yet due to the work, according to the estimate, of	-	-	-	-	-	1,109,909
--	---	---	---	---	---	-----------

The amount now asked for is the least which can be judiciously expended during the ensuing year.

21. For the repair of the piers and the preservation of the harbor of Newcastle, Delaware, \$20,000.

This is properly the outer harbor of the port of Philadelphia, upon which all the commerce of that city depends for protection and safety during the greater part of the winter. The whole amount required to complete the work is about 43,500 dollars.

22. For the continuation of the breakwater structure at Plattsburg, on Lake Champlain, State of New York, \$20,000.

All the details in reference to this work will be found in previously printed reports, the last at page 64 of the document already quoted. The whole amount required to complete the work, according to the approved and adopted plan, is \$50,000.

23. For the continuation of the breakwater at Burlington, Lake Champlain, Vermont, \$20,000.

The remarks made in reference to the work at Plattsburg apply equally to this. The plan is similar to that for the work at Plattsburg, and the amount required to complete it the same, viz: \$50,000.

The only means of protecting the commerce or of affording shelter from the weather to any naval equipment at these important towns on this lake

(Plattsburg and Burlington) are those of the breakwaters now partially completed. No other plan than that which we are now pursuing at these places has ever been suggested, nor will any other, in my judgment, produce the desired effects. As far as completed, the advantages from these works have been strikingly manifested, thus affording the best evidence of the usefulness of the expenditure.

24. For the continuation of the work at the harbor of Oswego, Lake Ontario, State of New York, \$25,000.

This harbor is already an established point of communication, by means of existing canals, between the Atlantic and the lake. The object now is to replace perishable material by more permanent, as the former is found to give way. Interesting expositions in reference to this harbor will be found in pages 291-300 of Senate document 58, 1st session 25th Congress, and in Appendix A. \$168,000 is required to complete the work.

25. For the continuation of the work for the removal of obstructions at the mouth of Genesee river, Lake Ontario, State of New York, \$20,000.

This harbor, like that at Oswego, constitutes one of the great lines of communication between the Atlantic and the lakes. Its favorable position, at about equal distances from the eastern and western ends of the lake, while its situation is also such that it can be considered with great propriety as exempt from the apprehension of sudden enterprise, give to it and its vicinity great advantages for a national depot, and involve in its favor all those reflections which may be considered as making it a just object of national solicitude. The estimate for the completion of this work amounts to \$60,000.

26. For the continuation of the works at Buffalo, New York, 20,000.

The well-known position of this harbor, it being the point of junction of inland water communication between the Atlantic and Lakes Erie, St. Clair, Michigan, and Superior, and the great extent of its already established commercial relations, may possibly be considered as rendering unnecessary further remark on these subjects. Should such, however, be desirable, allow me to refer you to Senate document No. 58, 1st session 26th Congress, and to the annexed Appendix B.

The estimate for \$20,000, now submitted for this harbor, does not contemplate the construction of any new work, but merely to complete that which has been already begun, and which it is supposed can be completed for the amount stated.

There is a plan digested for the protection and extension of this harbor, commensurate with the vast trade and commerce of the several States and Territories with which it is so intimately connected, and in reference to which it now constitutes the principal means of intercourse with the Atlantic; but as this plan involves an expenditure of a great amount, and although it has been submitted to Congress, as it has not yet received its direct sanction by an act of appropriation having reference to it, I have not felt at liberty to involve it in an estimate. The details and reasoning of this plan are to be found in Senate document No. 58, 1st session 26th Congress, pages 108 to 121, and in the Appendix B, annexed to this report.

27. For the continuation of the works at the harbor of Erie, Lake Erie, State of Pennsylvania, \$30,000.

This extremely fine harbor, one of the most valuable on the lake in reference to military and naval advantages, (the only harbor in fact on this

lake in which a fleet can be assembled, and where it can be completely protected against weather or an enemy,) is also one of the points of connexion between the commerce of the Atlantic and the Western States and lakes, by means of the canals and railroads already made and in course of construction in the State of Pennsylvania. The natural advantages of this harbor are greater than those of Buffalo, and it is undoubtedly destined, at some future and not distant day, to rival Buffalo in its present character of the great depot of the West. It is through these two places, Erie and Buffalo, that the trade of the States and Territories bordering on the lakes, and much from the valley of the Mississippi, will have to seek means of intercourse with the Atlantic—a trade which has already raised Buffalo to a great city, and crowded the New York canal, and which, in the just anticipations of the resources, growth, and increase of the extensive region upon which it depends, leaves one at a loss in affixing a limit to its extent. But the advantages of this harbor to the nation and to the State of Pennsylvania are comparatively lost by reason of sand-bars at its entrance. Works have been constructed for the removal of them, but from frequent injuries, and from neglects arising from want of means to remedy, they are falling into ruin, and just fears are entertained that, unless soon repaired, and in parts renewed, they will be entirely destroyed.

The appropriation now asked for contemplates only the repairs and renewals referred to.

For this harbor, like that of Buffalo, a plan has been digested more perfect in design, and contemplating the use of more durable materials. Details in reference to it will be found in Senate document No. 58, 1st session 26th Congress, pages 131 to 137, and in Appendix B of this report. But, for reasons similar to those given in the case of the enlarged plan for Buffalo, no estimate having reference to it is now submitted.

28. For the continuation of the work at the harbor of Cleveland, Lake Erie, State of Ohio, \$25,000.

The harbor of Cleveland is the outlet of the Ohio canal, by means of which the connecting link, at the western end of the lake, of inland trade, is established between the great valley of the Mississippi and the Atlantic ocean, through the harbors of Erie and Buffalo, the Delaware and the Hudson. This short exposition will probably be considered sufficient to show the great national importance which attaches itself to this harbor; but if further details be desirable, they will be found in Senate document No. 58, 1st session 26th Congress, pages 183 to 190, and in Appendix B to this report.

It will probably require about \$100,000 to complete the works at this harbor in a permanent manner.

29. For the continuation of the works at Chicago, Lake Michigan, State of Illinois, \$30,000.

The position of Chicago, at the southern extremity of Lake Michigan, and its great importance under all those considerations which may justly be considered national, are matters of history. But if desirable to recur to them, details on these points may be found in Senate document No. 58, 1st session 26th Congress, pages 80 to 85, and in Senate document 146, same session. To finish the work according to submitted plan and estimate will require about \$216,000.

30. For the preservation and repair of the harbors on the lakes, other

than those enumerated, the construction of which has been authorized by law, and which have been partially completed, \$30,000.

This amount will be sufficient, for the ensuing year, to preserve the works to which it has a reference, to make the necessary repairs, and gradually to extend the works. Their condition is now such that some early attention will have to be extended towards them.

If it be designed to preserve them, less than the amount asked for will be inadequate to the object. But if, on the contrary, the design should be to abandon these works, and leave them to their fate, (those not enumerated, and for the preservation of which \$30,000 is asked,) the property, materials, and tools, collected at each, should be sold while they are yet of some value. In either case, legislative action or direction is considered requisite—in the one, by granting the appropriation which the preservation of the works requires; in the other, by authorizing the public property to be sold, and directing the course to be pursued in reference to the proceeds.

In reference to the lake harbors, allow me to suggest some leading differences which their protection requires, in comparison with the harbors of the Atlantic. These last are generally deep, and accessible to ordinary commercial craft without artificial aid. The commerce which seeks them and is concentrated in them finds few impediments from shoals and sand-bars, and calls for protection only from an enemy; on which accounts, the protection to our Atlantic commerce is in our navy and system of fortifications, our system of light-houses, and a few breakwaters. But the commerce of the lakes is differently situated. Its inland position exempts it from apprehensions from an enemy; therefore, in comparison with that of the Atlantic, it requires and calls for nothing in the way of a navy and of fortifications. But the harbors of the lakes are obstructed by sand-bars and exposed to a violent and dangerous surf, and it is against these for which aid and protection are required; therefore our efforts on the lakes are limited to the construction of light-houses, of breakwaters, and to the removal of sand-bars. The extent to which such operations should be carried depends eminently upon the extent and value of the commerce to be protected by them; the amount of property and the number of lives exposed; the development of immense resources, and the means by which those resources are to find a market; the sales of the public lands, and the means by which value is to be given to those lands; the encouragement of the population of the West, and the way to give to that population a useful activity. In a word, to develop and protect all the interests which constitute the wealth and strength of a nation.

Very respectfully, sir, your obedient servant,

J. J. ABERT,
Col. Corps Top. Engineers.

Hon. J. C. SPENCER,
Secretary of War.

Estimate for the year 1842.

For the continuation of the survey of the Northern and North-western lakes of the United States	\$20,000 00
For completing the survey of the boundary between the State of Michigan and the Territory of Wisconsin	7,000 00
For the continuation of the removal of obstructions to the channel of Mobile harbor and bay	30,000 00
For the continuation of the removal of obstructions at the mouth of the Suwanee, Florida	20,000 00
For the continuation of the removal of obstructions between the St. John's and the St. Mary's	10,000 00
For the continuation of the removal of obstructions in the Savannah river, Georgia	20,000 00
For the continuation of the removal of obstructions in Cape Fear river, below Wilmington, North Carolina	20,000 00
For the continuation of the work at the outlet of the Dismal Swamp canal, Virginia	15,000 00
For rebuilding the light-house on the Brandywine shoal, Delaware bay	100,000 00
For the continuation of the Delaware breakwater	150,000 00
For the repair of the piers and the preservation of the harbor of Newcastle, Delaware	20,000 00
For the continuation of the breakwater structure at Plattsburg, on Lake Champlain, State of New York	20,000 00
For the continuation of the breakwater structure at Burlington, Lake Champlain, State of Vermont	20,000 00
For the continuation of the work at the harbor of Oswego, Lake Ontario, State of New York	25,000 00
For the continuation of the removal of obstructions at the mouth of the Genesee, Lake Ontario, State of New York	25,000 00
For the continuation of the works at Buffalo, New York	20,000 00
For the continuation of the works at the harbor of Erie, Lake Erie, Pennsylvania	30,000 00
For the continuation of the work at the harbor of Cleveland, Lake Erie, State of Ohio	25,000 00
For the continuation of the works at Chicago, Lake Michigan, State of Illinois	30,000 00
For the preservation and repair of harbors on the lakes other than those enumerated, the construction of which has been authorized by law, and which have been partially completed	30,000 00

BUREAU OF TOPOGRAPHICAL ENGINEERS,

November 15, 1841.

APPENDIX A.

OSWEGO HARBOR IMPROVEMENT,

Oswego, N. Y., April 30, 1841.

SIR: In compliance with your instructions of the 29th ultimo, I have the honor to submit the following report, in answer to the several inquiries therein proposed.

"I. The present condition of the harbor."

The works for the protection and improvement of the Oswego harbor were projected and commenced in the year 1827, in pursuance of an act of Congress of that year, appropriating a specific sum for the purpose. They consist of two transverse piers or jettées, projecting from the shore on each side of the small bay or indentation at the mouth of the river, which, after gaining water 16 feet deep, change their course and approach the channel in a direction perpendicular thereto, leaving a passage 250 feet wide between their respective pier-heads. (See plan transmitted to Engineer department by Lieutenant Smead, October 9, 1833.) The length of the west pier, including the pier-head, is 1,512 feet; of the east pier, 866; entire length, 2,378 feet.

The space thus enclosed, being sheltered by the headlands at the river's mouth, and by the piers which act as breakwaters to protect it from the northerly and westerly storms, (here felt in their greatest violence,) affords a safe and commodious harbor for vessels of the largest class. The depth of the channel between the piers is 24 feet at low water, and within the outer harbor varies from 12 to 20 feet. The inner harbor, or Oswego river, may be entered by the largest vessels employed in the trade of the lakes, and, together with the outer harbor, is provided with every necessary accommodation of wharves, storehouses, &c.

The Oswego river, formed by the junction of the Oneida and Seneca rivers, (which constitute the outlets of the lesser lakes in the interior of the State of New York,) is entirely free from those sudden and disastrous freshets to which rivers having their sources in a mountainous district are liable. The rapids at the head of navigation, as well as the dams which have been thrown across the river at frequent intervals to create a slack-water navigation, form most effective ice-breakers. These causes give to the harbor a character of most perfect security, both as a port of refuge and commerce. Accordingly, vessels from the upper lakes and from the river St. Lawrence crowd the wharves in the business season for commercial purposes, and, in inclement seasons, for shelter and protection. It is by no means uncommon to see 70 or 80 steam and rigged vessels lying in the harbor.

The objects contemplated in the original project of improvement seem to have been fully attained, and all the benefit then anticipated more than realized, in the fostering of a feeble and the creation of a great and increasing commerce. Nothing now remains but to secure the advantages already in our possession, by giving permanency to the structures to which these advantages are due, and without which they cannot be maintained.

This work was among the earliest projected for the improvement of the lake harbors, and, in common with all similar constructions of that period, seems to have had one defect—a deficiency in strength. It has, however, received such modifications, from time to time, as the necessity of the case seemed to require. The weaker parts have been strengthened by counterforts, and a greater height and breadth of base have been given to the whole.

The piers consist of a series of wooden cribs, sunk side by side, filled with stone, and planked on the weather side to protect the timbers from abrasion, and on the top to retain the filling stone. Like all structures of wood, the part above water is exposed to rapid decay. Below water the cribs may be considered indestructible, (if properly built,) and will afford a

good foundation. Although of short duration when exposed to the air, the wood endures long enough to test the efficacy of the plan, as adapted to the particular locality, and to allow the foundation to settle and become consolidated, before it receives a more costly and permanent superstructure. It is a very favorable feature of hydraulic constructions in fresh water, that we are able to use timber freely below the surface, which saves immense expense in preparing foundations and in laying masonry under water; and, above all, we avoid committing ourselves to large outlays for important works, before time and experience shall have demonstrated their worth.

As I have before observed, these works were commenced in 1827, and completed, on the original plan, in 1829. The timber above water has been exposed to alternate dryness and moisture for about twelve years. Every practical man knows that wood in such situations will rot in half the time. It is almost needless to say, that near the water line the timber work is now completely decayed, and is crumbling away and crushing beneath the weight of the superincumbent mass. Indeed, decay began to manifest itself, and large sums were expended in repairing damages arising from this cause, as early as 1833. The same year estimates were made and appropriations asked for, to defray the expense of cutting down the piers to low-water mark and rebuilding in masonry.

The wooden superstructure had fulfilled its office, and delay but added to the annual cost of repairs, which now became frequent and of imperious necessity. From this time every report of the superintendents is filled with accounts of breaches made and damages repaired. A large portion of the appropriations appears to have been expended in endeavors to keep the perishable and perishing superstructure together, until sufficient means could be obtained, and materials procured, to justify the commencement of the permanent work.

In 1837, materials having been previously collected, the superintendent commenced by cutting down a portion of the west pier, and rebuilding it in masonry. The work was continued throughout that season, and proceeded, with various interruptions, until November, 1839, when operations were suspended for the winter; but, for want of the necessary funds, have not since been resumed. Nevertheless, the work of decay is going rapidly on: the rotten cross-ties are crushing down under the load resting upon them, and the face timbers, even more decayed, offer but a slight resistance to the shock of the waves. Every floating stick of timber, every cake of ice, becomes a battering-ram, impelled with tremendous force, before whose blows the half-rotten and tottering fabric trembles—timbers are broken or torn off, and the stone are swept out by the sea. A breach once begun, it is impossible to say where it shall end. Unless instantly repaired, it is widened by every successive storm, until the sea finds free passage into the harbor.

Capt. Smith, then of the 6th infantry, and Lieut. Smead, of the 4th artillery, in reports made to the Engineer department in April and May, 1833, give accounts (illustrated by drawings) of the injuries the breakwater had sustained during that winter's storms. Among other minor injuries, they describe a breach, 160 feet long, 13 feet wide, and 10 feet deep, in the west pier, from which (the face timbers at the water line being broken off) the stone had been swept out, "leaving that portion of the work a mere shell." As I have before observed, breaches of a similar character have

occurred every year; but, means being at hand to repair them immediately, they have been checked before proceeding so far as that of 1833.

Three breaches have been made since the suspension of operations. One was mentioned in my last annual report. Fortunately, it was in my power to repair it before another storm arose. Had it been otherwise, the consequences might have been disastrous indeed.

On inspecting the last pier, since it has been relieved of its load of ice, I find two breaches, caused in the same way, by the removal in each case of a stick of timber below the water. In one instance, the stone for a space 15 feet long, 14 feet wide, and 12 feet deep, and in the other 10 feet by 12, and 12 feet deep, have been carried away, and the pier has been here forced or curved inward by the action of the sea. The weather has not yet permitted me to repair these damages; but I hope to do so in a day or two.

From these facts it will be seen that the fears which have been expressed in this and former reports, for the safety of the breakwater, are no idle forebodings, but that the past and the present unhappily afford the fullest confirmation.

When it is remembered that the breakwater presents not simply a narrow pier-head, but its whole front of above 2,000 feet, to the fury of the western storms, which roll up their mighty waves along the whole length of Lake Ontario, and that every foot along this extended line may be considered a weak point, it surely will not be deemed strange that an eye-witness feels the deepest anxiety for the safety of this time-worn structure. But it is not merely for the safety of the work itself, but for the security of the harbor, that the agent, as well as the citizens of the port, and all engaged in the commerce of the lakes, or whose persons or property are afloat upon their waters, must be deeply solicitous.

From what has been premised, it will be seen that I cannot but regard "the present condition of this harbor" as one of extreme jeopardy; that the wood work above water, having long since served out its time, cannot be counted on as a defence against the sea; that the commerce and business of the port, and the safety of this harbor, are daily and hourly at the mercy of the storms.

Of the permanent work, about 350 feet in length have been rebuilt, of which 125 feet remain in an unfinished state. The parapet will require to be raised 5 feet 10 inches, to bring it to the necessary height, and the quay wall or road-way wants flagging and coping.

The results afforded by a thorough examination of the masonry erected in 1839, upon a substratum of beton, confirm our first impressions, and justify, by the test of two winters, the confidence reposed in its stability.

The paving of the mole in front of the west pier is now completely broken up; only isolated portions remain, whose aggregate length does not exceed 100 feet. The mole itself continues at about the surface of the water, and with the gravelly beach, which still accumulates along the weather side, will essentially strengthen the foundations.

Gravel in large quantities, and stone in masses of from 10 to 1,000 pounds weight, during every westerly storm, are still swept over the pier, (although 7 feet above the present water line,) and are deposited within the harbor. This will continue to be the case until the parapet or protecting wall is interposed. About 650 superficial feet of plank have been stripped off from the weather side of the piers.

With these exceptions, and that of the general dilapidation and decay, the condition of the piers does not vary materially from that at the date of my last annual report, to which I beg leave to refer for further particulars, in relation to this branch of your inquiries.

"II. The injury the harbor has received since the works have been suspended, and the probable amount necessary to restore each to the condition it was in when the suspension of operations occurred."

The injuries sustained consist of—

Plank stripped off from weather side of piers: 150 superficial feet of 6 inch and 500 superficial feet of 3 inch = 2,400 feet, B. M.

Breach in east pier, 14 feet square and 10 feet deep, March, 1840; repaired April, 1840.

Breach in east pier, 15 feet long, 14 feet wide, and 12 feet deep.

Breach in east pier, 12 feet long, 10 feet wide, and 12 feet deep.

Blocks of limestone in mole, swept out of reach into deep water, 1,000 tons.

To restore which will cost—

For repairing breaches and replacing plank	-	-	\$95 00
Breach repaired, April, 1840	-	-	50 00
Loss of 1,000 tons limestone blocks, at \$2 per ton	-	-	2,000 00
Total	-	-	<u>2,145 00</u>

"III. The amount of public property and of materials on hand, and places where deposited."

Materials, machinery, tools, &c., on hand, as per quarterly return, 3d quarter 1840, cost	-	-	\$9,833 53
Labor expended in cutting stone	-	-	4,147 00

Total cost of materials, &c., as per quarterly return 13,980 53

Property not embraced in the return:

Office, workshop, store, and boat-houses	-	-	500 00
Cranes, crabs, trucks, iron tongs, grapples, and other implements	-	-	650 00
1,000 cubic yards filling stone, at \$1	-	-	1,000 00
1,000 tons limestone blocks in mole, at \$2 per ton	-	-	2,000 00

Cost of public property - - - - - 18,130 53

To this amount should be added the cost of building wharves, temporary piers and bridge for unloading stone, and of uncovering quarry bed to obtain filling stone, the exact amount of which cannot now be ascertained, but may be stated at	-	-	2,000 00
--	---	---	----------

Total cost of public property, including materials, tools buildings, and fixtures - - - - - 20,130 53

The machinery, tools, and implements, are deposited in the workshops and store-houses; the stone scows are secured in the harbor; the sandstone and a part of the rough and dressed limestone are placed on the grounds near the west pier belonging to the works, a part upon the west pier, and the residue in the stone yard of the contractor near the east pier.

"IV. The amount of arrearages due, and which will be due up to any given time, say 31st December, 1841."

Arrearages now due	-	-	-	-	\$59 43
Arrearages which will be due on the 31st of December, 1841, including repairs now necessary	-	-	-	-	530 43
For repairing damages, which must be anticipated, and for putting the work in condition to weather the autumnal storms	-	-	-	-	1,000 00
Amount of arrearages and necessary expenditures	-	-	-	-	1,589 86
Cash on hand to be deducted	-	-	-	-	579 38
Amount required for the preservation of the works and for arrearages to 31st December, 1841	-	-	-	-	<u>1,010 48</u>

"V. The arrangements which are now in operation in reference to the preservation of the materials, machines, tools, &c."

The most destructible articles of perishable property have been sold at nearly the first cost, and other perishable property is sold from time to time, as opportunities occur. The residue, such as stone, iron, tools, machinery, &c., is stored and disposed under the eye of the agent, as described in my answer to the 3d inquiry.

"VI and VII. Views in reference to the importance of the works, as they bear upon the general commerce of the country, or would affect its military resources and defences; also, with reference to their classification, whether with those of general and national or local advantages."

To a due estimate of the importance of this work, it is necessary that the mind should divest itself of all preconceived notions of fresh-water lakes, and should become familiarized with the idea of a vast chain of seas, extending inland more than 2,000 miles, washing a coast of more than 5,700 miles in extent, and receiving tributaries from a valley of unrivalled fertility. This expanse of water must not be looked upon as a placid lake, unruffled by a breeze, but as a land-locked sea, now reposing in apparent sluggishness, and now lashed into fury by the tempests which sweep over it, and rolling up waves which no strength of naval architecture can withstand. Let him add to this the reflection, that from whatever quarter the storm comes, the hapless navigator is soon upon a lee shore; and little nautical science will be needed to anticipate the fate which awaits both vessel and crew, with no harbor of refuge within their reach. In such an extremity, a natural or artificial harbor would to them be of inestimable value, and to the country at large of an importance commensurate with the amount of property and the number of valuable lives at the mercy of the storm. With an American coast of more than 3,000 miles in extent, almost equal to our whole Atlantic coast, and, unlike that, nearly destitute of natural harbors; with a foreign coast of more than 2,000 miles, with which we are in commercial relations, these seas afford a common highway, on which the products of their respective shores must seek a market.

Without including those parts of the United States which are connected with it by artificial channels, the valley of the great lakes immediately dependent on and tributary to them is estimated at 170,000 square miles. Of the great fertility, the boundless resources, and immense wealth of this region, all comparatively undeveloped, we have abundant proofs. It is no

longer a matter of speculation, but of history. We have as yet but skimmed along its borders, gathering here and there a handful from its abundant harvests; and even now its surplus products overflow every channel that nature and art have provided for their reception. If such be the germe, what shall be the mature fruits? We can, indeed, fix no bounds to its prosperity, when the numerous channels that are to traverse its teeming soil shall open an unobstructed passage to the ocean.

Of the outlets for this region, the St. Lawrence and the Hudson stand in prominent and antagonist positions. The former would draw the Western trade to Montreal, the latter to New York. Obstacles interposed by nature have, in both cases, been overcome by gigantic works of improvement. On the one hand, New York has connected Lake Erie by means of the Erie canal, and Lake Ontario by means of the Oswego canal, with the tide waters of the Hudson. On the other hand, the province of Upper Canada has connected the upper lakes with Lake Ontario and the upper St. Lawrence by means of the Welland canal, admitting vessels of 125 tons burden. The Rideau canal, a military work of like dimensions, and the Lachine and other canals of smaller capacity, complete the communication with Montreal. The bateaux of the Canadian voyagers also descend the rapids in safety to Montreal, returning through the Rideau canal. Against these auxiliaries to the natural route we have hitherto been able successfully to contend through the Erie and Oswego canals. The former divides the trade with the Welland canal, and the latter puts in its claim for more than a moiety of the products, once afloat on Lake Ontario. The communications both with Montreal and New York are still imperfect. The limited capacity of the canals not only increases the cost of navigation, but burdens the transit with the additional expense of transshipment. But the Canadian provinces, now united under one Government, and directed in the spirit of that enlightened and far-seeing policy which has procured for Great Britain her immense power and resources, are bending all their energies to the attainment of one object: to secure the trade of the great lakes, and, through them, of the upper valley of the Mississippi. The St. Lawrence canal, designed for vessels of eight feet draught, is already in a state of great forwardness, and, when completed, will connect Lake Ontario with Montreal; the Welland canal, now employed to the extent of its capacity, is to be immediately enlarged and improved. All obstacles thus overcome, the steam and sail vessels of Montreal will be found in the harbors of the upper lakes.

These facts, while they prove that the Canadian authorities are alive to the importance of this trade, also call for similar improvements on our own part. Accordingly, the Erie and Oswego canals are to be enlarged; the former is now in rapid progress—the latter, it is to be presumed, will be speedily undertaken. It is no longer a matter of doubt that only through the Oswego canal can we compete successfully with Quebec and Montreal for the Western trade. A few facts will make this sufficiently clear. As to the trade of Lake Ontario and the St. Lawrence, there can be no question. For want of an American canal around the falls of Niagara, our vessels now pass to and from the upper lakes through the Welland canal. Although that canal is in an imperfect state, yet merchandise is transported by this route from New York to Cleveland or Detroit for less, by \$1 56 per ton, than from New York to Buffalo by the Erie canal; and agricultural products are transported from Cleveland and Detroit to New York

for less, by 46 cents per ton, than from Buffalo to New York by the Erie canal. When we add to this the cost of transportation between Buffalo and the ports in question, the difference in favor of the Ontario route becomes still more striking. A glance at the map will show the cause of this superiority: the saving of 118 miles of artificial navigation, with a trifling increase of actual distance. Obedient to the laws of trade, the products and manufactures of the West will seek the best market and find out the quickest and cheapest route.

In the article of wheat, the great staple of the Northwestern States, our merchants already find powerful competitors in Canadian purchasers. The duties imposed in English ports on foreign breadstuff, discriminating in favor of colonial shipments to the amount of 51 cents per bushel, enable them to offer a higher price and consequently a better market. When, in addition to this, that better market (Montreal) is brought two or three days nearer by means of improvements in the navigation of the St. Lawrence, to which I have before alluded; when we see not the shippers only, but the ships of Montreal, on the bosom of the great lakes, crowding our seaports and becoming both purchasers and carriers of American produce, then must New York tremble for the trade of the great West. Awake to her true interests, she will not suffer so great a prize to be wrested from her grasp. She will meet these measures by greater facilities of communication; she will offer a shorter and cheaper route to the Hudson. There must be no transshipments, no unnecessary burden imposed, but a free and unobstructed communication must be opened between Lake Ontario and the tide waters of the Hudson. Then we may meet on equal ground. Nature herself points out the Oswego or Ontario route to the great lakes, as the legitimate channel for her productions.

These considerations give to the Oswego harbor a degree of national importance which even its extensive foreign and domestic commerce could not otherwise confer.

The whole country is concerned in every improvement of the means of communication between distant portions of its territory. But the more immediate fruits of the noble rivalry to which I have referred—a rivalry between two great nations, exerted not in laying waste, but in improving and beautifying the face of the land—the more immediate fruits, I say, are reaped by the great West.

This friendly contest has, indeed, "made the wilderness blossom like the rose." It has brought a market for his productions to every man's door, and has poured out at his feet the comforts, the luxuries, and the treasures of other climes—at once the incentive to his industry and its reward.

The extent of the impulse which has been given to agriculture and productive industry by our harbor and river improvements, connected with canals of communication, cannot be better illustrated than by comparing the quantity of wheat exported from Lake Erie at the commencement of the system, and at the present time. The Erie canal was opened in 1824, and came into active use in 1825; the Oswego canal in 1826, and the Welland canal in 1829. In 1825 the first harbor improvements were commenced. In 1826, 14,045 bushels of wheat were exported from Lake Erie; in 1840, 7,809,908 bushels. Of this quantity, 1½ millions were shipped by the Erie canal, and 2,878,845 bushels by the Welland canal. The American wheat and flour, shipped to the Canadian ports, were equal to 2,310,000 bushels; of this, 1,688,195 bushels found its way to English ports. In

confirmation of what has been stated with regard to the enterprise of our Canadian neighbors, aided by discriminating duties at home, we may instance the change which has taken place within a few years in the wheat and flour trade. In 1836 Oswego imported from Canada wheat and flour equal to 174,309 bushels; in 1840 Oswego exported to Canada wheat and flour equal to 71,705 bushels. This, together with their importation from other American ports, swells the amount to 2,310,000 bushels. Indeed, such an impulse has been given to the Canadian trade, that the wharves and storehouses hitherto in use at Kingston were last year found totally inadequate, and property was piled upon the wharves and covered with temporary sheds. Vessels laden with produce, after being detained three weeks and upwards, waiting their turn at the wharves, finally came over to Oswego and landed their cargoes.

Although, when viewed in its connexion with the Oswego and Hudson canal, as the harbor where it debouches into Lake Ontario, upon whose security as a port of entry, no less than upon the perfection of the canal itself, is to depend the gain or loss of the Western trade, it is invested with peculiar interest, still there are other and weighty considerations which must not be lost sight of—the domestic and foreign commerce of the port, and the claim which that, as well as the shipping employed in the trade of other ports on this and the upper lakes, may have to a harbor of refuge.

The history of the whole lake country is replete with evidence of the intimate connexion which exists between commerce and agriculture, as well as the other departments of productive industry. Prior to the improvement of harbors and the extending of other facilities to navigation, the commerce of the upper lakes was hardly worthy the name. Its productions were valueless; the wants of nature limited the objects and aim of life, for no market was attainable where industry could receive the rewards of its labors. But canals were opened, joining waters leading to far distant regions; the harbors began to give shelter to the venturous craft engaged in the carrying trade; a new impulse was given to enterprise; the dormant energies of the population were aroused; men heard afar off of the land of promise; the tide of emigration rolled in; the solitary prairie and the deep wood thronged with life. The soil now yields its abundant fruits, which are borne on the bosom of these inland seas, in comparative security, to their destination. That the system of harbor improvements has been the mainspring to this varied industry, no man who has watched the progress of events for the last fifteen years can for a moment doubt. The part which the Oswego harbor has borne in these transactions can be best inferred from a knowledge of her commerce since its improvement was commenced. In 1828 the Oswego canal was opened, and the harbor improvements had begun to give some shelter to the shipping. In that year the tonnage of the port amounted to 180 tons. In 1840 she had three steamboats and 76 rigged vessels, whose aggregate tonnage was 7,586 tons. In 1827 its population was 600; in 1840, 4,658. In 1829 the canal tolls on property transported to and from Oswego amounted to 1,466 dollars; in 1840, to 51,899 dollars. The intercourse with Canada was then comparatively limited; now a lucrative trade is established, by which we exchange salt, merchandise, coal, &c., for lumber from the Canadian forests. In 1831 Oswego received from the upper lakes, through the Welland canal, wheat and flour equal to 41,750 bushels; in 1840, 751,482 bushels. I regret that I have not been able to procure full returns in relation to the commerce of the port in

the early stage of the improvement. Enough has been obtained to place in strong light the benefits which have already been received therefrom. I nevertheless annex to this report statements of the foreign and domestic commerce of the period from 1835 to 1840, inclusive, compiled from the official returns of the commissioners of the canal fund of the State of New York, and from information obligingly furnished me by the collector of customs and the collector of canal dues. From these statements will be seen the amount as well as the fluctuations of the trade for the last six years; also, a more particular exhibit of the trade of the year 1840, which, owing to the general depression of business throughout the country, will not be deemed a too favorable specimen. It will be seen that the tonnage of the port, and the amount of its foreign and domestic entries and clearances, entitle it to rank among the first ports on the lakes; and that its trade gives active employment, not only to the shipping of the lower lake, but also to such from the upper lakes as can pass the Welland canal. Through this port, the lumber of Canada, the wheat, flour, and pork of the upper-lake region; the ashes, lumber, butter and cheese, lead, and other products of the countries bordering on the St. Lawrence and Lake Ontario, are exchanged for merchandise from the seaboard, cotton and tobacco from the South, salt and plaster from the interior, coal from Pennsylvania, and the manufactures of New England. New York, Pennsylvania, and the populous New England States, as well as Ohio, Michigan, Indiana, Illinois, Wisconsin, and Iowa, are thus directly interested in the preservation and improvement of this harbor; through it their various products and commodities are exchanged, and to it their citizens will often look for shelter to their persons and property, from the fury of the storms. This, then, is no local enterprise.

With reference to the bearing which this harbor will have upon the military resources and defences of the country, little need be added to what has been already stated in regard to the facilities of communication with other and populous districts, the importance of which, to the movement of troops and the operations of a campaign, can hardly be overrated. It is well understood that, in the event of another contest with Great Britain, the Northern frontier would again become the theatre of war. The supremacy of the lakes would again be contested with an earnestness proportionate to its increased importance. In such an event, Oswego would become an important naval depot. Here are all the facilities for ship building; a harbor of 60 acres, with from 12 to 24 feet water; ample space for ship yards; an inexhaustible supply of timber in the adjacent forests, and in the country bordering on Oneida lake and the Seneca outlet, all accessible by canal; abundant water power for driving machinery; and, in fine, a free communication with the interior and the seaboard. Vessels could here be built, repaired, and fitted out, under the guns of the fort; and, should an additional force be deemed necessary, the surrounding heights might again be occupied; and, when strengthened by temporary works, would give most efficient protection. The lines of canal and railroad traversing the State of New York in various directions, and penetrating into adjacent States, which in time of peace contribute to the prosperity of the country, would, in a still greater degree, aid in its defence in time of war. The Erie canal and the chain of railroads running parallel to the lake shore, traversing the fertile and now populous valleys of the Genesee and the lesser lakes, leading directly to the Hudson river and to the manufac-

turing districts of New England, with branches extending in various directions to distant regions, would enable us to concentrate at will an overwhelming force. The railroads would avail for the rapid transit of troops, while the materials, supplies, and heavy baggage, would be moved on the canals—all out of reach of a hostile force. The New York and Erie railroad, traversing the southern tier of countries, connected at several points with the former line, by railroad and navigable waters, would also afford valuable aid. Thus, New York, Albany, Philadelphia, and their sister cities of the Atlantic coast, on the one part, and Buffalo, Rochester, with the cities and villages scattered along the frontier and interior waters of the Empire State, on the other, might strengthen each others' hands, mutually aiding to repel the common foe. With all this region Oswego is now in immediate communication, by means of the Oswego canal, and will shortly add another chain by the construction of a railroad to Syracuse. With such means of assembling, subsisting, and reinforcing an army, Oswego would be an important position in offensive or defensive operations. But suffice it to say, that the board of engineers for fortifications, in arranging the defences of the Northern frontier, have selected this as a point to be fortified by a permanent work; and, in accordance therewith, appropriations have been made, and the work is now in rapid progress.

The increased amount of shipping which could be made available as transports and auxiliaries to a military expedition; the training up of a large body of hardy navigators, inured to toil and danger; the clustering around it of a dense population, who would ever be found ready to rally in defence of their homes and country—these are some of the fruits of this improvement. Thus do the arts of peace minister to our defence in war; thus do the sources of a nation's prosperity furnish forth the means of its protection. If I have not erred in my judgment of its bearing upon the general commerce and the military resources and defences of the country, the Oswego harbor holds a prominent place among those improvements which are to be regarded as purely national in their advantages.

VIII. With reference to any "enlargements or modifications which this work should receive," I am not prepared to recommend any departure from the plan of construction, as modified and approved by the Topographical bureau in 1839. It is indeed to be regretted that the officer who was charged with projecting the original plan of improvement should have been so restricted by the act of appropriation that he could not give a greater area to the harbor. A cursory survey, embracing the shores and waters adjacent to the harbor, was made by me in May, 1839, (by direction of General Swift, the general superintendent, and Captain Canfield of the topographical corps, then constituting a board of inspection of lake harbors,) with special reference to an enlarged outer harbor. The results of that survey indicate that the declivity of the bottom is very gentle, and that a harbor three or four times the area of the present one, with good anchorage for ships of the line, might be formed by a line of breakwaters in a depth of water not exceeding 30 feet. Although the harbor is now sufficiently extensive for the present necessities of commerce, and for a large prospective increase, yet, if we may judge of the future by the past, the Western trade is destined to be more and more increased, as the different lines of communication with the interior and the valley of the Mississippi shall open new fields for industry and enterprise, until it shall far surpass all the provisions that have been made for its accommodation.

The change in the political organization of the Canadian provinces, and the establishing of the seat of Government at Kingston, will tend to give a renewed activity to its already extensive trade with Oswego. Moreover, should the subject of allowing foreign goods a passage through the country free of duty receive the favorable consideration of the National Legislature, New York, with her regular and frequent intercourse with the European continent, would supply the new metropolis, as well as Coburg, Toronto, Hamilton, and the upper province generally, by way of Oswego. With such increase of her foreign and domestic trade, the time may not be far distant when the comparatively spacious harbor of Oswego shall be found totally inadequate to its accommodation. But considerations of finance and State policy, with other subjects foreign to the province of the engineer, being involved in this question, I shall content myself with having barely indicated the means by which the enlargement of the harbor can be effected, should the increase of trade, or the necessity of providing a harbor for ships of war of greater draught, seem to require it.

IX. "Any reflections adapted to give just ideas of the positive or relative, the general or local, the military, commercial, agricultural, and manufacturing advantages of the work."

The length to which this report has already unavoidably extended admonishes me of the necessity of confining my observations on this head within narrow limits, especially as most of the topics have before received attention. From what has preceded, and from the statistics appended to this report, it will be conceded that the Oswego harbor, whether we regard its position, or its past, present, or prospective advantages, holds the first rank among the harbors of Lake Ontario, and is second to none on the Northern frontier. Among the statistical tables will be found a statement of the number, description, and tonnage, of the different districts on Lake Ontario and the adjacent waters, prepared from abstracts of their several lists of enrolment, politely furnished me by the collectors of the districts of Niagara, Genesee, Oswego, Sackett's Harbor, and Oswegatchie, in answer to my circular desiring the information. The statement is complete, with the exception of the district of Cape Vincent, from which I received no returns. There were enrolled in the districts above specified, on the 30th September, 1840, 8 steamboats and 110 schooners, whose aggregate tonnage amounted to 10,696 tons. Besides these, the vessels of the upper lakes are now generally built with reference to the capacity of the Welland canal, and are extensively employed in the trade.

The country around Oswego cannot be considered an agricultural district. It is, however, well suited for pasturage, and the products of its dairies form important articles of exportation. The flour, exported in large quantities, is made of wheat brought from the upper lakes.

In manufacturing advantages and facilities it is not surpassed. The water power may be considered almost unlimited. The Oswego river, receiving the surplus waters of the Oneida, Seneca, Cayuga, and the whole chain of smaller lakes, furnishes an unfailing supply of water, and, indeed, scarcely knows a change. Floods and droughts are alike unknown. These are advantages which all familiar with manufactures will fully appreciate. In addition to the water power along the course of the river, where dams have been thrown across for the purposes of navigation, the Oswego canal, for nearly a mile on one side of the river, and a canal, constructed solely for hydraulic purposes, more than half a mile in length on

the other, with a fall of between 12 and 17 feet, afford most eligible mill seats along their banks. With a choice from these numerous sites, an unlimited supply of water, a perfect security from floods, water communications to the sources of his raw material and to his market, what more can the miller or the manufacturer desire? These advantages are, as yet, but partially improved. There are now seven mills, with 41 run of stone, capable of making 2,000 barrels of flour daily; two large cotton factories, two saw mills, two foundries; besides leather, tobacco, and morocco manufactories, plaster mills, and numerous other applications of its power to machinery of various kinds. As has been observed, the supply of wheat for the flour mills is brought from the upper lakes. These will continue to extend themselves in proportion to the increased production of wheat and the demand for the manufactured article. From the facilities of bringing cotton from the seaboard by return boats, (the heavy freights being towards tide water,) together with the fine grazing country around us, adapted to wool-growing, and the increasing demand for domestic goods in the West, it is believed that cotton and woollen manufactures might be prosecuted here with great success.

The facilities for ship building have already been referred to, in connexion with the military advantages of the harbor. Steam and rigged vessels for the trade of the lakes, and boats for the canal and Hudson-river trade, are built here in great numbers. In addition to the supplies of timber accessible in time of war by the interior waters, the lake shore and the surrounding forests are fully competent to the wants of commerce. Connected with one of our ship yards is every necessary auxiliary for the building and repair of vessels, including a marine railway, capable of raising the largest vessels in the lake. This work is the fruit of individual enterprise; and, being the only one in American waters on the lake, is of the greatest importance to the navigation.

A vessel is now on the stocks, and will be ready for service in the month of July, in which the spiral or Ericson's propellers are to be employed. She is designed for the upper-lake trade, and will test the merits of this application of steam power to the coasting trade on our inland waters. The recent experiments in the case of the steam packet Clarion, accounts of whose highly successful voyage to Havana have just reached me, (May 20th,) would leave little doubts of the merit of the invention. Three vessels are also now in building for the Rideau canal; and, should these experiments prove successful, the propellers will be generally adopted. We may then anticipate a revolution in the trade of the lakes equal to that already wrought by steam power on our navigable rivers and on the Atlantic ocean.

By giving the lake navigation celerity and certainty of arrival, the steam coasters will maintain the current of Western trade towards Lake Ontario, in defiance of every obstacle. The navigation of Lake Ontario by ordinary steam vessels has already made it the favorite route for travellers: from the East to the Falls, to Buffalo, and the West. The number of passengers by this route has increased to such a degree as to induce the most extensive and costly arrangements for its accommodation. There are now daily lines of steamboats to and from Lewiston and Genesee river, to and from Ogdensburg and the intermediate ports, and to and from Kingston, all composed of American boats, besides a communication with the principal Canadian ports, by British boats, in their passage up and down.

between Prescott and Queenstown. Connecting these with the great Western thoroughfare (the line of railroads to Syracuse) are two lines of canal packets, passing each twice a day to and from Syracuse, making four boats per day each way; also, daily lines of stages to the railroad at Rome and Syracuse. The well-known maxim, that "the supply is governed by the demand," is sufficient to indicate the throng of travellers who daily leave the harbor in various directions.

In view of the magnitude of the various interests which have grown up around this harbor, the extensive commerce, the thriving manufactures which must be utterly valueless without it, and its connexion with a great line of communication between the seaboard and the lake country, I can hardly contemplate the possibility of its abandonment: Such an event, or even a temporary suspension of the shelter it habitually affords, would be a calamity, not only to Oswego, but to the country at large. With no natural harbors between Niagara river and Sackett's Harbor, the loss of its artificial harbors would subject the commerce of Lake Ontario to risks and losses which would be almost equivalent to a total annihilation. The canals of communication connected with and dependent on these harbors would indeed become solitudes, the vast capital invested in various arts and trades would become a total loss, "the busy hum of industry would cease," and ruin and distress would visit many a happy fireside.

The interests of the people are the interests of the nation and the Government; both demand the preservation of this harbor.

All of which, with the tabular statements (from 1 to 6 inclusive) herewith enclosed, is respectfully submitted by your obedient servant,

JOHN W. JUDSON, *U. S. Agent.*

To Col. J. J. ABERT,
Colonel Topographical Engineers.

B.

OFFICE OF GEN. SUP'T OF HARBOR IMPROVEMENTS ON LAKE ERIE,

Buffalo, New York, June 30, 1841.

SIR: By a communication received from the bureau, dated March 13, 1841, I was ordered to report upon various details in connexion with the harbor improvements under my superintendence. My attention was called to a series of requirements, from No. 1 to No. 5, inclusive, relating to the general economy and condition of the harbors, arrearages, &c.; and then to the data contained in the following transcript from your letter:

"6th. Views in reference to the importance of these works, as they bear upon the general commerce of the country, or would affect its military resources and defences.

"7th. Your opinion of such a classification of the works, in reference to their general and national or local advantages.

"8th. Your opinion of such enlargements and modifications, which those of the first class should receive; and whether or not more should be done for the second than merely to complete them upon the plans which have been commenced.

"9th, and lastly. Any reflections adapted to give just ideas of the positive or relative, the general or local, the military, commercial, agricultural, and

manufacturing advantages and facilities of any or all of these several works."

Much of these data has been presented from time to time in various forms to the bureau, and has, in the reports submitted by you to Congress, been published.

This dispenses me from many details, the communication of which, indeed, would render my report too voluminous, probably, for the object intended. I beg leave, therefore, to refer you to the report of a board of Inspection, of which Col. James Kearney was President, dated Detroit, July, 1839, and to the annual reports from this office for the years 1838, 1839, and 1840, for such details, estimates, &c., as may be wanting to the present communication.

The information required will be found in the following order :

1st. Various details exhibiting the properties (local, commercial, &c.) of each work.

2d. Military position of certain harbors, in reference to the Canada frontier, &c.

3d. Classification by reference to the above data.

4th. General considerations of the importance of the system of harbor improvements, bearing upon commercial and other relations, &c.

5th. Various data called for by the bureau, in regard to the condition of public property, arrearages, &c.

Buffalo harbor, or Buffalo and Black Rock harbor (so designated in my reports for 1839 and 1840, wherein the projected plan and estimates for modification and enlargement are submitted) is without doubt, considered in a general point of view, the most important of all the lake harbors. That the peculiar situation of Buffalo as the terminus of lake navigation towards the great commercial emporia of the Northeastern States, and that at the same time of one of the greatest schemes of canal communication in existence, should have given birth to an impulse in its growth and prosperity almost without a parallel, is not a matter of astonishment. Nor can we indeed regard its general relation upon the broad map our country, in connexion with these advantages, without feeling inspiration at the idea of the part that this community, which we may almost all remember as an insignificant village, is inevitably destined to fulfil.

With the feelings naturally suggested by these reflections on Buffalo, the beauty of her situation, the elegance and solidity of her structures, and the magical rapidity with which they have sprung into existence, it can scarcely be termed a rhapsody on the part of those who have denominated her "the Queen City of the lakes."

To realize the facilities which this position involves for commercial purposes, it must be remembered that in 1813, during the war with Great Britain, every house in the place, excepting two, was burnt by the enemy, and that no effort was made until the close of the war to re-establish it; and that many years were required to recover from the shock it had received. In fine, we may date the commencement of Buffalo's commercial importance to the opening of the Hudson and Erie canal, between 1825 and 1830, although, for a few years previously, its position as the ultimate limit of lake navigation had manifested itself by a gradual prosperity.

The annexed statement, procured from official sources, may be relied on, and will serve as the best index of the growth of the place in commercial importance. The increase from 1825 to 1830 will show the immediate influence of the opening of the canal to this result; also, the rapid increase

of traffic on the canal is marked through consecutive years by the amount of clearances and tolls collected; the amount in tons expedited in each direction is likewise stated, as follows:

Years.	Arrivals and departures of steamboats and vessels.	Clearances.	Tolls.	Amount expedited eastward by canal.	Amount received by canal and shipped to the West.
			Dollars.		
1815	64				
1816	80				
1817	100				
1818	100				
1819	96				
1820	120				
1821	150				
1822	200				
1823	236				
1824	286				
1825	359				
1826	413	1,100	19,558	5,134 tons.	
1827	972	1,406	26,293	8,621 "	
1828	1,520	1,880	32,128		
1829	1,800	1,599	25,923		
1830	2,052	2,066	48,923		
1831	2,400	2,424	65,980		
1832	2,560	2,220	58,136		
1833	2,730	2,772	73,695	-	18,598 tons.
1834	2,975	4,008	91,018	-	21,450 "
1835	3,280	5,175	105,863	33,424 tons.	23,140 "
1836	3,550	5,018	157,536	45,052 "	35,809 "
1837	3,955	4,755	128,581	44,157 "	27,567 "
1838	3,895	4,970	202,890	76,458 "	35,586 "
1839	3,955	5,013	*259,183	156,164 "	31,887 "
1840	4,061	4,851	*376,417	177,807 "	20,463 "

* Includes tolls received at Black Rock.

The foregoing table does not include domestic manufactures, salt, &c. including which, the amount received and shipped would be very much greater than the amount above given. For instance, the amount received by canal and shipped west in 1840 amounted to 78,270 tons, being nearly four times the amount of merchandise and furniture only.

The statement furnished by a committee of the common council to this office is so much to the purpose, as bearing upon the continued increase of trade up to this very time, that I beg to submit it as an extract.

"The increase of business in the spring of 1841 has also been much greater than that of any preceding year.

"The number of arrivals and departures of steamboats and vessels up to June 1 amounted to 626, not including the steamboat 'Star,' which plies daily between this port and Chippewa.

"The following are the principal articles received during that period :

Flour	-	-	bbls.	158,552	Wheat	-	bushels,	140,102
Pork	-	-	"	49,763	Corn and Oats	"	-	11,016
Fish	-	-	"	761	Ashes	-	casks,	2,538
Whiskey	-	-	"	5,838	Hams, &c.	-	"	2,451
Butter and lard	-	-	kegs,	15,066	Hides	-	-	9,117
Brooms	-	-	doz.	2,545	Staves	-	-	464,000

"Among the articles forwarded down the canal from this place were the following :

Barrels of flour	-	-	-	-	167,273
Barrels of pork	-	-	-	-	48,368
Bushels of wheat	-	-	-	-	90,129

"The amount of tolls received at Buffalo office alone, from April 24th to June 1st, was \$88,707.14, being an increase of 33 per cent. over the amount received for the same period in 1839.

"At this enormous ratio of increase is the great West pouring her rich products to the Atlantic markets, through the medium of Buffalo harbor and the Erie canal."

It is unnecessary to follow in detail the progress of the public works at this place, the particulars of which having been already submitted. It is sufficient to recapitulate, that the enterprise of her citizens, in the year 1819, procured from the State of New York a loan of \$12,000, for the opening of the creek; and that in 1828, upon representations to Congress from the same source, an appropriation of \$34,000 was granted; and Capt. Maurice, of the corps of engineers, was appointed to take charge of the work.

Up to this time it appears that \$31,000 had been expended upon the works; but that the result had been nearly destroyed by a storm in January, 1828. To count from the year 1826, the General Government has appropriated for the construction of this harbor, inclusive of the sea-wall to protect the shipping and property lying at the wharves, \$229,211 31; which agrees with the annual fiscal statement of harbor returns from this office; in your possession.

We now arrive at the present position and extent of the works, and their capacity to answer the objects originally intended by the Government; namely, the protection of commerce and the safety and accommodation of the shipping resorting to the harbor. In all my former reports I have adverted to the extreme necessity of an enlargement of the harbor; and I know of no stronger language to express my conviction of its propriety than the demonstration therein offered. As an illustration of the need of enlargement, it is stated that during this spring there were within the harbor 140 steamboats and vessels, all actively employed in receiving and discharging cargoes; and that there were also 60 vessels with full cargoes lying along the south pier, waiting for a favorable wind. Now, when it is understood that the creek is only about 200 feet in width, and that the vessels, owing to the inconvenience of ascending, generally collect as near to the mouth of the harbor as possible, the obstacle and danger it offers to the entry of vessels during heavy gales are manifest.

To give efficiency to the plans for the protection of commerce at this point, an outer harbor is indispensable.

This alone can fulfil the condition of procuring space for the accommo-

dation of vessels, and at the same time enable them to bring to in safety whilst entering the port during heavy gales from the westward, to which this end of the lake is subjected.

The condition of the works at the present time, so far as they have progressed, may be said, with little exception, to be unchanged. In the south pier, it is true, portions have settled towards the channel, but not in a degree to threaten immediate inconvenience. The north pier was never entirely finished, and has suffered the usual dilapidation to which crib-work, exposed to the action of the elements, is subjected.

The timbers, moreover, have been torn up or thrown out of place by vessels lying against them, &c.

The sea-wall, *owing to the restriction in regard to funds during the last summer*, was not completed to the extent of appropriation granted for that purpose. This is much to be regretted, as the unfinished termination of the wall is extremely exposed, and calls for attention. For want of the balance of appropriation, about \$3,709, a very serious loss may be sustained to the work; and I beg leave to recommend, earnestly, that some measures be taken to avoid a catastrophe which otherwise may be considered inevitable. Dilapidations have also occurred in the United States works at Black Rock, which have been referred to in former reports. These ought to be repaired.

We would suggest that the following amounts should be required for the protection of works in this harbor:

For Buffalo harbor, remainder of appropriation which reverted to the Treasury.

For sea-wall, remainder of appropriation which reverted to the Treasury.

For Black Rock pier, 1,000 dollars.

These sums are asked for as a measure of utmost necessity, referring in the mean time to *former estimates* for the amounts respectfully urged upon the bureau, as the true basis for a judicious prosecution of the works.

Thus, in all that tends to commercial relations, we regard the harbor of Buffalo as first in the scale of importance upon the lakes. But the question of *military position*, and one which I am instructed to involve in my report, serves greatly to complicate the path to a general result. Many of my views upon this subject were submitted to the bureau in a special report, soon after my arrival here to take charge of the works. In that report, the site for a military work for the protection of Buffalo was particularly referred to and designated.

General considerations in regard to the harbor of Black Rock are merged in those relating to Buffalo harbor; being situated within three miles, and participating in the resources of back country, commercial avenues, &c.

The most striking feature in regard to Black Rock is its extensive and valuable water power, as yet only partially employed, but susceptible of application to almost any practical extent. The projected harbor embraces both Buffalo and Black Rock, and may be regarded as applicable to both places.

Statement of the value of imports and exports, which has been procured from official sources, at Upper and Lower Black Rock during the year 1838 - - \$14,949 77 imports, and - - \$67,624 74 exports.
do. 1839 - - 41,804 40 do. " - - 43,457 98 do.
do. 1840 - - 46,144 24 do. " - - 42,970 93 do.

Statement of the quantity of *wheat* received, and *flour* manufactured at the same places :

1838, 206,329 bushels wheat received ;
 1839, 311,801 do. do. do.
 1840, 511,984 do. do. do.; and 244,700 barrels of flour manufactured.

Besides the great avenue of which we have spoken, namely, the Hudson and Erie canal, the railroad from Albany is, with the exception of an insignificant portion, in a state of completion. Main stage roads likewise diverge in every direction from this point. These communications, passing into a territory rich in resources, and intersecting lateral ones connecting with the Ohio river and the great agricultural and mineral district of western Pennsylvania, would furnish abundant facilities for the furnishing and transportation of the materials of an army, should circumstances ever call them into requisition. Then would be apparent the inestimable advantages of these developments, which, in a measure, have been fostered by the hand of Government, in the protection it has afforded to the commercial interests of the upper lakes. They may be said, indeed, to be in a degree the offspring of the system; and they would conspire with the system most amply in repaying the comparatively small amount expended upon it by the National Government.

Presqu'Isle bay, in the State of Pennsylvania, and the only point which that State possesses as a harbor on the small development of her lake coast, seems to me to fulfil to a greater extent certain requisite conditions than any other upon the lake. Its comparatively central position would enable it, with facility, to extend its succor promptly to any point on the lake. The ease with which it might be entered, under any circumstances of wind, by the plan projected for its improvement; its facilities of intercourse with the most densely populated parts of the country; and, above all, its remarkable conformation as a convenient and secure harbor, characterize it as the site for a naval rendezvous of the highest order. An examination of the accompanying map, on which the general conformation of the locality is delineated, will establish the leading positions I advance. The detailed report and map of the hydrographic survey, which I had the honor to submit to the bureau in September, 1839, will exhibit the details of soundings, plans of improvement, &c., accompanied with a strong expression of my opinions in regard to its capabilities for the object upon which I am now ordered to report. Thus, its freedom from ice at the earliest opening of spring, enabling vessels to enter upon active duties whilst yet they would be ice-bound at the lower end of the lake; its land-locked area, containing about 6 square miles of good anchorage, with a depth averaging about 20 feet; the interposition of the Presqu'Isle, as a guaranty from hostile surprise; and its comparatively central position, are its peculiar advantages, and indicate it as a point that cannot be too highly appreciated by the General Government.

Presqu'Isle harbor, or Erie, possesses a communication (on the eve of completion) by the Erie extension canal to the interior, and, notably, to that laboratory of all that constitutes the machinery of war, Pittsburg; from which, by line of canal, it is distant only about 126 miles. The annexed sketch will exhibit the various lines of communication standing in relation to it, the Sunbury and Erie railroad being in projection merely.

From the report of the chief engineer of this road, Edward Miller, Esq.,

to the board of managers, in January, 1839, I have derived much valuable information in regard to the mineral resources of the adjacent country. He says:

"For a distance of 140 miles, the Sunbury and Erie railroad passes through a region abounding in bituminous coal and iron ore of admirable quality, whilst its northern rivals are destitute of this source of wealth and revenue. Nor is this all. The total amount of rise and fall upon the New York and Erie railroad is about 2,400 feet greater than that encountered between Erie and Philadelphia, and it therefore can never compete with the Pennsylvania route for cheapness of transportation."

The following is a view of the comparative distances between the several termini on Lake Erie, namely, Cleveland, Erie, Dunkirk, and Buffalo, respectively, to the cities of New York and Philadelphia.

From *Cleveland to Philadelphia*, viz: Cleveland to Beaver, by way of the Ohio and Cross-cut canals, and thence by the Pennsylvania canals and railroads, via Pittsburg and Harrisburg, 560 miles. From *Erie to Philadelphia*, via the Pennsylvania canal and railroads, 553 miles; via the Sunbury and Erie, the Central, Mount Carbon, and Reading railroads, 429 miles. From *Dunkirk to New York city*, via the New York and Erie railroad, 484 miles. From *Buffalo to New York city*, viz: via railroad and Hudson river, 465 miles; via canal and Hudson river, 508 miles.

I give, likewise, a tabular statement of the population of the counties that will be more or less immediately affected by this harbor, when the avenues traversing them are opened. The amount of population given for 1820 and 1830, and in the case of Erie county for 1840, is taken from the returns of the census for those years; but the population for the other counties, the returns of the census for 1840 of those counties not being accessible, is based upon the ratio of increase that obtained for the ten years evious.

COUNTIES.	POPULATION.		
	1820.	1830.	1840.
Erie - - -	8,553	17,041	31,292
Crawford - - -	9,397	16,030	27,347
Mercer - - -	11,681	19,729	33,342
Venango - - -	4,915	9,470	18,277
Butler - - -	10,193	14,581	20,850
Beaver - - -	15,340	24,183	37,114
Allegheny - - -	34,921	50,552	73,148
Warren - - -	1,976	4,697	11,164
McKean - - -	728	1,439	2,843
Potter - - -	186	1,265	7,817
Jefferson - - -	561	2,025	7,312
Clearfield - - -	2,342	4,803	9,846
Center - - -	13,796	18,879	25,977
Lycoming - - -	13,517	17,636	22,997

The amount of tonnage owned here, as derived from the collector, is as follows :

Steamboats -	-	-	-	-	-	2,635 tons.
Vessels	-	-	-	-	-	1,169 "

In regard to the manufacturing resources of this vicinity, they would have to depend upon the development of facilities provided by the Erie extension canal, which has a descent of 510 feet within a distance of 45½ miles.

This has been suggested, but it would of course depend upon the nature of the supply of water to the summit level, which might not admit of being diverted from the purposes of the canal to any great extent. Under any circumstances, however, of probable local manufacturing advantages, as far as naval or military armaments were concerned, the permanent facilities of Pittsburg would unquestionably supersede them, standing in such convenient relation through the channel of the canal; which would likewise bring from the mountain district, through which it passes, supplies of timber prepared by means of the abundant water power available there to the hand of the builder.

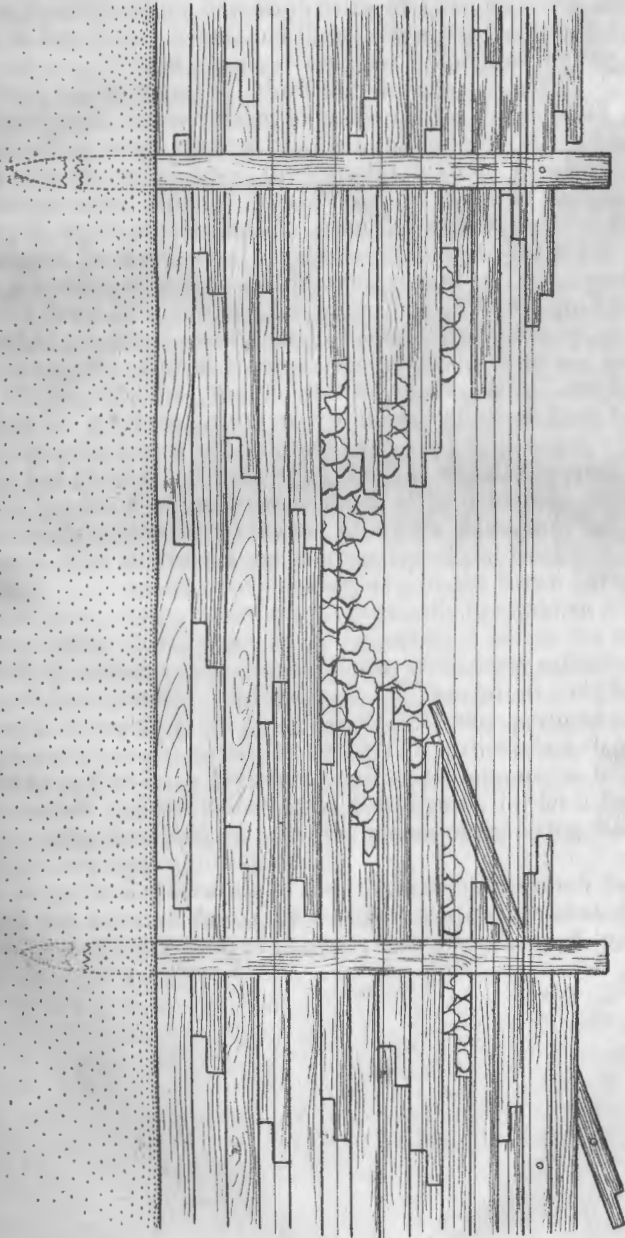
In a commercial point of view, which, although it may be deemed not so primary an element for national action as that involving the consideration of public defence, is nevertheless of infinite moment, as bearing upon the best practical interests of the country, and in summing up the properties of a locality, under existing circumstances, that should invest it with paramount claims on public patronage, such advantages would unquestionably give an additional value.

Those relating to Erie are—a valuable harbor, as I have already explained; an early freedom from ice in the spring; and its connexion by canal (to be completed within a few months) with the most flourishing agricultural, commercial, and manufacturing region of the Western and Southwestern country; a railroad from Erie to Philadelphia, only partially executed, but which, without doubt, will be eventually completed: for the details of which, and others connected with the Erie extension canal, I beg leave to refer you to the accompanying extracts from the able reports of Edward Miller, Esq., chief engineer of the Erie extension canal, with various other statistical documents appended.

The following communication, politely furnished by Mr. Roberts, appears so accurate, and so much to the purpose, that I beg to present it in his own words :

“ Upon the completion of the Erie extension to the harbor of Presqu’Isle, Erie must become an important shipping port. Hitherto, the trade has been limited to a comparatively small extent of country, only by ordinary country wagons. A considerable portion of this confined business is the supplying of wood for steamboats. When the canal, which is now drawing towards completion, is opened, affairs will assume an entirely different aspect at this point; and then may be dated the *commencement* of the commercial importance of Erie. There will be a direct canal and railroad communication to Philadelphia, *several miles shorter* than from Cleveland to the same city, and through a much *superior* canal to the junction of the two routes. On this account, it will be preferred by shippers and boat owners.

“ Erie will then be in the natural route between northwestern New York and Canada and the upper part of the Ohio river, and connected by a con-



tinuous water communication. All the trade passing between these extensive regions will therefore go through Erie."

We cannot help concurring in opinion with the views set forth in favor of Erie, and the commercial benefits to be derived to it, on the completion of the work above referred to. The communication between the Erie canal at Buffalo and the extension canal at Erie, within a distance by steamboat of less than 8 hours, and thus presenting facilities for the interchange of products, will tend greatly to the development of the respective resources of the two great States to which they belong.

The coal of Pennsylvania, in exchange for the salt and plaster of New York, will, in itself, open a vast field for commercial intercourse. But bestowing a coup d'œil upon the general relations to which it will give rise, we perceive that Erie is characterized as the most eastern point at which an entire water communication, from the Gulf of Mexico through the great channel of the Southwest, has its terminus upon the lakes.

The relative situation of Erie, with regard to the emporium of Buffalo and the flourishing city of Cleveland, (being about equidistant from either 100 miles,) ought to neutralize the sentiment of jealousy, or excite between them at most a spirit of generous competition. I do not speak of commercial rivalry; of course, that point is beyond question, and Buffalo will ever remain the great emporium of the lakes; but that Erie, by virtue of her early navigation and her railroad and canal, will enjoy a large portion of travel and commercial activity, I think is equally beyond a doubt. The present condition of the work is much to be deplored. The United States has already expended \$142,000, of which \$122,685 had been expended up to the time at which I assumed charge of the work.

The plan of construction consists, as you are aware, of crib-work, filled in with stone, having for its object eventually to establish a basis for a stone superstructure. This ought to be commenced whilst the cribs are yet uninjured by storms or other contingencies, and after a sufficient time has been allowed them to settle. But the work of dilapidation has already commenced; and, for want of the proper finish, not only portions of the crib-work out of water have been carried away, but portions to a depth of 5 or 6 feet below its surface have been torn up in such a manner as to leave the whole development exposed to inevitable destruction; for let it be borne in mind that for some time past not even the means of repairing these partial dilapidations have been at our disposal.

A perspective delineation of the effects of storms upon the piers is exhibited in the annexed sketch, by which it is apparent that destruction must ensue, during every gale, at points laid so entirely open to attack.

The ends of the timbers being exposed, the water acts upon them with a powerful leverage, and leaves, after every storm, more or less evidence of its destructive operation. A breach of 60 feet in length on the north pier, at the eastern extremity of the harbor, has been effected, and to a depth of about six feet below the surface of the water, cutting off the intercourse between the residence of the light-house keeper and the light-house.

Other incipient dilapidations are apparent on the same portion of the work, and on the south pier and the breakwater connecting it with the shore, whilst the breakwater connecting the north pier with the Prequ'Isle is in a fair way to be entirely destroyed. Moreover, the cribs forming the channel piers have settled very much towards the channel, from causes which I have frequently referred to in my reports; namely, the velocity of the current between the channel piers, whenever, owing to high winds, the level of the lake is temporarily affected, by which the land is washed out from beneath the crib-work on the channel side.

A similar effect has taken place at the west end of the bay, where the wave impinges obliquely upon the development of the breakwater.

My first annual report after taking charge of the work, I believe, referred generally to this apprehended evil, and suggested the mode of construction by which I thought it might be obviated.

Lieut. J. H. Simpson, of the corps of topographical engineers, has been in local charge of this work; and from his report, which I transmit, with other collateral documents, I have derived much valuable information.

Cleveland harbor, in Ohio, and centrally situated in regard to the development of coast belonging to that State, is a point of great local advantages, and second only in commercial importance to the city of Buffalo, from which it is distant about 200 miles.

Although Cleveland does not possess a natural harbor or roadstead, and its accommodation for shipping similar to Buffalo is confined to the narrow limits of an inconsiderable watercourse, whose opening constitutes the harbor, yet, from its position, (standing in immediate relation to the head waters of the Mississippi by its canal, and to the artificial connexion formed by canal and railroad to the seaboard at Philadelphia,) it assumes an importance in a commercial aspect which cannot fail to render it a point of great national interest.

I have been favored with official returns from the collector's office in Cleveland, through the politeness of the Hon. J. W. Allen, mayor of that city.

They exhibit the following results for the years 1830, 1840, and the intermediate years, and are in every respect highly satisfactory:

Year.	Belonging to the port.						Arrivals of ves- sels, exclusive of steamboats.	Departure of ves- sels, exclusive of steamboats.
	Steam boats.	Schooners.	Sloops.	Brigs.	Ships.	Tonnage.		
1830	1	12	2	-	-	1,029 $\frac{4}{7}$	213	218
1831	1	14	4	-	-	-	355	350
1832	1	21	5	-	-	-	497	498
1833	1	22	4	-	-	-	794	790
1834	1	27	5	-	-	-	838	835
1835	3	29	5	1	-	3,962 $\frac{81}{7}$	878	870
1836	4	31	3	2	-	-	920	921
1837	7	48	6	2	-	-	950	951
1838	11	50	3	2	1	-	1,054	1,050
1839	11	49	3	2	1	-	1,024	1,029
1840	7	54	3	2	-	9,504 $\frac{80}{7}$	1,344	1,344

Aggregate amount of tonnage of vessels, exclusive of steamboats, arrived at the port of Cleveland during 1840, 120,960 tons. Whole number of arrivals of steamboats, 1,020. Aggregate amount of tonnage of steamboats arrived at Cleveland during 1840, 357,000 tons. Principal articles cleared in vessels from this port during 1840, as follows:

Wheat	-	-	-	-	2,100,000 bushels.
Flour	-	-	-	-	500,000 barrels.
Pork	-	-	-	-	38,000 do.
Whiskey	-	-	-	-	13,000 do.
Butter	-	-	-	-	786,000 pounds.
Lard	-	-	-	-	500,000 do.
Corn	-	-	-	-	68,000 bushels.
Mineral coal	-	-	-	-	156,000 do.

Of the above, there were exported to the provinces of Upper and Lower Canada:

Wheat	-	-	-	-	896,550 bushels.
Flour	-	-	-	-	70,995 barrels.

It appears from this statement that the number of steamboats belonging to this port, in the year 1830, was 1, and the sail vessels 14; amounting, in all, to a tonnage of 1,029 $\frac{4}{7}$ tons; and that the whole number of arrivals and departures amounted to 431.

In 1840 the increase exhibited is as follows: Whole number of arrivals and departures, exclusive of steamboats, 2,688; belonging to the port, 7 steamboats and 59 sail vessels—an amount of tonnage, exclusive of steamboats of 120,960 tons; and the whole number of arrivals and departures of steamboats 1,020, with an aggregate amount of tonnage of 357,000 tons. This inconceivable increase of trade has grown out of the great development of the mineral and agricultural resources of the country on which Cleveland is dependent. The increase, moreover, appears to have been uniform and progressive, exhibiting even for the year 1840, notwithstanding the depression that has existed throughout the commercial community, a visible increase over the preceding years.

In regard to the advantages attributable to Cleveland, from her internal improvements, and the remote points to which their ramifications extend, I cannot do better than present the statement of the Hon. Mr. Allen, whose communication indeed is replete with valuable facts and enlarged views.

He says: "The Ohio canal extends from this to Portsmouth, on the Ohio river, 306 miles hence, and it has side cuts, lateral canals, and slack-water improvements, connected with it, either completed or that will be within a year, measuring 197 miles more—giving a total of 503 miles of inland navigation terminating here. It is true that great quantities of the produce of the interior of the State seek the New Orleans market, and perhaps always will; but, as a set off, it is equally true that in the summer a great deal of cotton, tobacco, and sugar, the products of the lower Ohio and the Mississippi, take this channel to the New York market, and through it also are returned large supplies of merchandise."

Again, he says: "I have probably shown enough to satisfy you that this is, and is likely to be, a port of some consequence. Let me add, that *without the works constructed by the United States at the mouth of the river it must have remained an inconsiderable place*; and whatever property might have been received or shipped must have paid for the extra labor and hazard a most onerous tax—more, I venture to say, than the present cost of freight between this and Buffalo, a distance of 200 miles. And I will also venture the opinion, that without those works, of the property even sent from and received here, if it came at all, a greater amount in value would be lost by shipwreck and extra charges, every season, than the whole cost of the work, when completed on the most expensive scale ever proposed by the engineers.

"The maritime business of Lake Erie has grown from comparatively nothing, fifteen years ago, to one already of great magnitude; and its progress is to be onward for a century. The Wabash and Erie canal, commencing in Indiana and terminating in Ohio, will be completed next year; and, in five years thereafter, that alone will pour upon this lake as much property as the Ohio Canal now does, and may perhaps more."

It appears, moreover, that the population of the State has, within ten years, increased from 900,000 to 1,500,000; and that still but a very small portion of it is in a state of cultivation. Thus it appears demonstrable, that the resources of this great centre, to which her developments must constantly tend, will continue to increase in a very remarkable degree.

But I beg leave to call your attention to a fact which has fallen under my own observation, and has excited reflections in my mind calculated to inspire the highest expectations in regard to the extent of her commercial relations. I allude to the transportation of the articles of cotton, sugar, and tobacco, &c., the products of the Southwestern countries, from the banks of the lower Mississippi, to supply the manufacturing districts of New York. I was informed, upon inquiry, that it could be done more cheaply than by the transportation coastwise from New Orleans. What may not be expected from this source of trade, when the manufacturing interest receives its inevitable impulse in the western district of New York? The coal trade likewise finds a centre at this point, and its development is about to receive a new impulse. Within a short time, the steamboats navigating the lake have adopted its use in preference to wood; and the inexhaustible supplies from Ohio and western Pennsylvania will find at Cleveland a

ready market. Through this channel and the Erie extension canal the whole of western New York, Canada, and, in fine, the whole of the Lake coast and the adjacent country, will be supplied.

Besides the canals already referred to, a railroad is in projection, to connect Cleveland with Pittsburg; another, partially completed, running coast-wise of the lake, will connect it with the New York and Erie canal on the east, and Lake Michigan and Michigan State on the west, by that means facilitating the intercourse during the season of winter, hitherto very much embarrassed.

Thus, in its general relations, Cleveland possesses the advantage of being connected by canal communication with an extensive and populous back country and with the Ohio river—in this respect enjoying similar advantages with the harbor of Erie, already adverted to. She commands a communication by canal with the Ohio river at four different points—at Beaver by means of the Cross-cut canal, which brings her near to Pittsburg; at the mouths of the Muskingum and Hockhocking rivers, by means of the slack-water navigation, &c.; and at Portsmouth, where the canal terminates. Through these channels the material of war can be readily and securely transported to the Lake coast, at the point referred to, and thence expedited upon the lake or along the coast by means of the railroad in course of execution, already referred to. Besides these facilities, there are four turnpike roads diverging from Cleveland into the interior—1st, to Columbus, intersecting the national road; 2d, to Pittsburg; 3d, to Meadville, Pennsylvania; and, 4th, the great Western road from Buffalo to Chicago, which passes through this point.

The well-known characteristics of the State of Ohio, for resources of every description, dispenses us from entering into many minor details—such as facilities for the supply of timber for ship building or other purposes of war, supply of provisions of every description for the support of troops, &c.

It would thus enter into the system of coast improvements, by reference to the facilities afforded by them in a military point of view, as a primary link, and as such is strongly recommended to the favorable consideration of the General Government.

It will be perceived, by the tabular statement, that an expenditure of about 125,000 dollars has already been made in the prosecution of this work; and, in regard to its condition, I am happy to state that there has been less injury sustained by it than most of the other works upon the lake. At the termination or outer extremity of the east pier a large amount of stone has been thrown out by the waves, and other less important dissipation, have from time to time occurred. In the west pier, also, a breach has occurred, which requires immediate repair. The piers, it is true, on either side of the channel, have settled in some degree; and the connexion between the cribs has, in many portions of the work, become impaired; but the permanent stone structure has not suffered, excepting in one part, towards its inner termination, where I perceive a slight settling.

The drawings and description of this harbor being already in the possession of the bureau, it will be unnecessary to enter into a recapitulation.

A report to this office, from Captain H. Stansbury, corps of topographical engineers, is transmitted, in which further particulars in relation to this harbor will be adverted to.

By a coup d'œil at the general map of the United States, with refer-

ence to a point of commercial advantage, few, I think, are indicated with stronger emphasis by geographical circumstances than the western termination of Lake Erie. It may be regarded as the principal commercial head of the great Mississippi valley. It is on the great Western route from the city of Boston to New Orleans, and becomes a point of deposit equally for the merchandise of the flourishing Northeastern States and the staple agricultural products of the Southwestern country destined for the Eastern market. At this end of the lake the transfer from canal boat or railroad to lake vessels, and its converse, must eventually take place to a very large amount. Through the Erie and Wabash canal, connecting the bay of Maumee with the waters of the Ohio and its ramifications, amounting, I am informed, to a development of several hundred miles, (for the most part under construction,) and by the railroad under construction across the peninsula of Michigan, to the southern termination of Lake Michigan, and its various branches, many of which are in actual operation, it seems to us inevitable that the trade of the Northeast and Southwest must in a great measure take its course.

The western termination of Lake Erie, therefore, seems to us to present a point upon which the facilities of governmental protection might produce emphatically a national result, and would form a leading feature of the system which has already worked such a salutary influence in the advancement of the great wilderness of the West, within a few years, to one of the most flourishing portions of the United States.

The "River Raisin harbor," in the vicinity of Monroe, appears to have been the point adopted by the United States for the extension of these facilities, and comes so strongly recommended by the various reports of my predecessors, on whose surveys the improvements were based, and particularly in the report of a board of engineers of which Lieut. Col. J. Kearney, of the corps of topographical engineers, was President, that little remains for me but to acquiesce in the views therein stated, and to present, in addition, the statistical statements bearing upon the case, which have been politely furnished through official sources, namely, the mayor and common council of the city of Monroe, and which have been, so far as relates to my professional department, verified by my own observation.

It appears that, since the United States Government adopted this point into the system of public works, a very great increase of population, by the purchase of public lands, has taken place, and that large amounts have been expended in the way of co-operation with the national work.

Thus we find that the population in 1830 was only 30,000; and, now, in the southern tier of counties alone, the population amounts to 58,500. Lands were purchased with great eagerness, and the land office at that point effected a greater amount of sales than any other in the State. The Hon. R. McClellan, on the part of the city of Monroe, in a very able communication upon the subject, says: "The geographical position of our harbor, the situation of the surrounding country, the importance and utility of the ship canal, and the great advantages to accrue from the completion of the entire work, are so fully and fairly stated there, that it might be almost considered presumption in our attempting to add any thing more. Had the recommendations of the former superintendent, and the board of engineers who recently examined the works, been regarded by Congress, and the requisite appropriations been made, we should not have been called upon at this late period to have advanced further arguments in favor of its importance, as the benefits derived

from it to the public would have put to rest the doubts of the most capacious and skeptical. The anticipated construction of this canal has undoubtedly enabled the General Government to vend vast quantities of land, which are purchased by the settlers and emigrants with a perfect reliance on the good faith and guarantee of the venders."

"That portion of the State immediately interested in the goodness of this harbor, and the communication therewith, has increased in wealth and population more rapidly than any other part of the State; and the causes before alluded to are the principal ones to which this rapid and astonishing increase can be fairly ascribed. Our own citizens feel a deep and abiding interest in it, and, dissatisfied with the dilatory movements of the General Government, they determined to make an effort to finish it themselves; and, for this purpose, applied to the Legislature of the State for power to negotiate a loan, and, succeeding in the power, the corporate authorities obtained some \$25,000, and applied it to the further construction of the work."

The Southern railroad has likewise its termination here—a State work, which of course is an index of the importance attributed to this point. In fine, this is the only point in Michigan, on Lake Erie, upon which the United States Government has bestowed its patronage, and must therefore be a point of interest to her.

This road is completed to Adrian, and will in a very short time be extended to Hillsdale, a distance of 70 miles into the interior of the State.

The embarrassed situation of the times has for the present paralyzed the undertaking.

One of the most remarkable features of the point in question is the water power in its vicinity, which probably first indicated it to the early French settlers.

At Monroe, Dundee, and Tecumseh, there is sufficient water power to drive any requisite amount of machinery; the more valuable, because this portion of the State is very deficient in this advantage. In regard to the immediate advantages of Monroe in a commercial point of view, nothing can be said; for its resources are, as it were, locked up for the want of an outlet. That, on the termination of the work under construction by the United States in its immediate vicinity, Monroe will become a city of considerable commercial and manufacturing activity, I doubt not; and may become the first, as she is now probably the second city, in point of importance, in the State of Michigan. The condition of the harbor remains undisturbed, and no injury has been sustained by it since the termination of operations.

The piers at La Plaisance bay are of course, in such portions as are above water, suffering the usual effects of decay, but, owing to their sheltered position, may answer their present object for many years to come. A steamboat touches here on its way between Buffalo and Detroit, and a small boat daily, between Detroit and Toledo.

The amount of products of the southern tier of counties adjoining Monroe, viz: Monroe, Lenawee, Hillsdale, Branch, Cass, St. Joseph, and a part of Berrien, in the year 1840, is as follows:

Wheat	-	bushels,	641,717	Corn	-	bushels,	879,000
Oats	-	"	621,000	Potatoes	-	"	515,000
Buckwheat	-	"	24,000	Wool	-	pounds,	34,000
Barley	-	"	33,000	Wax	-	"	1,630
Rye	-	"	9,000	Hay	-	tons,	23,366

In these counties, and contiguous to the road, are 48 flouring mills, by which were manufactured, during the same year, an amount of flour valued at \$254,655; and the capital invested is supposed to exceed \$500,000. There are also in these counties 138 saw mills, valued at \$350,000.

Preceding reports have placed the bureau in possession of the state in which this harbor was left, at the failure of means for its further prosecution; the piers requiring to be extended about 250 feet, to reach a depth of 16 feet, and a considerable amount of dredging to be effected in the canal which forms the junction between the river and harbor entrance.

This harbor, therefore, stands in a different position from those already reported on—those being in a state of completion, so far as immediate practical utility is concerned, and are generally accessible to lake vessels—whilst this, in its present condition, is as useless as if one dollar had never been expended upon it. The cost of completion, so as to render it practicable on the original plan, according to the report of Col. Kearney, would amount to about \$66,25052.

Dunkirk.—This harbor lies intermediate and equidistant between Buffalo and Erie, and is entirely artificial. It contains an area of about 280 acres, of which 80 acres furnish good anchorage.

It is somewhat obstructed in times of low water, for boats of the largest burden, by a rocky bar at its entrance, which, to render the harbor efficient for national purposes, would require to be blasted. It answers the object of commerce, however, at the present time, and is found eminently useful as a port of refuge. I have counted twenty sail vessels at anchor there at one time, awaiting a wind or delayed by stress of weather.

It is particularly resorted to at the opening of spring, before the ice has departed from the bay of Buffalo; being generally about ten days, sometimes a fortnight, in advance. It will derive great importance from the New York and Erie railroad, now under construction; and although in this report not classed among the first in rank, owing to relative position, we deem it pre-eminent amongst those which are not enumerated as belonging to that class. The condition of this harbor is very much impaired since the cessation of work; numerous breaches have taken place along the whole line of breakwater; it has suffered, indeed, more than any other harbor on the lake.

To restore the work to its former condition would require an outlay of about \$5,000. This does not, of course, refer to the state of materials composing the cribs, which, in the portion above water, are undergoing the usual process of decay—a remark applicable to the harbors generally, in speaking of repairs.

Cattaraugus and Portland, Conneaut, Ashtabula, Cunningham creek and Grand river, Black river, Vermilion, and Huron, although modified by shades of difference as to amount of commercial activity, are essentially of the same class; and although they are not the termini of great communications by steam, yet they are the outlets, for the most part, of a very flourishing back country.

Their relative commercial value in the system may be approximately estimated by comparing the value of their imports of a single year and the probable amount of population of the counties standing in relation to them, respectively. The detailed estimates in regard to these harbors, for completion, under various modifications, are in the printed forms in your office.

A slight summary of the above data, with a statement of the amount of estimates necessary to repair the damages that they have sustained since the cessation of work upon them, will be sufficient, we presume, for the general object of this report.

Cattaraugus, situated east of Dunkirk 15 miles, has not suffered materially, although a considerable amount of stone has been thrown out of the cribs at the outer extremity of the piers; some of the string-pieces and ties have been displaced, and the planking torn up. The effect intended, however, in the construction of the piers, has been fully answered. The channel has been entirely cleared out by the action of the current, and an excellent harbor, large enough for the admission of the highest class of boats on the lakes, has been effected. This is a valuable port of refuge, and is accessible in very heavy gales.

We estimate the cost for replacing the work in the condition it was at the close of operations, at \$3,000.

Portland, situated west of Dunkirk 15 miles, has suffered much during the last year. A probable cost of \$2,500 would be necessary to restore the work and material to the condition it was in at close of operations. This harbor is far from being completed, and no efficient result has yet been obtained, as it could not be considered as a secure port in heavy gales in its present condition.

The imports and exports for 1840 were as follows:

<i>Imports.</i>		<i>Exports.</i>	
Merchandise	- 1,205 tons 941 lbs.	Oil	- - 55 barrels.
Salt	- 3,356 barrels.	Furniture	- - 543 do.
Pork	- 10 do.	Produce	- - 813 do.
Whiskey	- 284 do.	Pork and hams	- - 164 do.
Furniture	- 492 do.	Fruit	- - 154 do.
Flour	- 1,653 do.	Ashes	- - 393 do.
Plaster	- 177 do.	Merchandise	- - 230 do.
Flaxseed	- 820 bushels.	Flour	- - 14 do.
Lumber	- 20,000 feet.	Axes	- - 287 boxes.
		Butter	- - 1,833 firkins.
		Leather	- - 21,096 lbs.
		Wool	- - 130 bales.

Conneaut, situated 30 miles west of Erie, Pa., is formed by the natural channel of Conneaut creek. It offers access to steamboats and vessels of the largest class navigating the lakes, the depth of water within the harbor varying from 11 to 16 feet, with a bottom free from rock. It is the outlet of a large section of country, embracing parts of Ashtabula and Trumbull counties, in Ohio, and parts of Erie, Crawford, and Mercer counties, in Pennsylvania, which contain a population of about 50,000, benefited by this harbor. The township alone contains 3,500 inhabitants, and 15 stores, 7 grist-mills, 14 saw-mills, 3 woollen manufactories, 1 blast furnace, and 1 iron foundry. There are owned here 6 vessels and one steamboat. The amount of merchandise imported annually does not vary much from 800 tons.

The amount of exports during 1840 were as follows:

Pork, whiskey, flour, and ashes	- - - -	600 tons.
Fruit, green and dried	- - - -	200 do.
Staves, pipe, hogshead, and barrel	- - - -	2,400 do.

Butter and cheese	4	3	1	-	-	-	150 tons.
Grain of all kinds	-	-	-	-	-	-	50,000 bush.
Sawed lumber	-	-	-	-	-	-	600,000 feet.

These amounts must be greatly increased on the completion of the projected railroad, which unites this point with the Ohio river at the falls of the Beaver river, Pennsylvania, a distance of about 100 miles. The terminus of the Ohio railroad, traversing the northern counties of the State, from Maumee bay, will be near this harbor.

The former of these railroads passes through a valuable coal region, about 60 miles from the harbor; the latter is already under construction, having nearly 60 miles ready for the cars.

It would require an amount of about \$1,500 to repair the dilapidations that have taken place since the suspension of the work.

Ashtabula harbor, a second outlet to the county of Ashtabula, and formed by the creek of the same name, is situated 15 miles west of Conneaut. An extensive agricultural region, lying in immediate proximity to this harbor, has been very sensibly benefitted by the Government improvements, which is very clearly shown by the fact that, since their commencement, the aggregate value of imports and exports has steadily progressed from almost nothing to nearly half a million of dollars. The articles of export are flour, pork, beef, grain, sawed lumber, &c.; those of import are salt, gypsum, fish, limestone, &c.

The town of Ashtabula is in daily communication, by lines of stages, with Warren, in the interior, and with Erie and Cleveland, on the coast. The nearest waters of the Ohio are distant less than 100 miles, and a railroad is projected to connect them, passing through Warren.

No injury of consequence has been sustained by this work since former reports. To repair the timbers that have been displaced, and other slight dilapidations, would require an amount of about \$2,000. This, however, does not refer to the decay, which is of course progressive, and will require repairs from time to time.

Cunningham-creek harbor, 16 miles west of Ashtabula, at the mouth of a very small stream, with little or no current, in the same county with Conneaut and Ashtabula, enjoys but very little trade at present. The harbors of Ashtabula and Grand river, being about equidistant on either side, divert the intercourse from it, with the exception of but a limited extent of country.

The board of engineers, deeming it inexpedient in the present state of agriculture and commerce to extend the improvements at this harbor, recommended that the temporary work only should be finished.

Grand-river harbor is already a very valuable one, on account of the ease with which it may be entered in any weather, on account of its relation with a rich and productive country, and its proximity to several flourishing towns. At the harbor is Fairport; about 2 miles above, on the river, which is navigable to this point, is Richmond; and about one mile in the interior is Painesville, a town of considerable magnitude, and which is connected by railroad with the harbor. Painesville is on the great Western mail route, having communication likewise with Pittsburg, by a daily line of stages.

This harbor, being almost in the direct line of steamboat travel from Erie to Cleveland, and so easily accessible, is generally touched by that class of boats, and, as a port of refuge in stress of weather, is sought by all vessels.

The piers at the mouth of the harbor have suffered considerably—a breach in one pier, and a large quantity of stone thrown out of both. It is earnestly recommended to apply an amount of \$3,000 to restore this harbor to its former condition.

Table showing the value of exports at Grand-river harbor.

1833	-	-	-	-	-	-	\$71,277	71
1838	-	-	-	-	-	-	196,479	51
1839	-	-	-	-	-	-	100,613	64
1840	-	-	-	-	-	-	151,188	76

No returns in regard to the value of imports have been made, but the value of produce exported, as above shown, will serve as an approximate index of the amount of merchandise imported.

Black-river harbor is the first west of Cleveland, and nearly half way between the latter and the port of Huron, 50 miles. The produce of nearly all Lorain county and parts of Medina, Wayne, Richland, and Huron counties, must be exported at this harbor, as the cost of transportation to Cleveland, of produce, at its present low prices, would prevent it from reaching a market at all. Equally with its commercial importance, it is recommended as a measure of safety to seamen, passengers, and property, that the harbor be rendered permanent. Much of one of the piers of this work has been injured by the late gales; and, unless some repairs are soon effected, the destruction of both will be inevitable. It is advisable that an amount of \$2,000 should be applied to this harbor, to restore it to its former condition.

Vermilion harbor, at the mouth of a small stream of the same name, is about 40 miles west of Cleveland, and equidistant from Black river and Huron. The Government improvements have not as yet rendered this harbor accessible to all classes of boats navigating the lakes, there being but about 7 feet water on the bar at its entrance.

When these are completed, it is believed it will afford a harbor adequate to all the purposes of commerce. A statistical statement, furnished by the authorities of the place, shows the amount of exports for the year 1840, viz:

Wheat	-	-	-	-	-	-	15,000	barrels.
Corn	-	-	-	-	-	-	10,000	do.
Pork	-	-	-	-	-	-	500	do.
Potash	-	-	-	-	-	-	300	do.
Flagging stone	-	-	-	-	-	-	1,200	tons.
Staves	-	-	-	-	-	-	200,000	
Pig iron	-	-	-	-	-	-	150	tons.
Iron castings	-	-	-	-	-	-	75	do.

To which may be added a considerable amount of butter, cheese, cider, lumber, &c.

It would require an amount of \$2,500 to place this work in its former condition.

Huron harbor, 10 miles west of Vermilion and 10 east of Sandusky, is in a better condition than most of the harbors on the Lake coast, although, for want of timely repairs, the piers are in a dilapidated condition. About \$2,000 will be necessary to restore the works to the situation they were in when operations ceased. The following statement of imports and exports during the year 1840 shows its commercial importance:

<i>Exports.</i>	<i>Amount.</i>	<i>Estimated value.</i>
Wheat - - -	- 400,000 bushels - - -	\$320,000 00
Whiskey - - -	- 2,000 barrels - - -	16,000 00
Pork - - -	- 2,000 do, - - -	24,000 00
Pot and pearl ashes	- 1,000 tons - - -	20,000 00
Butter - - -	- 1,800 kegs - - -	9,000 00
Grindstones - - -	- 100 tons - - -	2,000 00
Flaxseed - - -	- 600 bushels - - -	450 00
Corn - - -	- 10,000 do. - - -	4,000 00
Flour - - -	- 12,500 barrels - - -	45,875 00

441,325 00

<i>Imports.</i>	<i>Amount.</i>	<i>Estimated value.</i>
Salt - - -	- 10,000 barrels - - -	\$20,000 00
Merchandise - - -	- 2,000 tons - - -	1,000,000 00
Fish - - -	- 500 barrels - - -	3,500 00

1,023,500 00

Vessel built in 1840—1 schooner, valued at - - -	\$7,000
Vessels built previous years—12 schooners, valued at - - -	65,000
Steamboats 1st class, valued at - - -	486,000
Value of vessels built since the harbor was completed - - -	558,000

Besides the above imports and exports, there has been a large quantity of family goods, cattle, sheep, hogs, &c., not enumerated, and many thousand passengers landed from steamboats.

By other statements it would appear that the amount of imports presented above may be somewhat overated, as an average; as the value of merchandise in all cases must be a mere estimate, it is difficult to arrive at a correct result.

From all that may be gathered, however, we have good authority to say that, of late, the annual imports may have been valued at \$800,000 nearly.

Preparatory to any opinion touching a classification of the harbors, it would be proper to offer a few suggestions of a character applicable to the position of these which stand in a military relation to the frontier of Canada. If we advert to Buffalo, Erie, Cleveland, and River raisin, in this respect, we cover the whole ground, as the intermediate points have no peculiarities that would make it necessary to treat of them under a separate head.

Of the former, Buffalo stands in the most complicated relation, being situated at a distance of only 4,000 yards from the Canada shore, from which it is separated by the Niagara river. In case of collision between the two countries, apprehensions would arise from an attempt, on the part of the enemy, to cross the river and effect some sudden destructive enterprise against the city; and this would probably, if at all, be the case in the incipency of hostilities, and before such an organization of troops should have been effected as could successfully oppose a resistance. A work of a temporary character, constructed upon the ridge terminating upon the margin of the river, a short distance below Buffalo or upper end of Black Rock, and designated in a former report, would, we believe, with ordinary vigilance, guaranty the city from surprise, and effect other objects of im-

portance, both as a defensive and offensive measure. It would command the river, which is very narrow at that point, as well as the low ground upon which the village of Waterloo is situated on the Canada side.

It would effectually destroy any attempt at an open passage of the river, in that vicinity, on the part of the enemy. It would furnish a *point d'appui* to both Buffalo and Black Rock, and inspire confidence in the local troops of both places. It would hold in check any enterprise to land at a point below, on the river, and march upon Buffalo, long enough to enable a concentration of force adequate to its destruction. In fine, it would effectually destroy any hope from a successful *coup de main* on the part of an enemy in that direction. Above the city, the Buffalo creek opposes a barrier, which, with slight precautions, would produce an embarrassment incompatible with success to such an expedition.

We cannot think it necessary that what is termed a permanent work, requiring for its reduction a siege in the usual forms, would be necessary to effect this object. The concentration of force being now so promptly executed by means of communication by steam, the old system of permanent works, intended to retard an invading army until the arrival of a force to its relief, would, we presume, be greatly modified. In a country so thickly covered by lines of communication as this, so densely populated, and having so well-organized a militia force at hand, the check of only a few hours would be sufficient to defeat a hostile enterprise having rapidity of execution as its basis. And we should therefore judge that an inexpensive work would answer every contingency that could be anticipated, but of which the details are not the province of this report.

This work would have a bearing, also, upon the projected harbor, as its area would lie within the immediate range of its batteries. But another circumstance tends greatly to characterize this locality, in a military aspect: Fort Erie, situated on the opposite shore of Canada, is within the range of vertical fires, being only at a distance from Buffalo to light-house of 10,600 feet, and would be capable of annoyance by means of shells and howitzers; and the harbor, without some modifying circumstances, in the assumed hypothesis, would be rendered an unsafe situation for a naval rendezvous. But I think a more probable supposition might be adopted in reference to the military position that we should immediately be enabled to assume, and which would obviate the apprehension of annoyance from the other side. I refer to the difficulty, under existing circumstances, of the enemy's holding the peninsula lying between Lakes Erie and Ontario, with so extended a flank exposed to the force we should be enabled to send against it.

These remarks are intended, however, to call your attention rather to topographical positions, from which the bureau will be enabled to make its own deductions; and with the illustration of the accompanying map, in detail, will enable you to judge of the propriety of the views that have suggested themselves to me, in regard to the defences of Buffalo.

In regard to the position of *Erie*, in a military sense, its relations are simple, and its properties easily investigated.

Firstly. It stands secure from all molestation on the part of the enemy: an island, (formerly a *presqu'isle*,) in the form of a crescent, with a development of about six miles, cuts off a portion of the lake, and forms the natural harbor of Erie. No entrance can be effected, according to the proposed plan, but between the channel piers at either extremity of the

bay; and they in a situation to be defended from the shore, and from within the harbor.

Secondly. There is space and depth enclosed to form an adequate and safe roadstead for vessels of such a character as would be adapted to national purposes. It is a *secure terminus* to various routes, by canals and railroads, into the interior of a fertile and densely populated territory; and stands in relation, by canal, to one of the principal iron-working establishments in the country, namely, Pittsburg, and to the United States arsenal established there. It is among the first harbors open in the spring, upon the breaking up of the ice. These are qualities which appear to me to give it, perhaps, as strong a claim to national protection as any other point on the whole development of Lake coast.

Cleveland participates in the advantages of Erie in military resources by means of her canal and other projected lines of steam communication, the fertile character of the adjacent country and that to which she stands in relations of intercourse, and by her contiguity to the populous cities of Cincinnati and Pittsburg. Indeed, her advantages are the same in all, save the spacious roadstead which forms the characterizing feature of Erie.

The river Raisin is the next point adopted into the system of public works by the United States, which seems to claim notice in a military point of view. This projected harbor stands in relation to a highly-cultivated and thickly-settled region, by means of her railroad, which is projected to reach the southern bend of Lake Michigan, and will possess branches diverging to other portions of the State of Michigan. It is sufficiently removed from the Canada shore to be guaranteed from surprise, and offers a good point for the rendezvous of vessels to refit, &c., possessing in the vicinity a valuable water power, applicable to the many requisite purposes for naval armament. It stands at the western termination of the lake, and but little removed from the line of intercourse by steamboats between Lake Erie and the upper lakes; and, from the surveys of my predecessors, is ascertained to possess abundant depth of water for the purposes under consideration.

I shall now, with deference, suggest a classification of the various harbors, by reference to their importance in a national point of view, founded upon the data herein submitted. In doing so, I know I fulfil an invidious duty, which I should have preferred had been devolved upon higher authority; but, being called upon distinctly to submit my opinions, I shall proceed to do so with as much perspicuity as the subject will admit of.

The first great consideration that would occupy the Government in the selection of a point on which to bestow its peculiar patronage, would seem to arise in a fitness for national purposes; and this fitness would depend, not upon topographical circumstances alone, nor upon commercial superiority, nor the accommodation of local interests. These might be the elements alone to be consulted in the interior of our country; but on the *frontier*, on the margin of an arena that *may* become the scene of a warlike struggle, a higher, we may say a nobler, consideration would involve itself in the selection. The nation would look to this last hypothesis, and direct its views to the protection of the country from the approach of an invader or the stigma of defeat.

These are my impressions in regard to the standard upon which the department would desire the views it has required of me to be based;

and, with these considerations prominent in my mind, I have selected the points referred to in the preceding pages, namely, Buffalo, Erie, Cleveland, and river Raisin, as constituting the first class of public works on Lake Erie. And it will be, moreover, perceived by the statements therein made, that my impressions (under any assumption that could be with propriety adopted) would be in favor of the bay of Erie, as answering the conditions necessary to a naval rendezvous or depot for national purposes. But this must not be understood to mean that other positions should be regarded as unworthy of the highest share of public solicitude. On the contrary, the *system* should be regarded as of far greater moment than the mere shades of local advantage. Even in the event of war, circumstances might be so modified as to neutralize or absorb the smaller distinctions.

But the *harbor system*, we may venture to assert, would, in such an event, be the saving of millions to the country, and a mitigation of the worst evils of war.

I have thus selected, as a basis of discussion, four of the principal points upon which Government has made expenditures. I have adverted to them, as holding first rank, for the following reasons: local importance of the places themselves; relative positions, being at intervals of about one hundred miles; advantages by communication with the interior, by means of lines of canal, railroad, and turnpike; the character of improvement of which the harbors are susceptible, &c. The intermediate points, not possessing peculiar properties in a military or commercial sense, will be referred to in relation to the system, which we hope to demonstrate is of a character not to be abandoned by the Government.

In leaving out the harbor of Dunkirk, for example, from this classification, I perhaps may seem to do an injustice to its position, as it likewise can boast of an interior line of communication of great value, namely, the New York and Erie railroad, now in course of construction, and, also in respect to its harbor and its back country.

But adopting *relative positions as an element*, and without prejudice to the claims of Dunkirk upon the patronage of Government, (and of these we have already spoken,) we cannot help referring to the four above-named places, as claiming a peculiar share of national interest.

I have thus referred to the local, commercial, and military resources of the harbors under my charge, respectively. Of those suggested and referred to as of the first class, I have presented sufficiently in detail; and of the minor class, I have endeavored to bring before the view every circumstance to exhibit them in the position they maintain in the system of public improvements. Amongst these harbors, Grand river, between Erie and Cleveland, and Huron, between Cleveland and river Raisin, would appear to me to possess high claims to consideration in the rank to which they have been assigned in this report.

My impressions are, therefore, that the principal points alluded to, inclusive of Dunkirk, should be completed in a permanent manner, according to the estimates, in detail, submitted for them, respectively; and that, for the present, the harbors of the second class should be completed according to the original plan.

The following tabular statement will exhibit a synopsis of estimates for each harbor, and cost of repair, to reinstate them in the condition in which they were on the suspension of operations.

Returns of public property are likewise appended.

The public property belonging to the harbors has been placed under the supervision of an agent, appointed expressly for that object, who is accountable for its safety.

During the winter, Capt. H. Stansbury and Lieut. I. H. Simpson, of the corps of topographical engineers, have been respectively in local charge of Cleveland and Erie harbors, and have satisfactorily executed the duties assigned to them. Lieut. J. C. Woodruff, of the same corps, has assisted me in the office of general superintendent at Buffalo; and I cannot refrain from this official expression, commendatory of the intelligence, assiduity, and general efficiency, that have always characterized him in the performance of his duties.

I shall now complete the enumeration of the duties required of me by your letter, by submitting to the bureau such views as appear to me to bear generally upon the military and commercial developments connected with the region of country within the sphere of my official supervision.

Although I do not flatter myself with the expectation of throwing new light upon a subject which has been so ably treated by others, yet my remarks may come in the accepted time; and if they should have the slightest influence in turning the public attention to the subject, I doubt not of their salutary influence. It needs only that the country should be awake to the magnitude of these interests, and their bearing upon the country at large, to determine it to adapt them to its protection.

The only skill requisite to make the subject felt by the community, is to state clearly an accumulation of facts, that are in a great measure the result of the system of harbor improvements on these waters. I mean the obvious participation it has had in effecting the unparalleled transition, within a few years, of a wild and uninhabited region, to one that is agricultural and populous. The widely diffused character of these benefits over the whole country, and the influence such a change must necessarily produce as a national measure, having in view the protection of this frontier, I think must be apparent.

To show the amount of these changes, let us go back to the time when no harbors existed on the lake, and present a description of the country as it then was; thence, beginning at the epoch when the harbor improvements were commenced, exhibit the changes that have taken place.

The statistical statement of these progressive developments has been already presented to the bureau in several reports. From these it may be seen that, in the year 1825, there were but one steamboat on Lake Erie, and a few small vessels, amounting in tonnage, in all, to about 2,500 tons. The progressive development has been as follows:

In the year 1830	-	-	-	-	-	3,497 tons
Do. 1831	-	-	-	-	-	6,582 "
Do. 1832	-	-	-	-	-	8,552 "
Do. 1833	-	-	-	-	-	10,471 "
Do. 1836	-	-	-	-	-	24,000 "
Do. 1837	-	-	-	-	-	27,443 "
Do. 1838	-	-	-	-	-	34,277 "
Do. 1839	-	-	-	-	-	35,123 "

Thus, from the year 1825 to the year 1840, the increase in amount of tonnage on the lakes, whether of steamboats or sail vessels, has been as 2,500 tons to 35,123 tons, or as one to fourteen nearly. The returns in re-

lation to tonnage during the year 1840 would convey an erroneous idea of the increase of tonnage for these years; for, although some vessels have been built, or are building, yet many vessels and steamboats, owing to the diminution of travel, have not been fully employed during the year 1840. Nevertheless, we perceive that, even under the depression of the times and the deranged state of the fiscal concerns of the country, the real business of the lakes progresses with a uniform march. For, if we regard the entries and clearances at the termini of the canals, and notably at Buffalo and Cleveland, by the Erie and Ohio canals, as the index of the commercial activity of this region, we are struck with the fact that a vast increase has taken place in the production or exportation of the chief staple commodity of the country; whilst, at the same time, we perceive that, in all that constitutes the factitious wants of the community, a diminution has been experienced. From which is deduced this inference: that, whilst an increased amount of human labor has been applied to the development of the natural resources of the country, in the production of that which constitutes its true wealth and prosperity, its factitious wants have been restrained or ungratified to the extent at least to which, during an unfortunate period of a few years of imagined prosperity, it was wont to indulge.

The diminution of travel during 1840, and more particularly the portion of the year that has transpired, although it has necessitated a restriction in the amount of steam navigation, and consequently of tonnage employed, yet it speaks nothing to the prejudice of the useful activity of commerce. The *productive industry* of the country has been employed, instead of the feverish excitement of speculation, and the profitless activity to which it gave rise on the part of those who were engaged in it, and who constituted so large a portion of the travelling community. Up to the year 1824, it has been remarked that no great increase of population took place beyond the usual ratio in newly-settled countries, in the States bordering the lakes. The country was then comparatively a wilderness, without facilities to send produce to market. The emigrant had scarcely turned his attention to these fertile regions; the mode of conveyance and frequent intercourse had not, as it were, brought the far West to be within their reach. This is sufficiently indicated by the statement which is made in regard to the number of vessels employed upon the lakes for the transportation of passengers, between the years 1818 and 1824. One small steamboat was found sufficient to accommodate all the business of the lake. In the year 1824, the system of harbor improvements may be said to have commenced, under the auspices of the United States Government. Thence a stimulus was immediately produced in the commercial enterprise of the Lake country. In 1824 two new boats were built; and in 1825 three more; and, from that period up to 1832, four additional boats were put in requisition. At this time, the full force of the harbor improvements, began to be realized; and in 1833 no less than twelve additional steamboats were employed, and at this very time, by the report of the common council of Buffalo, no less than 50 steamboats were employed in the commerce between Buffalo and the upper lakes. Hand in hand with these improvements were those connecting the various harbors of the lake with the seaboard and the great South-western waters. This is corroborated by various coincidences. The increased amount of traffic is shown by the statistic tables hereto appended, relating to Buffalo, Cleveland, &c. This class of steam vessels, it must be understood, is essentially dependent upon the harbors along the shore of

the lake, for supplies of wood, and for safety in stress of weather, and could hardly exist without them. They touch at each point, and take such freight and passengers as may be supplied by the adjacent country or lines of communication which terminate upon them.

Passing over the advantages derived to the region contiguous to the lakes, which must be too apparent to need illustration, let the attention be turned to the extended influences exercised over large portions of the Union by the Erie and Hudson and the Ohio and Erie canals; and prospectively by the canals terminating at Erie, Pennsylvania, and on the Maumee bay, Ohio, which are nearly completed.

By these avenues the following districts of country may be said to stand in commercial relation, and actually interchange commodities, viz: Virginia, Missouri, Tennessee, and Alabama; Canada, Pennsylvania, Michigan, and Indiana; Illinois, Ohio, Kentucky, and Wisconsin.

These, then, are directly concerned in the prosperity of commerce on the lakes. But the whole Union is indirectly a gainer; for has not all the accumulation of agricultural products which have been shipped to foreign countries from this extensive region brought back a corresponding return in revenue to the public Treasury? From an official return to this office, from the collector of customs at Cleveland, it would appear that above \$10,000,000 worth of merchandise, within the year 1840, passed through Cleveland alone, for the supply of the country adjacent to her and the States to which her canal serves as the vehicle of communication.

Now, taking this one item as a basis, is it not evident that this merchandise, which must consist in a great measure of manufactured products of foreign countries, which pay a revenue to the Government, is purchased with the surplus products of this section of country, and must yield to the public Treasury a very large amount? Let us suppose, for example, that the average amount of duty, ad valorem, upon this amount, should be only 10 per cent.; then the port of Cleveland alone, on the lake, would serve as the vehicle to an amount of commerce productive to the country of \$1,000,000 annually.

I refer to Cleveland, because an official return or estimate has been made in regard to that element, from Cleveland; but the amount of merchandise passing through Buffalo must greatly exceed the amount stated for Cleveland. Now, the whole aggregate amount appropriated by Congress, up to this date, for the construction of all these harbors, and which have in a great measure produced the result just stated, does not exceed \$1,200,000, (see tabular statement appended.) Other lake harbors import a proportional amount, and, in the aggregate, must be the channel through which a larger amount annually flows into the public Treasury, *than their whole cost to the Government, from their very commencement.*

How far the estimation of the public lands in the new States has been enhanced by the commencement of the public works, how far it has encouraged settlers and the investment of capital in sections of country standing in relation to them; in a word, how far the Government stands morally committed to prosecute them to a termination, is not a pertinent question for this report. But, nevertheless, it does seem that views of policy, as well as even-handed justice, on the part of the country, would indicate a further and generous protection to carry them into effect.

I am, moreover, called upon to submit my views in regard to the influ-

ence exercised by the system of harbor improvements, in regard to the military attitude of the frontier on which they are situated.

How far political relations, &c., make it expedient that the attention of the country be turned to considerations connected with the state of war, is not for me to investigate; yet the contingency of war must of course enter, as the only basis upon which to found a report in regard to the duty required of me. Again, in a country such as the United States, war has become a new science of late years. The inventions of the past, in their appliances to war, have been superseded. The element of steam, as yet never practically applied by us in war, has become the principal motive power in nearly all the mechanical operations of life.

The transportation of troops, of munitions of war, of intelligence, facilities upon which the calculations and results of war have always depended, is no longer the same element.

The theory and practice of projectiles have been greatly modified and improved. The agency of winds in naval tactics, which constituted one of its principal considerations within practical limits, is in a great measure dispensed with. In war, a new field is opened, inspiring a greater vivacity through all the veins and arteries of the system. That these revolutions will work a proportional change in the moral considerations of war, is not to be doubted. Plans must be conceived and executed with proportional activity; and we may almost be led to believe that higher and more commanding faculties will be developed in both its administrative and executive branches.

Under these circumstances, it would be an arrogant assumption in me to do otherwise than to submit, in regard to the subject in question, such remarks as bear only on its leading features, and the effect on it referable to the arm of service with which my duties are connected; and these with great deference to the opinions of others, whose attention has been more exclusively devoted to the subject.

That a proper military report on the defences of the coast of Lake Erie would involve a reasoning founded upon these considerations is obvious, and would require much time and research, and even then would be based upon speculative hypothesis to a great extent. For example, let us suppose that the peninsula lying between Lake Ontario and Lake Erie was not sufficiently guaranteed by precautions, and that a concentration of force should be thrown upon it from our side; or, in fine, that the military frontier should be forced back from the shore of the lake on the British side, the position of the whole coast, in a military point of view, would be entirely changed. Other similar hypotheses might be assumed; but these could not have been intended as the basis of a discussion, and we must regard our position, owing to its contiguity to an adverse frontier, as placed within the sphere of hostile annoyances.

But, returning to the immediate object that concerns us in this investigation, the bearing of these improvements upon the interests of the country, in a military point of view, would be probably as follows: In the supposition of hostile fleets upon the lake, the contiguity of a friendly harbor would, in the various contingencies of war, afford support and protection to our own armament under defeat; produce annoyance to an enemy, by the facility it would give of prompt equipments of naval force, the furnishing of supplies or munitions of various kinds at any point, and by that means obviating the necessity of a change of position, probably

disadvantageous to some projected enterprise; whilst the slightest preparation of defence, so far as ordnance were concerned, would be sufficient to protect any of the harbors from hostile intrusion. The entrance of the harbors being between two parallel piers, as is universally the case, a single piece would rake the opening, and command effectually against the most powerful naval force that would be likely to attempt it.

To enter more particularly into this view of the case would require that I should make a variety of suppositions, which it is scarcely probable would arise; and even then they would all perhaps be embraced in the general attributes of advantages accorded to them in the above remarks.

But besides the particular circumstances of a military character for each harbor, dependent upon the relative position of a foreign frontier already referred to, there are other general considerations which, I hesitate not to assert, have much more influence upon the question, and, moreover, refer to more enlarged views of policy. That the frontier is strengthened by the system of harbor improvements on the lakes, in its military attitude, is hardly a question. The \$1,200,000 expended in this way have contributed more to give efficiency to our resources than probably ten times the same amount would have done, expended in military defences exclusively. We regard these improvements as a system by which the population of this vast region has been greatly multiplied; the resources of steam power, one of the chief appliances of future warfare, developed; channels of rapid transit opened, by means of which munitions of war of every description, troops, intelligence, &c., can be borne to any point promptly, and from which naval armaments may be expedited, as occasion may require, with efficiency and despatch. And it is not to be overlooked that, by thus extending the sphere of commercial enterprise upon the lakes, a nursery for seamen has been produced, of infinite importance to the success of our arms in case of hostile collision. Thus, although the preparations made are not, technically speaking, defensive constructions, they may be regarded, nevertheless, as military avenues, which the nation, according to every understanding, is called upon to supply. They are virtually the best elements of defence. It is, as it were, preparing the physical system of the warrior to sustain the weight of his cuirass, and to wield his arms with vigor and efficiency, when the day of combat shall arrive.

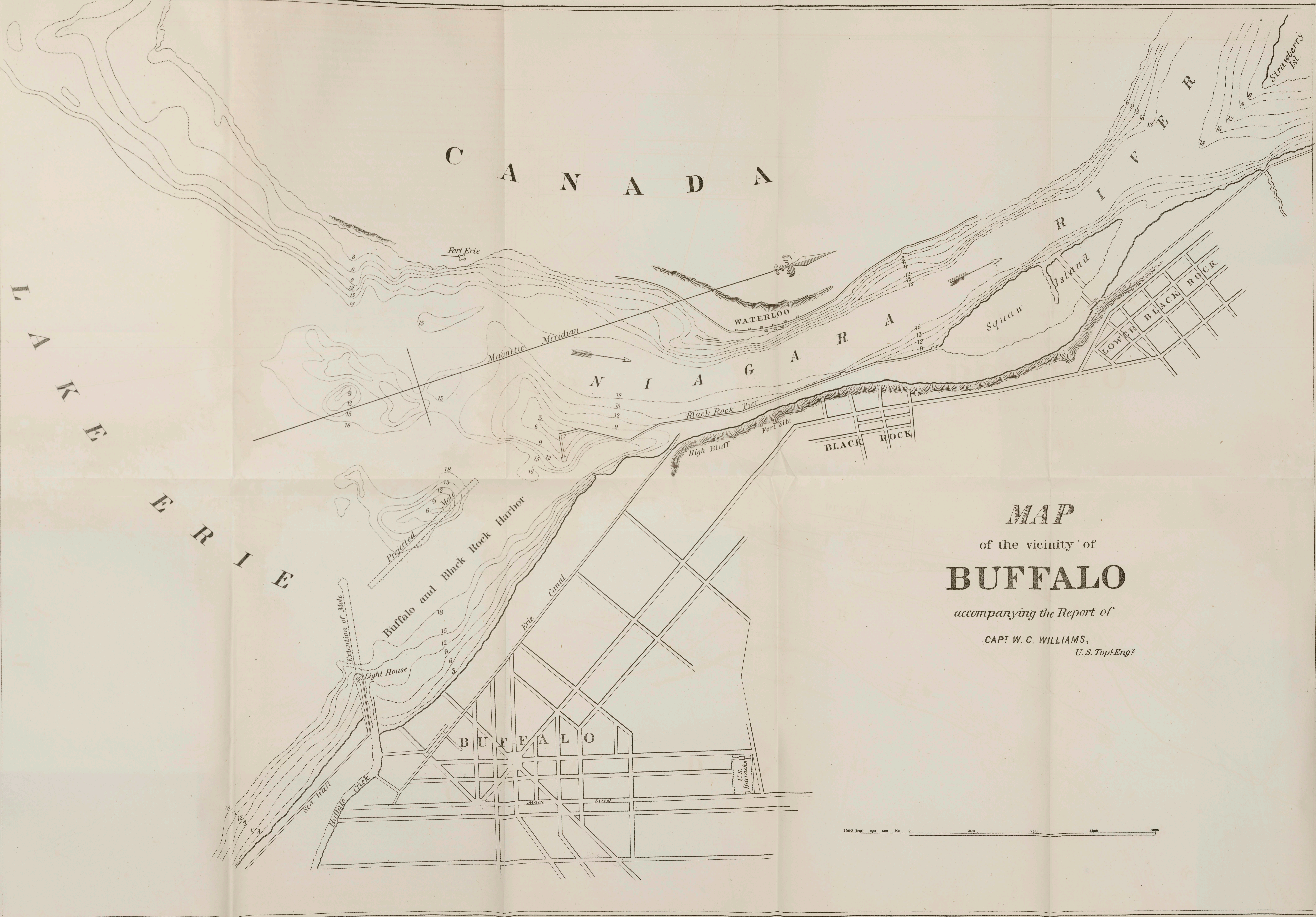
I am, sir, most respectfully, your obedient servant,

W. G. WILLIAMS,

Captain Corps Top. Engineers.

Col. J. J. ABERT,

Chief Top. Engineer, Washington, D. C.



T
A
V
A
K
E

E
R
I
E

C
A
N
A
D
A

N
I
A
G
A
R
A

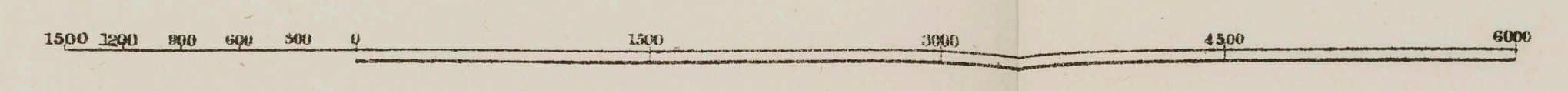
R
I
V
E
R

MAP
of the vicinity of
BUFFALO

accompanying the Report of

CAPT W. C. WILLIAMS,
U. S. Top. Eng.

B
U
F
F
A
L
O



MAP
of
PRESQU'ILE BAY
or
ERIE HARBOR.
Surveyed by
Capt. W. C. Williams, Top^l. Eng^s
1839.



Scale of 2000 feet to the inch
2000 1000 0 2000 4000 6000 Ft.

No. 6.

REPORT OF THE PAYMASTER GENERAL.

PAYMASTER GENERAL'S OFFICE,

November 15, 1841.

SIR: I have the honor herewith to submit a tabular statement of the fiscal transactions of the Pay department for the fourth quarter of the year 1840, and for the first, second, and third quarters of 1841.

It will be seen by that statement that the balances in the hands of the several paymasters on the 1st of October, 1840, amounted to \$483,032 27; that they received from that time to the 30th of September, 1841, \$3,067,089 36, making \$3,550,121 63 to be accounted for; that of this sum \$3,156,572 96 have been disbursed and accounted for, leaving a balance of \$393,548 67 to be accounted for hereafter. This balance is applicable to payments that fall due within the present quarter, and will, no doubt, be satisfactorily accounted for in due time.

It appears from the reports of the officers of the department, received within the present quarter, that the payments to the regular troops have been brought down to later dates than they generally are when the annual statement of the department is made. These payments are heavier than they were in 1840, in consequence of the rank and file being fuller. There will, however, be a balance of \$200,000 of the appropriation for 1841 remaining in the Treasury, after satisfying all claims against the department for the present year. This amount I have deducted from the estimate for 1842.

The payment of four companies of Georgia militia called out by the Governor, and afterwards received into the service of the United States, was delayed for want of an appropriation, which was not obtained until near the close of the extra session of Congress. These claims have since been paid. There were four other companies also called out by the Governor, but not received into the service of the United States, in consequence of their commanding officer's objecting to their serving on foot, and to their being mustered for a longer time than the Governor called them out for. An officer of the army has recently been ordered to muster these companies, under special instructions, and an estimate will be prepared, to be submitted to Congress for its action, so soon as the rolls and the report of the mustering officer are received.

The settlement of the claims of the Florida militia has been delayed to afford time for a board of officers to investigate certain frauds, which the Secretary of War was informed would be perpetrated if they were not examined into before settlement. This investigation has, in part, been made, and will soon be completed, when the troops will be paid without further delay.

Respectfully, your obedient servant,

N. TOWSON, *Paymaster General.*

To the Hon. J. C. SPENCER,
Secretary of War.

Statement showing the amount remaining in the hands of each of the disbursing officers of the Pay department and unaccounted for on the 1st of October, 1840; the amount remitted to each from the Treasury, or turned over by other agents during the 4th quarter of 1840, and the 1st, 2d, and 3d quarters of 1841; the amounts accounted for by each, by accounts and vouchers of expenditure, or by evidences of transfers to other agents, or of replacements in the Treasury; and the balance unaccounted for by each, applicable to payments in the 4th quarter of 1841.

Names of paymasters.	Balance in hand and unaccounted for on the 1st October, 1840.	Amount remitted from the Treasury, and turned over by other agents in the 4th quarter of 1840, and 1st, 2d, and 3d quarters of 1841.	Total received to be accounted for.	Amount expended in paying regular troops.	Amount expended in paying the Military Academy.	Amount expended in paying militia and volunteers.	Amount turned over to other agents and replaced in the Treasury	Total accounted for.	Balance unaccounted for, applicable to payments in the 4th quarter of 1841.
*B. F. Larned -	\$6,332 02	\$136,366 29	\$142,698 31	\$142,858 22	-	-	-	\$142,858 22	
T. J. Leslie -	11,097 29	173,619 71	184,717 00	55,521 34	\$120,893 06	-	-	176,414 40	\$8,302 60
D. S. Townsend -	27,105 68	125,520 00	152,625 68	124,735 11	-	-	-	124,735 11	27,890 57
Daniel Randall -	14,290 41	155,585 43	169,875 84	131,372 23	-	\$371 68	\$303 88	132,047 79	37,828 05
C. H. Smith -	4,907 45	124,018 02	128,925 47	105,726 10	-	1,525 52	15,401 44	122,653 06	6,272 41
A. A. Massias -	14,529 85	61,695 45	76,225 30	54,701 55	-	-	94 70	54,796 25	21,429 05
T. P. Andrews -	10,036 78	263,362 09	273,398 87	132,458 53	-	1,476 65	135,480 83	269,416 01	3,982 86
Edmund Kirby -	20,000 00	150,083 13	170,083 13	150,600 26	-	-	666 00	151,266 26	18,816 87
L. G. DeRussy -	32,546 38	27,203 50	59,749 88	29,451 28	-	-	15,300 00	44,751 28	14,998 60
A. D. Stewart -	4,238 54	204,458 05	208,746 59	136,285 93	-	384 43	384 43	137,054 79	71,691 80
†J. S. Lytle -	150 64	-	150 64	-	-	-	-	-	150 64
Charles Mapes -	1,129 39	115,500 66	116,630 05	50,622 09	-	30,434 62	30,473 76	111,530 47	5,099 58
Peter Muhlenberg -	22,491 84	467,819 54	490,311 38	32,780 73	-	84,909 06	360,600 00	478,289 79	12,021 59
Elbert Herring -	25,250 53	200,523 10	225,773 63	172,233 65	-	589 60	21,075 96	193,898 21	31,875 42
Wharton Rector -	80,237 67	108,871 55	189,109 22	157,080 52	-	-	26,343 27	183,423 79	5,685 43
Christopher Andrews -	52,345 87	70,740 51	123,086 38	77,272 55	-	17,014 74	669 89	94,957 18	28,129 20
Donald Fraser -	55,066 44	15,239 43	70,305 87	70,083 93	-	-	221 94	70,305 87	
Eugene Van Ness -	60,571 86	142,761 78	203,333 64	153,151 84	-	2,237 28	43,500 00	198,889 12	4,444 52
Benjamin Walker -	31,377 92	287,529 56	318,907 48	212,082 21	-	22,218 00	14,763 62	249,063 83	69,843 65
Jacob Brown, add'l paym'r	8,569 71	236,183 61	244,753 32	144,013 95	-	35,062 03	40,431 60	219,507 58	25,245 74
Absalom Jackson do.	706 00	7 95	713 95	-	-	713 95	-	713 95	
	483,032 27	3,067,089 36	3,550,121 63	2,133,032 02	120,893 06	196,936 56	705,711 32	3,156,572 96	393,708 58

Deduct balance due Paymaster Larned 159 91

* Balance due Paymaster Larned, \$159 91. † Dead.
 PAYMASTER GENERAL'S OFFICE, November 15, 1841.

N. TOWSON, P. M. G.

\$393,548 67

No. 7.

REPORT OF THE SURGEON GENERAL.

SURGEON GENERAL'S OFFICE,

November 15, 1841.

SIR: In obedience to your instructions, I have the honor to report the operations of the Medical department during the fiscal year ending the 30th September last.

The amount of the appropriation for the Medical and Hospital department, remaining on the 30th September, 1840,

In the hands of disbursing agents, was	-	-	-	\$7 40
In the Treasury of the United States	-	-	-	36,163 45
Amount appropriated by the act of Congress of the 3d March, 1841,	-	-	-	28,000 00
And the amount arising from the sale of damaged surgical instruments, books, &c.	-	-	-	208 31
				<u>64,379 16</u>

Of this sum there has been paid, during the past year, at the Treasury,

On account of the pay and other claims of private physicians	-	-	-	\$4,769 79
On account of medical and hospital supplies	-	-	-	4,471 57
And by disbursing agents for medical and hospital supplies, books, printing, &c.	-	-	-	27,788 76
Leaving a balance on the 30th September, 1841,				
In the hands of disbursing agents	-	-	-	626 95
And in the Treasury of the United States	-	-	-	26,722 09
				<u>64,379 16</u>

As the balance of the appropriation for erecting hospitals at military posts is reported by the Quartermaster General, and the returns are made to his department, it is not deemed necessary to notice it in this report.

The number of cases of sickness which have been under treatment by the medical officers of the army and private physicians employed in the service of the United States, during the year ending the 30th September, was 38,559—37,499 of which occurred within the year, 1,060 being cases that remained the preceding year. (A.)

Of the whole number of persons reported sick, 36,374 have been restored to duty, 320 have been discharged the service, 30 have deserted, and 387 have died.

From the quarterly reports made to this office by the medical officers, the mean strength* of the army for the last year is estimated at 9,748;

* Whatever discrepancy there may be between the strength here given and that reported by the Adjutant General will be accounted for by the circumstance that the above only includes the officers and men at posts, &c., from whence medical reports are made.

and, as the number reported sick during this period was 38,559, it will appear that the proportion of cases to the number of men in service was nearly as 4 to 1, or 396 per cent. The aggregate of deaths was 387; exhibiting a ratio of mortality to the number of men of 1 to 25 $\frac{1}{2}$, or nearly 4 per cent.; and the proportion of deaths to the number of cases treated of 1 to 99 $\frac{2}{3}$, or a fraction over 1 per cent.

Besides the diseases incident to the climate and the service in Florida, the epidemic fever, which has proved so fatal at the South during the past season, has also prevailed among the troops serving in that Territory. The average strength of the army in Florida, during the year, being about 4,738, the number of cases of sickness amounted to 21,027, exhibiting a proportion of cases to the number of officers and men of nearly 4 $\frac{1}{2}$ to 1, or 443 per cent. The deaths, being 254, present a ratio of mortality to the number of men of 1 to 18 $\frac{2}{3}$, or 5 $\frac{1}{2}$ per cent.; and the proportion of deaths to the number of cases treated of 1 to 82 $\frac{2}{3}$ or 1 $\frac{1}{2}$ per cent.

The medical and hospital supplies for the army, during the past year, were transmitted to the several posts, and received in good order. Being carefully selected by a highly competent and faithful officer of the department, they were of the best quality, and purchased on the most favorable terms.

These and other supplies have been regularly accounted for by the required returns of the medical officers, which have all been examined, with the exception of four or five, and settled to the 30th of September.

All the officers of the department but one are on duty or under orders for their respective stations. This circumstance, while it evinces the commendable zeal and efficiency of the medical corps, is the more gratifying when it is considered that they have so largely participated in the exposures and privations of the camp and field.

The annual medical board for the examination of assistant surgeons for promotion and of candidates for appointment convened in Philadelphia in May last. Of the former, four were examined, and three found qualified for promotion.

Twenty-six candidates were invited to appear before the board; of which number twenty-two presented themselves, three voluntarily withdrew, three did not come within the prescribed regulations, two absented themselves, fourteen were examined, and six approved. The latter have all been appointed.

The system of examination, both for appointment and for promotion, which was adopted by a regulation of the Department in 1832, and confirmed by legislative authority in 1834, has now been in operation sufficiently long to test its value and establish its eminent wisdom.

Respectfully submitted.

H. L. HEISKELL,
Acting Surgeon General.

HON. JOHN C. SPENCER,
Secretary of War, Washington.

A.

Annual report of the sick and wounded of the United States army for the year ending the 30th day of September, 1841.

Remaining from last report.			TAKEN SICK OR RECEIVED IN HOSPITAL DURING THE QUARTER.																													
			FEVERS.										ERUPTIVE FEVERS.				DISEASES OF THE ORGANS CONNECTED WITH THE DIGESTIVE SYSTEM.															
Sick.	Convalescent.	Total.	Month.	Feb. quot. inter.	Feb. tertiana inter.	Feb. quartana inter.	Feb. remittens.	Feb. cont. com.	Feb. typhus.	Feb. interodes.	Vacuina.	Variola.	Varioloid.	Rubeola.	Scarlatina.	Erysipelas.	Cynanche trachealis.	Tonsillitis.	Dyspepsia.	Colica.	Hematemesis.	Gastritis.	Peritonitis.	Periton. acuta.	Enteritis.		Diarrhœa.	Obst. pio.	Cholera m. bus.	Hepatitis acuta.	Hepatitis chronica.	Icterus.
																									Dysenteria acuta.	Dysenteria chronica.						
489	571	1,060	Grand total	4843	4427	157	2509	311	47	29	12	-	-	31	250	17	251	152	415	2	113	15	7	2,834	391	3474	1062	210	27	23	47	
			Dec. 31, 1840 -	1063	1117	133	218	45	24	1	-	-	-	-	-	7	-	58	42	93	1	23	2	1	569	130	867	176	19	4	2	16
			March 31, 1841 -	685	645	3	118	109	7	3	12	-	-	5	2	10	17	71	43	87	1	7	1	3	601	80	531	226	19	6	2	11
			June 30, 1841 -	1188	1414	6	1011	107	2	1	-	-	24	-	15	-	-	72	41	95	-	41	10	2	739	64	767	332	55	8	12	15
			Sept. 30, 1841 -	1907	1251	15	1162	48	14	24	-	-	-	2	-	18	-	50	26	140	-	42	2	1	925	117	1309	328	117	9	7	5

A—Continued.

Month.	TAKEN SICK OR RECEIVED IN HOSPITAL DURING THE QUARTER.																																					
	THE RESPIRATORY SYSTEM.						THE BRAIN AND NERVOUS SYSTEM.										THE URINARY AND GENITAL ORGANS.										THE SEROUS EXHALENT VESSELS.											
	Catarrhus.	Bronchitis acuta.	Pleuritis.	Pneumonia.	Hæmoptysis.	Phthisis pulmonalis.	Asthma.	Laryngitis.	Cyanosis parotid.	Meningitis and phrenitis.	Apoplexia.	Paralysis.	Epilepsia.	Chorea.	Tetanus.	Mania.	Delirium tremens.	Neuralgia.	Cephalalgia.	Nyctalopia.	Nephritis.	Cystitis.	Ischuria et dysuria.	Enuresis.	Diabetes.	Calculus.	Syphilis primitiva.	Syphilis consecutiva.	Ulcus penis non syph.	Gonorrhœa.	Orchitis.	Stricture urethra.	Anasarca.	Ascites.	Hydrothorax.	Hydrocele.	Hypertrophy of heart.	
December 31, 1840 -	830	42	49	36	8	12	6	13	33	1	3	5	37	1	1	7	43	7	133	7	6	1	3	7	-	-	37	16	2	104	24	3	9	5	-	1	3	
March 31, 1841 -	948	30	76	53	6	19	8	6	-	1	-	-	23	-	-	7	41	5	103	13	1	-	5	4	-	-	27	13	3	106	16	3	13	2	2	-	-	
June 30, 1841 -	616	28	51	38	8	16	9	6	-	2	3	2	24	1	-	5	37	18	192	16	-	-	7	2	1	1	29	15	1	90	28	5	4	5	1	1	-	-
September 30, 1841 -	384	19	34	12	7	17	6	1	-	3	3	5	28	1	-	10	28	10	140	5	1	-	10	4	-	-	28	17	-	121	21	2	13	7	1	-	-	
Grand total	2,778	119	210	139	29	64	24	26	33	7	10	12	112	3	1	29	150	40	568	41	8	1	25	17	1	1	121	61	6	421	89	13	39	20	2	2	3	

TAKEN SICK OR RECEIVED IN HOSPITAL DURING THE QUARTER.

Month.	THE FIBROUS AND MUSCULAR STRUCTURES.				ABSCESSSES AND ULCERS.					WOUNDS AND INJURIES.								ALL OTHER DISEASES.						
	Rheumat. acutus.	Rheumat. chronicus.	Podagra.	Pernio.	Phlegmon et abscess.	Paronychia.	Fistula.	Ulcus.	Ambustio.	Vulnus incisum.	Vulnus punctum.	Vulnus sclopeticum.	Contusio.	Sub-luxatio.	Luxatio.	Fractura.	Concussio cerebri.	Pericarditis.	Angina pectoris.	Aneurisma.	Ophthalmia.	Amaurosis.	Otitis.	Splenitis.
December 31, 1840 -	149	123	1	8	171	28	5	117	46	158	33	29	233	78	11	18	-	-	-	1	197	-	23	4
March 31, 1841 -	211	143	1	30	226	24	1	149	32	210	30	28	304	120	6	20	-	-	-	-	197	2	24	6
June 30, 1841 -	195	104	2	1	230	19	1	125	31	199	11	30	304	114	9	13	-	2	-	-	256	2	19	3
September 30, 1841 -	145	76	1	96	311	27	9	140	28	185	23	21	326	75	5	18	3	-	-	-	209	2	29	10
Grand total	700	446	5	135	938	98	16	531	137	752	97	108	1,167	387	31	69	3	2	-	1	859	6	95	28

A—Continued.

202

Month.	TAKEN SICK OR RECEIVED IN HOSPITAL DURING THE QUARTER.																							REMAINING.							
	ALL OTHER DISEASES.																				Aggregate.	Returned to duty.	On furlough.	Discharged service.	Deserted.	Dead.	Sick.	Convalescent.	Total.		
	Epistaxis.	Hemorrhoids.	Prolapsus ani.	Vermes.	Scrofula.	Scorbutus.	Cachexia.	Debilitas.	Varix.	Tumores.	Hernia.	Exostosis.	Necrosis.	Nostalgia.	Atrophia.	Amputatio.	Serpentis morsus.	Punitio.	Intemperance.	Morb. cutis.										Morbi varii.*	Total.
December 31, 1840 -	2	32	4	2	6	13	5	104	2	44	20	1	2	-	1	-	12	27	33	553	8,402	-	-	49	4	87					
March 31, 1841 -	-	37	-	2	1	25	7	29	1	6	17	1	2	-	-	4	2	6	15	47	561	7,361	-	-	9	67	5	87			
June 30, 1841 -	3	41	1	5	6	39	-	75	2	7	21	3	1	-	-	2	1	9	37	59	831	10,100	-	-	6	118	10	97			
September 30, 1841 -	-	50	-	7	6	27	9	168	2	25	23	2	-	-	-	2	5	5	46	42	1,019	11,636	-	-	8	69	11	126			
Grand total	5	160	5	16	19	104	21	376	7	82	81	7	5	-	1	8	7	32	125	181	2,964	37,499	38,559	36,374	72	320	30	387	781	695	1,476

* Under the term *morbi varii* are included all diseases which possess no specific characters.

Doc. No. 2.

A—Continued.

MEAN STRENGTH.				The deaths were from—					
Quarters.	Officers.	Enlisted men.	Total.						
				Feb. quot. intermit.	- 5	Catarrhus	- 3	Rheumatism chronica	- 3
				Feb. tertiana	- 2	Bronchitis acuta	- 7	Arthritis	- 1
				Feb. congestive	- 21	Pleuritis	- 4	Pernio	- 1
				Feb. remittent	- 43	Pneumonia	- 12	Phlegmon and abscess	- 3
				Feb. cont. com.	- 2	Hæmoptysis	- 3	Ambustio	- 1
				Feb. typhus	- 10	Phthisis pulmonalis.	- 38	Vulnus incisum	- 2
				Feb. icterodes	- 6	Hypertrophy of the heart	- 1	Vulnus sclopeticum	- 14
				Marasmus	- 1	Meningitis	- 2	Contusio	- 3
December 31, 1840	-	-	10,007	Erysipelas	- 1	Apoplexia	- 3	Pericarditis	- 1
March 31, 1841	-	-	9,944	Gastritis	- 1	Congestio cerebri	- 4	Ophthalmia	- 1
June 30, 1841	-	-	9,867	Peritonitis	- 5	Tetanus	- 1	Hæmorrhoids	- 1
September 30, 1841	-	-	9,373	Peritonitis acuta	- 2	Mania	- 1	Scorbutus	- 3
				Dysentæria acuta	- 38	Delirium tremens	- 3	Dry gangrene	- 1
				Dysentæria chronica	- 55	Nephritis	- 1	Morbi varii	- 8
				Diarrhœa	- 44	Syphilis consecutiva	- 1	Intemperance	- 9
Aggregate	-	-	38,991	Obstipatio	- 1	Hydrocephalus	- 1	Cause not reported	- 1
				Cholera	- 1	Anasarca	- 3		
				Hepatitis chronica	- 1	Ascitis	- 2		
Average	-	-	9,748	Intus. susceptio	- 1	Hydrothorax	- 4		
								Total	- 387

H. L. HEISKELL, *Acting Surgeon General.*

No. 8.

REPORT OF THE COMMISSARY GENERAL OF PURCHASES.

COMMISSARY GENERAL'S OFFICE,

Philadelphia, November 13, 1841.

SIR: In obedience to instructions from the War Department, I have prepared, and have now the honor of transmitting, the accompanying statements in relation to the condition and operations of that branch of the public service lately intrusted to my care, viz:

No. 1. Statement of the quantity of each of the different kinds of materials for making up clothing, &c., on hand on the 1st day of October, 1840; the quantity of each procured between that time and the 30th September, 1841; the quantity of each made up during the same time; and the balance on hand on the last-mentioned date.

No. 2. Statement of the quantity of each of the different articles made up at the clothing establishment, on hand on the 1st October, 1840; the quantity of each made up during the year thereafter; the quantity of each issued during the year; and the balance on hand on the 30th September, 1841.

No. 3. Statement of the articles of clothing and camp and garrison equipage on hand on the 1st October, 1840; the quantity of each purchased during the year thereafter; the quantity of each issued during the year; and the balance on hand on the 30th September, 1841.

No. 4. Comparative statement of the cost of every article of clothing, &c., for the last three years.

In relation to the statements numbered 1, 2, and 3, showing the balances on hand on the 30th September, 1841, of every article of clothing and equipage made up, it may be proper to reiterate the observation made by my predecessor last year, with similar statements, that the totals purchased, made up, issued, and the balances on hand, in many instances, will be found to vary very considerably, arising from the credits given by the military storekeeper for materials and supplies received, which are not paid for till the subsequent quarter.

I have the honor to be, with great respect, sir, your most obedient servant,
J. WASHINGTON TYSON,
Com. General of Purchases.

Hon. J. C. SPENCER, *Secretary of War.*

Statement of the quantity of each of the different kinds of materials for making up clothing, &c., on hand on the 1st day of October, 1840; the quantity of each procured between that time and the 30th September, 1841; the quantity of each made up during the same time; and the balance on hand on the 30th September, 1841.

	CLOTHS.										Yards serge.	DRILLINGS.			FLANNELS.		MUSLINS.		Yards brown linen.	Sheets of wadding.	Yards of cord.	
	Yards 6-4 sky blue.	Yards 6-4 fine blue, for coats.	Yards 6-4 do. for dragoon jackets.	Yds. 6-4 do. (water p.f.) for forage caps.	SCARLET.		Yards 6-4 yellow.	Yards 6-4 white.	Yards linings.	Yards gummied.		Yards $\frac{3}{4}$ sergeants'.	Yards $\frac{3}{4}$ unbleached.	Yards $\frac{1}{2}$ unbleached.	Yards $\frac{7}{8}$ for shirts and dragoon cloth jackets.	Yards $\frac{3}{4}$ linings.	Yards $\frac{3}{4}$ Canton.	Yards $\frac{7}{8}$ unbleached.				Yards $\frac{1}{2}$ bleached.
					Yards 6-4 coat.	Yards 6-4 facing.																
On hand U. S. arsenal, 1 Oct. 1840.	22176 $\frac{3}{4}$	3959 $\frac{5}{8}$	626 $\frac{3}{4}$	-	400 $\frac{3}{4}$	206 $\frac{3}{4}$	908	1825	-	6204 $\frac{1}{2}$	8273 $\frac{3}{4}$	70256 $\frac{1}{2}$	52177 $\frac{3}{4}$	74878 $\frac{1}{2}$	14079 $\frac{1}{2}$	38644	14898 $\frac{3}{4}$	1193 $\frac{1}{2}$	356	2879	25556	
Do. clothing establishment, same date	170 $\frac{3}{4}$	88 $\frac{3}{4}$	-	-	-	-	12 $\frac{3}{4}$	26 $\frac{3}{4}$	-	94	359	391	297 $\frac{1}{2}$	234 $\frac{1}{2}$	49	-	80	5	75	288	604	
Purchased during 4th qr. of 1840.	6844 $\frac{1}{2}$	-	179 $\frac{1}{2}$	-	-	-	-	-	-	-	-	-	-	4578 $\frac{1}{2}$	-	-	9000	-	-	-	-	
Do. 1st qr. 1841.	5867 $\frac{1}{2}$	790	1458	-	-	-	-	-	-	-	4127	27000	7265 $\frac{1}{2}$	21448	-	13000	13597 $\frac{1}{2}$	4533 $\frac{1}{2}$	-	-	-	
Do. 2d qr. 1841.	34623	-	1748 $\frac{3}{4}$	968 $\frac{1}{2}$	-	-	-	-	3 $\frac{1}{2}$	112	-	68378 $\frac{1}{2}$	-	31820 $\frac{1}{2}$	-	26118	39867	-	-	-	-	
Do. 3d qr. 1841.	35505 $\frac{1}{2}$	5034 $\frac{1}{2}$	-	1162 $\frac{3}{4}$	-	-	-	-	-	28	-	5736 $\frac{3}{4}$	-	-	-	-	39776 $\frac{1}{2}$	-	-	-	-	
Total	105187 $\frac{1}{2}$	9872 $\frac{3}{8}$	4013	2130 $\frac{1}{2}$	406 $\frac{3}{4}$	206 $\frac{3}{4}$	926 $\frac{3}{4}$	1851 $\frac{1}{2}$	3 $\frac{1}{2}$	6428 $\frac{1}{2}$	12759 $\frac{1}{2}$	171762 $\frac{1}{2}$	59740 $\frac{1}{2}$	132959 $\frac{1}{2}$	14128 $\frac{1}{2}$	77762	117219 $\frac{1}{2}$	5731 $\frac{1}{2}$	431	2167	26160	
On hand U. S. arsenal 30 Sept. 1841	32609	7680 $\frac{3}{8}$	2140 $\frac{1}{2}$	876 $\frac{3}{4}$	197	427 $\frac{3}{4}$	827 $\frac{1}{2}$	1750	-	5712 $\frac{3}{4}$	8395	72179	34036	58648	9742 $\frac{3}{4}$	32489 $\frac{3}{4}$	58853 $\frac{1}{2}$	1333 $\frac{1}{2}$	76 $\frac{1}{2}$	1199	19684	
Do. clothing establishment, same date	17	26	167	1	19 $\frac{3}{4}$	6 $\frac{3}{4}$	31 $\frac{1}{2}$	35 $\frac{1}{2}$	-	97	519	-	420 $\frac{3}{4}$	136	210	-	157	265 $\frac{1}{2}$	25	-	693	
Total on hand 1st October, 1841	32626	7706 $\frac{3}{8}$	2307 $\frac{1}{2}$	877 $\frac{3}{4}$	216 $\frac{3}{4}$	434 $\frac{1}{2}$	858 $\frac{3}{4}$	1785 $\frac{1}{2}$	-	5809 $\frac{3}{4}$	8914	73179	34456 $\frac{3}{4}$	58784	9952 $\frac{3}{4}$	32489 $\frac{3}{4}$	59010 $\frac{1}{2}$	1598 $\frac{3}{4}$	101 $\frac{1}{2}$	1199	20377	

STATEMENT No. 1—Continued.

	PRUSSIAN LACE.		Yards of worsted lace and binding.	Battons.	Hooks and eyes.	Pieces of tape.	Pounds of thread.	SILKS.				Pieces of Russia sheeting	Pieces of raven's duck.	Yards of cotton duck	Pieces of bunnings.	FOR FORAGE CAPS.										Sets knapsack straps.				
	Yards of gilt.	Yards plated.						Yards of blue.	Yards of yellow.	Yards of white.	Yards of scarlet.					Pieces of thread.	Buttons.	Pounds of thread.	Groce of cane.	Leather pokes.	Leather chin straps.	Leather linings.	Leather sweats and welts.	Pounds curled hair.	Russia duck, bolts.					
On hand at U. S. arsenal 1 Oct. 1840.	148	-	50942½	2100896	35338	1944	9185½	44½	-	21½	118	9	-	122½	226	-	-	-	-	-	-	-	-	-	-	-	-	-	684	-
Do. clothing establishment, same date.	14	11	4054	29088	432	312	88½	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Purchased during 4th quarter of 1840.	-	-	15319	331200	-	-	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Do. do. 1st qr. 1841	-	-	20233	393408	-	2400	-	-	-	-	-	-	-	5	268½	-	-	-	-	500	500	500	500	-	-	-	-	-	-	
Do. do. 2d qr. 1841	-	-	14599	302112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	6000	6000	6000	6000	120	-	-	-	-	-	
Do. do. 3d qr. 1841	-	-	37700½	-	-	6576	-	-	-	-	-	120	-	-	-	480	33696	-	64	6000	6000	6000	6000	120	-	-	-	-	925	
Total	162	11	142848	3156704	35770	11232	9408½	44½	-	21½	118	129	-	5	391½	226	480	33696	-	64	6500	6500	6500	6500	120	684	825	-	825	
On hand at U. S. arsenal 30 Sept. 1841.	-	-	30676	1776330	11578	5676	6235	43	-	13 13½-36	108 15-36	18	5	135½	138	-	33984	-	-	-	-	-	-	-	-	-	-	-	610½	957
Do. at clothing establishment, same date.	139½	11	6283	38904	2592	660	49½	-	-	-	-	49	-	-	-	yds. 125	1584	-27	-	-	-	-	-	-	-	-	-	-	-	
Total on hand 1st October, 1841	139½	11	36859	1815234	14170	6336	6284½	43	-	13 13½-36	108 15-36	67	5	135½	138	125	35568	-27	-	-	-	-	-	-	-	-	610½	957		

STATEMENT No. 1—Continued.

Articles issued for the making up of army clothing, &c., during the year commencing 1st October, 1840, and ending 30th September, 1841.

	CLOTHS.								Yards serge.	DRILLINGS.			FLANNELS.		MUSLINS.		Sheets of wadding.	Yards of cord.			
	Yards 6-4 sky blue.	Yards 6-4 fine blue, for coats.	Yards 6-4 ditto, for draagoon jackets.	Yds. 6-4 do. (water p/)	Yards 6-4 coat.	Yards 6-4 facing.	Yards 6-4 yellow.	Yards 6-4 white.		Yards linings.	Yards gummed.	Yards $\frac{3}{4}$ sergeants'.	Yards $\frac{3}{4}$ unbleached.	Yards $\frac{3}{4}$ unbleached.	Yds. $\frac{3}{4}$ for shirts and draagoon cloth jackets, etc.	Yards $\frac{3}{4}$ linings.			Yards $\frac{3}{4}$ Canton.	Yards $\frac{3}{4}$ unbleached.	Yards $\frac{3}{4}$ bleached.
Issued during 4th qr. 1840	22194 $\frac{1}{2}$	402 $\frac{1}{2}$	1707 $\frac{1}{2}$	-	-	54 $\frac{1}{2}$	80 $\frac{1}{2}$	-	-	170 $\frac{1}{2}$	-	12937 $\frac{1}{2}$	4547 $\frac{1}{2}$	34961 $\frac{1}{2}$	1918 $\frac{1}{2}$	7957 $\frac{1}{2}$	2216 $\frac{1}{2}$	29 $\frac{1}{2}$	76	-	1184
Issued during 1st qr. 1841	7277 $\frac{1}{2}$	2034 $\frac{1}{2}$	-	-	211 $\frac{1}{2}$	77 $\frac{1}{2}$	-	-	-	754 $\frac{1}{2}$	11	38680 $\frac{1}{2}$	7857 $\frac{1}{2}$	9587 $\frac{1}{2}$	375	11089 $\frac{1}{2}$	17795 $\frac{1}{2}$	1662 $\frac{1}{2}$	103 $\frac{1}{2}$	840	4128
Issued during 2d qr. 1841	19385 $\frac{1}{2}$	211 $\frac{1}{2}$	550 $\frac{1}{2}$	-	-	-	50	-	-	228 $\frac{1}{2}$	289 $\frac{1}{2}$	36075 $\frac{1}{2}$	7158	-	675 $\frac{1}{2}$	10465 $\frac{1}{2}$	45749 $\frac{1}{2}$	164 $\frac{1}{2}$	-	420	560
Issued during 3d qr. 1841	22133 $\frac{1}{2}$	-	634 $\frac{1}{2}$	704 $\frac{1}{2}$	26 $\frac{1}{2}$	-	-	-	-	1131 $\frac{1}{2}$	10499	5843 $\frac{1}{2}$	29528 $\frac{1}{2}$	1553 $\frac{1}{2}$	15759 $\frac{1}{2}$	6987	10564 $\frac{1}{2}$	100	420		
Total issued	70991 $\frac{1}{2}$	2648 $\frac{1}{2}$	2891 $\frac{1}{2}$	704 $\frac{1}{2}$	238	131 $\frac{1}{2}$	80 $\frac{1}{2}$	75	-	1153 $\frac{1}{2}$	4005 $\frac{1}{2}$	98192 $\frac{1}{2}$	25407 $\frac{1}{2}$	74077 $\frac{1}{2}$	4522 $\frac{1}{2}$	45272 $\frac{1}{2}$	72747 $\frac{1}{2}$	4393 $\frac{1}{2}$	279 $\frac{1}{2}$	1680	5872

STATEMENT No. 1—Continued.

	PRUSSIAN LACE.		Yards of worsted lace and binding.	Buttons.	Hooks and eyes.	Pieces of tape.	Pounds of thread.	SILKS.				Pieces of Russia sheeting.	Pieces of raven's duck.	Yards of cotton duck.	Pieces of bunnings.	Pieces of galloon.	FOR FORAGE CAPS.																	
	Yards of gill.	Yds. of plated.						Yards of blue.	Yards of yellow.	Yards of white.	Yards of scarlet.						Pounds of thread.	Pounds of thread.	Groce of cane.	Leather pokes.	Leather chin straps.	Leather linings.	Leather sweats and welts.	Pounds curled hair.	Russia duck, bolts.	Sets of knapsack straps.								
Issued during 4th qr. 1840	-	-	30122	340980	8208	504	799	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Issued during 1st qr. 1841	-	-	27629	286826	10368	948	560 $\frac{1}{2}$	-	-	4 $\frac{5}{8}$	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38
Issued during 2d qr. 1841	-	-	21855	409558	5184	994	895	1 $\frac{1}{4}$	-	4 1 $\frac{1}{2}$ -36	5 $\frac{1}{4}$	-	-	33	66	110	7632	-12	2500	2500	2500	2500	2500	30	-	-	-	-	-	-	-	-	-	
Issued during 3d qr. 1841	148	-	18997	237600	-	2808	696	-	-	-	-	110	-	223 $\frac{1}{4}$	64	370	7056	-52	4000	4000	4000	4000	4000	90	35 $\frac{1}{4}$	-	-	-	-	-	-	-	-	
Total issued	148	-	98603	1274964	23760	5244	2950 $\frac{1}{4}$	1 $\frac{1}{4}$	-	8 13 $\frac{1}{2}$ -36	9 21-36	111	-	256 $\frac{1}{4}$	204	480	14688	-64	6500	6500	6500	6500	6500	120	73 $\frac{1}{4}$	-	-	-	-	-	-	-	-	

COMMISSARY GENERAL'S OFFICE,
Philadelphia, October 16, 1841.

J. WASHINGTON TYSON,
Commissary General of Purchases.

Hon. J. C. SPENCER,
Secretary of War.

Statement of articles of clothing and camp and garrison equipage on hand on the 1st October, 1840, the quantity of each purchased during the year thereafter, the quantity of each issued during the year, and the articles on hand on the 30th September, 1841.

	Uniform caps.	POMPONS.			Horse-hair plumes.	Bands and tassels.	Forage caps.	Cap cover.	CAP EQUIPMENTS.						Shoulder straps, pairs.	Epaulets.	Aiguillettes.	Sashes.	Doylees, pairs.	Stockings, pairs
		White.	Red.	Blue.					Numbers.	Cap plates.	Tulips.	+ Cannon.	Letters.	Bugles.						
On hand at the United States arsenal, 1st October, 1840 - -	2,468	5,274	1,187	72	635	44	778	-	7022	4172	4564	3	7089	2015	4908 $\frac{1}{2}$	782	115	120	29,437	16,996
Purchased during 4th quarter 1840	1,866	1,300	1,190	12	-	-	1842	-	-	-	-	-	-	-	1570	-	-	-	4,656	4,840
Ditto " 1st " 1841	431	814	1,063	-	-	-	450	2410	1	-	522	250	1032	-	1933	1430	-	-	3,929	3,108
Ditto " 2d " "	644	-	-	-	72	150	1191	-	-	-	-	-	-	-	-	-	-	10	11,409	26,859
Ditto " 3d " "	247	-	-	12	-	-	-	-	1197	308	308	-	1136	-	2602	330	-	16	20,951	17,540
Total -	5,656	7,388	3,440	96	707	644	6221	1	8219	5002	5122	1035	8225	3948	10510 $\frac{1}{2}$	1,462	115	146	70,382	69,843
Issued during the above period -	2,480	1,936	927	18	618	492	6221	1	2994	2463	2468	747	3298	1157	2999	263	17	103	30,124	38,773
On hand at the United States arsenal, 30th September, 1841 - -	2,295	4,752	1,323	66	89	153	-	-	6225	2539	2864	288	4927	2791	7693 $\frac{1}{2}$	1,199	98	43	44,342	26,700

STATEMENT No. 3—Continued.

	Leather stocks.	Blankets.	Axes.	Axe slings.	Spades.	Camp kettles.	Mess pans.	Camp hatchets.	Hatchet slings.	Halibards.	Color belts.	Fifes.	Drums, complete.	DRUM.					
														Heads batter.	Heads snare.	Slings.	Sticks, pairs.	Cords.	Snare.
On hand at the United States arsenal, 1st October, 1840 - -	5,107	3,369	196	-	683	1,930	2,655	926	-	13	2	51	42	46	159	79	78	42	126
Purchased during 4th quarter, 1840	7,095	-	70	-	-	-	-	-	-	-	-	-	1	100	-	-	-	-	-
Ditto " 1st " " 1841	-	-	275	52	-	-	-	-	52	60	-	-	12	-	-	-	-	76	-
Ditto " 2d " " "	6,993	4,597	157	-	-	-	-	-	-	-	-	-	59	316	200	51	50	217	150
Ditto " 3d " " "	-	2,490	132	-	216	-	-	-	-	-	-	78	33	250	200	16	1	-	50
Total -	19,195	10,956	830	52	899	1,930	2,655	926	52	73	2	129	147	712	559	146	129	335	326
Issued during the above period -	6,055	7,710	206	12	180	751	724	286	2	106	-	153	99	712	626	173	201	459	291
On hand at the United States arsenal, 30th September, 1841 - -	6,045	3,305	624	40	719	1,179	1,931	640	50	60	2	24	48	74	83	78	33	94	35

STATEMENT No. 3—Continued.

	CANTEENS.			Wall tents.	Tent files.	Common tents.	Hospital tents.	Tent pins.	Tent poles.	Iron pots.	Bugles with extra mouth-pieces.	Slings for bugles.	Trumpets.	DRAGOON.				
	Wood.	Tin.	Straps.											Saddles.	Saddle bags, pairs.	Saddle pads.	Mail and cloak straps.	Girths.
On hand at the United States arsenal, 1st October, 1840 - - -	4,926	140	126	45	9	118	1	32,771	1,189	16	6	-	4	371	280	437	295	445
Purchased during 4th quarter, 1840	-	817	334	121	112	445	12	-	-	-	-	-	-	-	-	-	20	439
Ditto " 1st " 1841	-	506	500	81	90	75	18	-	-	-	-	-	-	211	-	211	353	211
Ditto " 2d " "	-	-	-	80	80	600	-	-	-	-	-	-	-	50	-	50	50	50
Ditto " 3d " "	-	-	-	280	280	1,100	-	-	-	-	74	20	66	-	-	-	-	-
Total -	4,926	1,463	960	607	571	2,338	31	32,771	1,189	16	80	20	70	632	280	698	718	1,145
Issued during the above period -	-	500	500	275	263	1,552	19	3,228	191	12	50	20	49	632	61	698	719	1,145
On hand at the United States arsenal, 30th September, 1841 - -	4,926	146	660	318	320	762	16	29,543	998	4	2	-	3	-	219	-	-	-

STATEMENT No. 3—Continued.

212

	DRAGOON.																			
	Cruppers.	Surcingles.	Stirrup irons, p'rs.	Stirrup leathers, pairs.	Housings.	Bridles, complete.	Bridle-bits.	Martingales.	Halters, complete.	Halter headstalls.	Halter straps.	Halter chains.	Bit & curb straps.	Spurs, pairs.	Spur straps, p'rs.	Nose bags.	Horse brushes.	Curry and mane combs.	Postillion whips.	Horse blankets.
On hand at the United States arsenal, 1st October, 1840	457	402	416	396	-	146	-	131	11	1	-	359	166	-	-	357	11	2,383	-	411
Purchased during 4th quarter, 1840	-	439	-	-	2	384	-	400	71	150	100	-	-	706	271	-	456	-	10	-
Ditto " 1st " 1841	211	211	211	211	-	26	200	225	-	260	-	-	200	-	-	-	-	984	-	-
Ditto " 2d " "	50	50	50	50	-	-	50	50	-	-	-	-	50	-	-	-	-	-	-	412
Ditto " 3d " "	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,668	-	-	-
Total	718	1,102	677	657	2	556	250	806	82	411	100	359	416	705	271	357	2,323	3,367	10	823
Issued during the above period	718	1,102	677	657	2	556	250	806	10	411	100	50	416	700	50	90	1,716	1,760	10	823
On hand at the United States arsenal, 30th September, 1841	-	-	-	-	-	-	-	-	1	-	-	309	-	-	-	267	607	1,607	10	-

COMMISSARY GENERAL'S OFFICE, PHILADELPHIA, October 16, 1841.

J. WASHINGTON TYSON,
Commissary General of Purchases.

Hon. J. C. SPENCER, Secretary of War.

Doc. No. 2.

(No. 4.)

Comparative statement of the cost of clothing and equipage for the United States army, during the years 1840, 1841, and 1842.

Clothing, &c.	Prices, 1840.	Prices, 1841.	Prices, 1842.
Forage cap, artillery and infantry - -	\$1 21	\$1 30	\$1 00
Do. dragoon - - - -	1 21	1 30	1 00
Do. letter - - - -	05	05	05
Uniform cap, with metal equipments, artillery -	1 89	1 87	1 86
Do. do. do. infantry -	1 89	1 87	1 87
Do. do. do. dragoon -	2 03	2 05	2 07
Epaulets for non-commissioned staff, pair -	3 00	3 00	3 00
Do. sergeants, pair - - -	95	1 00	1 00
Do. corporals, pair - - -	95	94	94
Shoulder straps, artillery and infantry -	47	50	49
Sashes, crimson - - - -	2 62½	2 25	2 25
Sashes, yellow - - - -	2 25	1 95	1 95
Compons for non-commissioned staff - - -	37½	40	40
Do. artillery - - - -	17	19	19
Do. infantry - - - -	15	17	17
Woolen overalls, sergeants infantry - - -	3 19½	2 81½	2 71
Do. do. artillery - - - -	3 19½	2 84½	2 73½
Do. privates - - - -	2 92	2 54½	2 44
Cotton overalls, do. - - - -	62½	58½	57½
Do. sergeants - - - -	69	69	64½
Infantry sergeants' cotton jackets with sleeves	87½	87½	83
Do. privates do. do. -	78½	74½	74
Artillery do. do. do. -	81½	77½	77
Do. sergeants' do. do. -	91	90½	86½
Do. sky-blue cloth do. do. -	3 36½	2 98½	2 88
Infantry do. do. do. -	3 36½	2 93½	2 83½
Cotton shirts, privates - - - -	55½	52½	51
Do. sergeants - - - -	61	55	53½
Flannel shirts - - - -	1 03½	1 05	1 02
Canton flannel drawers - - - -	47½	44½	43½
Laced bootees, pair - - - -	1 48	1 39	1 34
Stockings, pair - - - -	30½	32½	30½
Blankets - - - -	3 22	2 74	2 48
Great coats, artillery and infantry - - -	8 62½	7 63½	7 35½
Leather stocks - - - -	12	12	12½
Knapsacks - - - -	1 25½	1 25½	1 26½
Haversacks - - - -	23½	23½	23½
Aiguillettes - - - -	1 87½	1 87½	1 87½
Infantry sergeants' coats - - - -	6 19	5 99	5 47
privates' coats - - - -	6 18	5 97½	5 46½
musicians' coats - - - -	7 92½	7 84½	7 81½
principal musicians' coats - - - -	9 92	9 94	9 93½

STATEMENT No. 4—Continued.

Clothing, &c.	Prices, 1840.	Prices, 1841.	Prices, 1842.
Infantry sergeant majors and quartermaster sergeants' coats - - -	\$8 28½	\$8 07	\$7 84½
Dragoon privates' woollen overalls - - -	4 24	3 74½	3 60½
sergeants' do. do. - - -	4 43	3 93	3 79
privates' cotton do. - - -	1 04½	99½	98
sergeants' do. do. - - -	1 13½	1 13½	1 07
privates' cloth jackets - - -	4 96½	4 70½	4 47½
sergeants' do. do. - - -	5 01	4 75	4 52
privates' cotton do. - - -	92½	86¾	86
sergeants' do. do. - - -	99½	97½	93
sergeant majors' coats - - -	7 38	7 17½	6 95
corporals' do. - - -	5 92	5 70½	5 48
privates' do. - - -	5 88½	5 67½	5 45
musicians' do. - - -	7 36½	7 37	7 34½
principal musicians' do. - - -	8 87	8 87½	8 85
sergeants' do. - - -	5 93½	5 72½	5 49½
shoulder straps, brass, pairs - - -	90	85	95
great coats - - -	10 93½	9 64½	9 28½
hair plumes - - -	60	58	58
bands and tassels - - -	70	70	70
fatigue frocks - - -	75	71½	71½
Artillery sergeants' coats - - -	6 38	6 15½	5 93
privates' do. - - -	6 37	6 14½	5 92
musicians' do. - - -	7 92½	7 93½	7 90½
sergeant majors and quartermaster sergeants' coats - - -	8 84½	8 61½	8 36½
Ordnance sergeants' coats - - -	8 28½	8 03½	7 66½
privates' do. - - -	6 34½	6 08½	5 71½
sergeants' woollen jackets - - -	3 21	2 99	2 88
Equipage, &c.			
Marquee, complete - - -	135 00	135 00	135 00
Hospital tent - - -	91 50	91 50	89 72
Do. do. poles set - - -	8 00	8 00	8 00
Wall tent - - -	15 44	15 44	15 00
Do. fly - - -	6 50	6 50	6 25
Do. poles set - - -	2 00	2 00	2 00
Common tent - - -	9 32	9 32	9 00
Do. do. poles set - - -	1 50	1 50	1 50
Drums, complete - - -	6 25	6 75	6 00
Drum heads batter - - -	1 00	1 00	1 00
Do. do. snare - - -	50	50	50
Do. slings - - -	45	45	50
Do. sticks, pairs - - -	62½	75	62½

STATEMENT No. 4—Continued.

Clothing, &c.	Prices, 1840.	Prices, 1841.	Prices, 1842.
Drum cords - - - - -	\$0 25	\$0 25	\$0 25
Do. snares, set - - - - -	50	50	50
Fifes - - - - -	25	41 ² / ₃	45
Bugles with extra mouthpieces - - - - -	4 50	4 50	4 50
Trumpets - - - - -	6 00	6 00	6 00
Bass drums - - - - -	18 00	20 00	20 00
Axes - - - - -	1 25	1 00	1 00
Spades - - - - -	62 ¹ / ₂	60 ⁵ / ₁₂	58 ¹ / ₂
Hatchets - - - - -	42	42	42
Camp kettles - - - - -	1 00	1 00	1 00
Iron pots - - - - -	1 80	1 57 ² / ₃	1 57 ² / ₃
Mess pans - - - - -	40	40	40
Canteens, wood, complete - - - - -	40	40	40
Do. tin, do. - - - - -	49	54	54
Bedsacks, double - - - - -	1 44 ¹ / ₂	1 35	1 33 ⁷ / ₈
Do. single - - - - -	1 44 ¹ / ₂	1 35	1 33 ⁷ / ₈
Horse blankets - - - - -	2 87 ¹ / ₂	2 74	2 48
Nose bags - - - - -	1 00	1 00	1 00
Horse brushes - - - - -	38 ¹ / ₂	38 ¹ / ₂	38 ¹ / ₂
Iron combs - - - - -	09	08 ¹ / ₂	08 ¹ / ₂
Saddles, complete - - - - -	12 50	10 00	*
Saddle bags, pairs - - - - -	4 50	4 00	4 00
Bridles, complete, with martingales - - - - -	5 25	3 75	*
Leather halters, complete - - - - -	1 10	90	*
Chain halters - - - - -	1 25	1 25	*
Spurs, pair - - - - -	1 00	95	*
Curry combs - - - - -	17	16 ² / ₃	16 ² / ₃
Postillion whips - - - - -	2 00	2 00	2 00
Housings - - - - -	13 00	13 00	*
National and regimental colors, sets, infantry - - - - -	116 36	112 35	114 03
Do. do. do. artillery - - - - -	94 75	90 74	97 34
Color belts, artillery - - - - -	2 50	2 50	2 75
Do. infantry - - - - -	2 75	2 75	2 75
Garrison flags and halliards, - - - - -	45 50	45 50	45 50
Recruiting do. do. - - - - -	7 50	7 50	7 50
Guidons for dragoons - - - - -	9 00	11 50	11 59
Camp colors, infantry - - - - -	3 41 ² / ₃	3 41 ² / ₃	3 41 ² / ₃
Do. artillery - - - - -	-	3 50	3 50

* Not now furnished by this department.

COMMISSARY GENERAL'S OFFICE,
Philadelphia, November 13, 1841.

J. WASHINGTON TYSON,
Commissary General of Purchases.

Hon. J. C. SPENCER,
Secretary of War.

No. 9.

REPORT OF THE COMMISSARY GENERAL OF SUBSISTENCE.

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE,
Washington, November 15, 1841.

SIR: In submitting the estimates for 1842, I have the honor to state that the first is for the probable amount required to subsist the troops in the service of the United States, also the "suffering inhabitants of Florida," and amounts to \$831,718 20. This is less than the estimate for 1841 in the sum of \$17,180 25, although one thousand "suffering inhabitants of Florida" are included in this estimate, that were not included in that for 1841. It will be seen, however, that the ration is now estimated at seventeen cents, being one and three-fourths cents less than 1841, and is owing to the fact that the bids for supplying army subsistence in 1842 are less than those for 1841 in about that ratio.

The second estimate is for clerks' salaries, compensation to messenger, and the contingencies of the office, and amounts to \$7,500, being less than that for 1841, in the sum of \$2,400; which difference arises from the fact that I have not included in this estimate the sum of \$2,200 for two additional clerks, and also the sum of \$200 as additional compensation to the messenger. The compensation to the messenger is added to the appropriation bill, and has been for several years past, there being no law under which he is paid.

In presenting the annual estimates of the Subsistence department, I have omitted, in compliance with instructions from the War Department of the 8th October, to make the usual annual fiscal statement, that being furnished by the proper accounting officers of the Treasury.

I have great satisfaction in stating that, of 197 officers disbursing in the Subsistence department in the year ending 30th September, 1841, the accounts of all have been received, with the exception of six. Those officers whose accounts have not been received are stationed at remote points, and the delay is not attributable to any neglect or remissness on their part. The balances in the hands of those six officers do not exceed \$2,000, probably not so much.

During the past fiscal year the accounts of twelve regular army and forty special contractors have been rendered to this office, adjusted, and settled; and I feel perfectly justified in the assertion, that not one cent has been lost through the regular disbursing officers of the department or its temporary agents.

The troops in Florida have been necessarily supplied by purchase in the open market, and at the lowest market prices. The whole army, at whatever point, has been amply and regularly supplied with good and wholesome provisions, and it is confidently believed to the entire satisfaction of both officers and men, with but one solitary instance of complaint.

Very respectfully, your most obedient servant,

GEO. GIBSON; C. G. S.

Hon. J. C. SPENCER, *Secretary of War.*

No. 10.

REPORT OF THE COMMISSIONER OF PENSIONS.

PENSION OFFICE, *November 20, 1841.*

SIR: I have the honor to transmit, herewith, for the information of Congress, the following described statements:

Paper marked A shows the number of pensioners, of every description, now on the rolls of the several States and Territories of the United States and of the District of Columbia, except those invalids and widows and orphans who are pensioned under the laws granting pensions on account of naval service since the year 1800. A report in relation to navy pensioners has been made to the Secretary of the Navy.

Paper marked B shows the number added to the pension lists since the last annual report.

The paper marked C contains the number of deaths, so far as they have come to the knowledge of the pension agents. From the number of pensions unclaimed, it is very evident that many have died, of whose deaths we have yet received no information. I have examined the returns made by the United States marshals and their assistants, under the law for taking the 6th census, and I find that the reports in relation to revolutionary pensioners are too imperfect to be relied on. This, no doubt, has arisen from the unwillingness of some persons to be known as pensioners, and who did not consider themselves bound to answer all questions put to them. The reluctance manifested by housekeepers, on many occasions, to answer certain interrogatories, clearly shows that much valuable information was withheld.

Statement marked D exhibits the unexpended balances on hand for paying pensioners on the 30th September, 1841, and the amount which will probably be expended in the last quarter of the present year; and also the probable undrawn balances on the 31st proximo, which may be applied to the payment of pensioners in the year 1842.

The balances in the hands of the agents for paying pensioners in October, when they made their last returns, will be found in the paper marked E.

Since my last annual report, only \$1,431 89 have been paid under the act entitled "An act to provide for liquidating and paying certain claims of the State of Virginia." Claims, however, under that law, are still pending before this office. The proof is not satisfactory, and the claimants have been required to produce additional proof.

It will be discovered from the document marked A that the number of invalid pensioners is now only 2,605, and that the number of pensioners added to this list during the year past is considerably less than it has been for several years immediately preceding. All the lists have been very materially reduced since the last annual report. The accompanying report is made up from returns from agents sent here during the last month. The agents' lists of deaths for the year do not agree with the reductions during that period; and this apparent discrepancy arises from the fact that the deaths are not reported by them in any case, unless they have positive information as to

the decease of a pensioner. But, in making the late return of pensioners on the rolls, the agents were directed to exclude from their lists all those who were not supposed to be living. Hence many were omitted of whose deaths there is no positive information, and yet they were not reported as dead on the list of deaths.

The number of revolutionary pensioners under the act of March 18, 1818, has decreased from upwards of 20,000, to 3,958.

Upwards of 35,000 claims under the act of June 7, 1832, have been presented at this office, and of this number nearly 32,000 have been admitted, but the number of those now living is only 16,682.

Under the act of May 15, 1828, for the benefit of those continental officers who served to the end of the war, and non-commissioned officers and soldiers who enlisted for the war, and continued in the service till its termination, 1,186 persons were pensioned. Of that number, only 436 are now living.

The number of widows pensioned under the act of July 4, 1836, and who are still living, is 2,303.

During the past year 5,344 widows who were pensioned under the act of July 7, 1838, have been paid their last stipends; and 547, for whom certificates have been issued, are yet unpaid.

In my former annual communications to the Secretary of War I have referred to the cases of the wounded Cherokee Indians; and I consider it my duty again to bring the subject to the notice of the head of the Department. By the 14th article of the Cherokee treaty, which was concluded on the 29th December, 1835, and ratified on the 23d May, 1836, it is agreed, on the part of the United States, that such warriors of the Cherokee nation as were engaged on the side of the United States in the late war with Great Britain and the southern tribes of Indians, and who were wounded in such service, shall be entitled to such pensions as shall be allowed them by the Congress of the United States, to commence from the period of their disability. The few of those warriors who yet survive have applied to this office for their pensions; but I could not allow their claims, as Congress has not yet passed any law for carrying into effect that article of the treaty.

It will be perceived by the estimates for 1842 that the whole amount necessary to be appropriated for paying pensions in 1842 will be \$949,576.

I enclose, herewith, a report in relation to the bounty land business for the year past.

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

J. L. EDWARDS,
Commissioner of Pensions.

Hon. J. C. SPENCER, *Secretary of War.*

A.

A statement showing the number of persons now on the rolls of the different States and Territories.

States and Territories.	Invalid pensioners.	Pensioners under the act of March 16, 1818.	Pensioners under the act of May 15, 1828.	Pensioners under the act of June 7, 1832.	Pensioners under the act of July, 4, 1836.	Pensioners under the act of July 7, 1838.	
						Paid to Sept. 1841.	Number still unpaid.
Maine - - - - -	150	341	12	665	108	475	25
New Hampshire - - - - -	109	321	10	626	149	501	20
Massachusetts - - - - -	121	307	32	1,312	306	1,069	90
Rhode Island - - - - -	8	26	4	298	194	171	13
Connecticut - - - - -	62	159	22	847	238	553	42
Vermont - - - - -	131	290	17	866	159	374	38
New York - - - - -	523	806	109	3,113	545	993	108
New Jersey - - - - -	21	46	9	401	108	120	17
Pennsylvania - - - - -	325	526	70	1,841	130	265	43
Delaware - - - - -	17	7	-	7	1		
Maryland - - - - -	79	24	3	46	16	54	8
Virginia - - - - -	121	309	34	1,136	90	217	51
North Carolina - - - - -	20	83	11	966	63	76	5
South Carolina - - - - -	22	42	9	391	28	34	4
Georgia - - - - -	29	63	3	374	7	16	1
Kentucky - - - - -	118	110	19	775	51	158	28
Tennessee - - - - -	184	203	15	1,365	38	81	27
Ohio - - - - -	102	124	17	440	17	98	10
Louisiana - - - - -	27	2	-	18			
Indiana - - - - -	105	78	17	519	6	26	6
Mississippi - - - - -	11	9	1	31	-	4	
Illinois - - - - -	70	22	1	120	5	13	2
Alabama - - - - -	42	29	5	229	9	4	
Missouri - - - - -	73	9	5	152	2	8	1
Arkansas - - - - -	11	1	3	33			
Michigan - - - - -	61	15	4	59	9	13	8
Florida - - - - -	28	3	3	16	15		
Wisconsin - - - - -	5	-	-	6	1	2	
Iowa, no return.							
District of Columbia	30	3	1	30	8	19	
	2,605	3,958	436	16,682	2,303	5,344	547

PENSION OFFICE, November 20, 1841.

J. L. EDWARDS,
Commissioner of Pensions.

B.

Number of persons added to the rolls of the different States and Territories, from the 12th November, 1840, to the 15th November, 1841.

States and Territories.	Invalid pensioners.	Pensioners under the act of March 18, 1818.	Pensioners under the act of May 15, 1828.	Pensioners under the act of June 7, 1832.	Pensioners under the act of July 4, 1836.	Pensioners under the act of July 7, 1838.
Maine - - -	1	-	-	1	10	31
New Hampshire - - -	3	-	-	4	11	17
Massachusetts - - -	4	-	-	13	18	44
Connecticut - - -	2	-	-	4	10	39
Rhode Island - - -	-	-	-	5	6	26
Vermont - - -	5	-	-	9	9	37
New York - - -	31	-	-	41	65	
New Jersey - - -	1	-	-	5	15	22
Pennsylvania - - -	14	-	-	14	16	54
Delaware.						
Maryland - - -	2	-	-	3	4	
Virginia - - -	-	1	-	9	10	73
North Carolina - - -	-	-	-	3	6	20
South Carolina - - -	1	-	-	5	2	9
Georgia - - -	-	-	-	1	2	
Alabama.						
Mississippi.						
Louisiana.						
Tennessee.						
Kentucky - - -	3	-	-	5	4	34
Ohio - - -	6	-	-	4	1	15
Indiana - - -	1	-	-	6	7	
Illinois - - -	2					
Missouri - - -	12					
Arkansas.						
Michigan - - -	2	-	-	5	3	
Florida.						
Wisconsin.						
Iowa.						
District of Columbia -	10	-	-	-	-	2
	100	1	-	137	199	423

PENSION OFFICE, November 20, 1841.

J. L. EDWARDS,
Commissioner of Pensions.

C.

Abstract from the several pension agents' reports, showing the number of pensioners whose deaths have come to their knowledge since the last report.

States and Territories.	Invalid pensioners.	Pensioners under the act of March 18, 1818.	Pensioners under the act of May 15, 1828.	Pensioners under the act of June 7, 1832.	Pensioners under the act of July 4, 1836.	Pensioners under the act of July 7, 1838.
Maine - - -	7	29	-	35	11	
New Hampshire.						
Massachusetts - -	5	29	1	73	19	25
Rhode Island - - -	1	3	-	27	10	11
Connecticut - - -	5	10	2	92	24	11
Vermont - - -	3	10	1	44	7	6
New York - - -	5	38	6	140	27	
New Jersey - - -	1	2	-	26	5	
Pennsylvania - - -	1	9	1	22	11	3
Delaware.						
Maryland - - -	2	-	-	2		
Virginia - - -	2	5	1	11	1	2
North Carolina - -	-	1	-	8	1	
South Carolina - -	-	1	-	10	1	
Georgia - - -	1	5	1	22		
Kentucky - - -	2	11	-	19	1	1
Tennessee.						
Ohio - - -	1	2	-	4	1	1
Louisiana - - -	-	-	-	7		
Indiana - - -	3	2	-	3		
Mississippi.						
Illinois - - -	2	2	-	10	1	
Alabama.						
Missouri - - -	-	-	-	7		
Arkansas.						
Michigan - - -	-	1	-	2		
Florida.						
Wisconsin.						
Iowa.						
District of Columbia -	1	-	-	2	1	
	42	160	13	566	121	60

PENSION OFFICE, November 20, 1841.

J. L. EDWARDS,
Commissioner of Pensions.

D.

Statement showing the unexpended balances on hand for paying pensioners on the 30th September, 1841, and the amount which will probably be expended in the quarter ending on the 31st December, 1841; and also the probable undrawn balances at the last-mentioned period, which may be applied to the payment of pensioners in the year 1842.

Heads of appropriations.	Amount on hand September 30, 1841.	Probable expenditure in quarter ending December 31, 1841.	Amount applicable to the service of 1842.
For paying invalid pensioners	\$2,391 59	\$2,391 59	
Revolutionary pensioners, under the act of March 18, 1818	198,799 41	10,000 00	\$188,799 41
Widows and orphans' pensions under act of July 4, 1836	60,952 94	30,000 00	30,952 94
Five years' pensions to widows under act of July 7, 1838	26,252 46	26,252 46	
	\$288,396 40	\$68,644 05	\$219,752 35

PENSION OFFICE, November 20, 1841.

J. L. EDWARDS,
Commissioner of Pensions.

A statement showing the balances in the hands of the several pension agents at the dates of their last returns, on account of invalid, widows', and revolutionary pensions.

Agents.	Residence.	Invalid pensions.	Revolutionary, act of Mar. 18, '18.	Revolutionary, act of May 15, '28.	Revolutionary, act of June 7, '32.	Act of July 4, 1836.	Act of July 7, 1838.	Remarks.
Patrick Redmond	Tuscaloosa, Ala.	-	-	-	-	-	-	\$4,502 86 due the United States, but the amount on hand under each act not designated.
W. E. Woodruff	Little Rock, Ark. †	-	-	-	-	-	-	
Bartley M. Lowe	Huntsville, Ala.	\$108 85	\$160 00	\$468 70	\$2,968 73	\$259 00		
John B. Hogan	Mobile, Alabama. †	-	-	-	-	-	-	
John P. Van Ness	Washington, D. C.	372 30	2,376 07	288 83	2,734 15	84 75	2,302 11	
A. H. Pomroy	Hartford, Conn.	1,541 03	17,621 94	*529 11	16,317 39	3,008 11	4,580 20	
Jacob Alrichs	Wilmington, Del.	261 36	252 00	50 00	463 33	31 25		
A. M. Reed	Jacksonville, Florida	275 99	104 00	180 00	905 34	427 24		
A. J. Fisher	Tallahassee, Florida. †	-	-	-	-	-	-	
H. W. Mercer	Savannah, Georgia	529 54	2,926 19	299 50	5,625 26	3,652 51	693 21	
Daniel Hay	Springfield, Illinois	538 45	389 92	90 00	*586 58	609 20	4,972 70	
L. F. D. Lanier	Madison, Indiana	*1,314 53	2,311 86	486 23	5,327 07	3,020 62	5,245 93	
Mason C. Fitch	New Albany, Ind.	*26 20	*83 92	180 00	5,523 06	*940 35	1,460 00	
James A. Grinstead	Lexington, Kentucky	230 11	2,606 21	714 84	30,643 52	401 76	*5,265 76	
Albert Newhall	Portland, Maine	3,970 86	8,052 61	1,120 16	20 34	4,642 27	5,424 95	
I. P. Walworth	Natchez, Mississippi	-	-	-	-	-	-	\$2,265 04 due the United States. Acts not designated.
W. C. Anderson	St. Louis, Missouri	259 69	786 67	531 00	2,677 47	880 00	*74 50	
E. P. Hastings	Detroit, Michigan	*1,015 79	1,527 41	*97 82	3,346 19	*4,488 85	323 31	
Franklin Haven	Boston, Mass.	14,548 87	23,147 87	768 31	15,728 25	19,565 51	3,553 97	
James Swan	Baltimore, Md.	3,915 54	964 48	680 00	246 39	1,152 40	137 13	
Isaac Waldron	Portsmouth, N. H.	527 12	2,837 69	45 00	8,622 87	7,018 28	5,845 38	
John George	Concord, N. H.	3,014 48	2,597 01	2,695 66	5,301 97	2,064 77	540 49	
John A. Stevens	New York city, N. Y.	8,154 33	7,526 11	4,239 08	24,837 35	*213 50	19,574 44	
T. W. Olcott	Albany, N. Y.	2,153 66	*25,893 34	163 48	*8,495 06	35,905 72	390 90	
John Huske	Fayetteville, N. C.	9,390 70	1,843 43	1,358 57	14,142 22	*4,910 35	*2,340 45	
P. Dickinson	Trenton, New Jersey	13,108 68	21,597 65	*482 57	5,404 97	*7,654 46	*7,132 37	

STATEMENT E—Continued.

224

Doc. No. 2.

Agents.	Residence.	Invalid pen- sions.	Revolution- ary, act of Mar. 18, '18.	Revolution- ary, act of May 15, '28.	Revolution- ary, act of June 7, '32.	Act of July 4, 1836.	Act of July 7, 1838.	Remarks.
James S. Armstrong	Cincinnati; Ohio -	\$1,377 71	\$1,709 27	\$1,097 01	\$5,006 44	\$6,690 97	2,009 38	\$7,901 76 due the United States for invalids, and act of 1818, but the balances for each not designated.
William Robinson, jr.	Pittsburg, Penn. -	888 11	9,428 25	895 18	16,963 37	3,752 61	*191 75	
Joseph Solms	Philadelphia, Penn. -	2,802 99	10,229 87	*2,637 44	14,704 57	41 98	8,048 70	
Paris Hill	Providence, R. I. -	1,104 32	5,837 10	*400 00	3,776 38	230 38	*4,671 63	
John C. Cochran	Charleston, S. C. -	769 43	6,157 66	-	*547 91	97 58	944 62	
Joel M. Smith	Nashville, Tenn. -	-	-	-	6,210 72	232 37	-	
John W. Campbell	Jackson, Tenn. -	*765 70	118 00	*330 00	2,730 58	1,500 00	*600 00	
Robert King	Knoxville, Tenn. †	-	-	-	-	-	-	
Wm. K. Blair	Jonesborough, Tenn. -	27 77	-	*280 00	4,267 23	272 34	*91 32	
Thomas Martin	Pulaski, Tenn. -	243 50	162 76	-	704 82	-	1,290 65	
John Brockenbrough	Richmond, Virginia -	-	-	1,900 56	22,999 01	12,262 25	*2,567 29	
Anth'y Robinson, sr.	Richmond, Virginia -	11,446 89	19,638 87	-	-	-	-	
Archibald Woods	Wheeling, Virginia -	*728 86	1,221 24	*61 66	3,447 53	5,079 04	307 34	
John Peck	Burlington, Vermont -	2,602 43	10,335 18	3,876 35	14,628 17	5,018 16	96 81	
Thomas Reed	Montpelier, Vermont -	-	-	-	-	-	-	
J. B. Perrault	New Orleans, La. -	-	-	-	-	-	-	\$10,236 due the U. S., but the amount on hand for payments under each act not designated.
George W. Jones	Dubuque, Iowa. †	-	-	-	-	-	-	
Samuel B. Knapp	Mineral Point, Wis. †	-	-	-	-	-	-	
Amount due United States from agents	-	84,164 71	164,307 32	22,128 46	246,274 69	117,901 57	67,742 22	\$6,888 63 due the U. States, but the amount due under each law not designated.
Amount due to agents from United States	-	3,880 08	25,977 26	4,818 60	9,629 55	18,207 51	22,925 07	
Amount due United States, heads of appro- priation not designated, \$31,794 29.	-	\$80,284 63	\$138,330 06	\$17,309 86	\$236,645 14	\$99,694 06	\$44,817 15	

Sums marked thus (*) were due to the agents at the time when they made their returns.

† No returns.

PENSION OFFICE, November 20, 1841.

J. L. EDWARDS, Commissioner of Pensions.

Abstract of disbursements for contingencies of the Pension Office, from 1st October, 1840, to 30th September, 1841; prepared in obedience to the second section of the act of 9th May, 1836, entitled "An act making appropriations for the civil and diplomatic expenses of the Government."

		George Bomford, office rent for the year	-	\$520 00
1840, Nov.	4	Sarah Younger, making carpet	-	3 00
	4	Jane Brent, scouring	-	1 25
	21	Blair & Rives, printing	-	345 00
	25	Eliza Hibbs, labor	-	3 00
	31	Eliza Brannan, washing for the year	-	20 00
		Ingle and Boteler, furniture	-	10 63
		F. A. Schneider, repairs	-	1 75
		D. Clagett, furniture	-	53 71
		Bradley & Estep, furniture	-	3 75
		Gales & Seaton, subscription	-	10 00
		J. Gideon, jr., printing	-	55 58
		William Fischer, stationery	-	68 08
1841, January	3	Samuel Stott, furniture	-	4 12
	5	Thomas Parker, repairs	-	50
	28	Robert Mills, two directories	-	1 00
	31	T. Lindsley, furniture	-	1 25
Feb.	2	Joseph Etter, directory	-	50
	15	William Hill, (Secretary of North Carolina,) examining records	-	20 25
	15	Franck Taylor, stationery	-	388 85
March	31	T. & W. Hill, furniture	-	12 00
April	5	W. H. Drury, furniture	-	37
	8	Mont. Carlton, advertising	-	4 00
May	4	John Dickson, fuel	-	152 50
	13	C. A. Webb, advertising	-	6 00
	29	Richard Younger, labor	-	34 24
June	8	Elizabeth Washington, labor	-	14 87
	9	Thomas Tiley, whitewashing	-	20 00
	25	John Kennedy, blue book	-	1 50
	30	J. & G. S. Gideon, printing	-	42 22
July	30	Peter Force, mayor's fees	-	32 00
Sept.	1	R. P. Anderson, bookbinding	-	213 25
	1	Boteler & Down, furniture	-	4 89
	4	W. Poulton, furniture	-	3 75
	4	Rezin Magruder, labor	-	1 00
	6	Thomas Riggles, scavenger	-	10 00
				\$2,064 81

E. E.

Pension Office, November 20, 1841.

GEO. WM. CRUMP, Agent.

An estimate of the amount required to pay the salaries of persons employed in the office of the Commissioner of Pensions, and the contingent expenses of said office, for the year 1842.

For the salary of the Commissioner of Pensions, under the act of March 4, 1840	- - - - -	\$2,500 00
One clerk, transferred from the office of the Secretary of the Navy, under the act of March 4, 1840	- - - - -	1,600 00
For compensation to the clerks and messengers in the office of the Commissioner of Pensions, authorized by the act of the 9th May, 1836, viz :		
Three-clerks, at \$1,400 per annum, each, for the whole year		4,200 00
Two clerks, at \$1,200 per annum, each, for the whole year		2,400 00
Two clerks, at \$1,000 per annum, each, for the whole year		2,000 00
Two clerks, at \$800 per annum, each, for the whole year	- - - - -	1,600 00
One clerk, at \$800 per annum, for 4½ months	- - - - -	300 00
One messenger, at \$700 per annum	- - - - -	700 00
Two assistant messengers, at \$500 per annum, each	- - - - -	1,000 00

CONTINGENT EXPENSES.

To pay for stationery, blank books, printing various blank forms, regulations, &c., advertising, procuring and transcribing revolutionary records, expense in taking testimony in fraudulent cases, rent of house occupied as an office, fuel, office furniture, sawing wood, whitewashing, scavenger, and other contingent expenses	- - - - -	1,500 00
--	-----------	----------

\$17,800 00

Respectfully submitted.

J. L. EDWARDS,
Commissioner of Pensions.

PENSION OFFICE, November 20, 1841.

An estimate of the amount of funds which will probably be required to pay revolutionary pensioners, inscribed on the rolls under the act of March 18, 1818, and the acts supplementary thereto; as well as invalids, widows, and orphans, under the various laws of Congress granting pensions.

There are now on the pension rolls, under the act of the 18th of March, 1818, the names of 3,958 persons. Taking the payments for the year past as the basis of the calculation, and make the necessary deduction on account of deaths, there will be required to pay pensioners under the act of March 18, 1818, for the year 1842, the sum of	- - - - -	\$277,000
There may probably be at the end of the present year an unexpended balance of \$188,799 41, which may be applied to the service of 1842.		

INVALID PENSIONERS.

Of this description of pensioners there are now on the rolls 2,605. To pay these, if all on the lists should apply, there would be required	- - - - -	195,376
---	-----------	---------

There will probably be added 70 during the ensuing year,	
for which there will be wanted, for 1842 - - - -	\$4,900
	<u>200,275</u>

WIDOWS' AND ORPHANS' PENSIONS.

Under the first section of the act of July 4, 1836, there will probably be on the pension rolls the widows and children of 50 officers and soldiers. \$100 per annum is considered the average amount necessary to pay each, which will be - \$5,000

To pay the pensions of widows under the 3d section of the act of July 4, 1836, who are now on the rolls, viz: 2,303, at an average of \$80 per annum, will require - 184,240

Under this section of the law, there will probably be added to the rolls during the ensuing year 100; and for arrearages the average sum will probably be \$880, which will amount to 88,000

The number of deaths may perhaps amount to 100; the average deduction for each death, estimated at \$50, will be 5,000

Which will leave to be appropriated for 1841 - - - 272,240

There will probably be an undrawn balance in the Treasury of \$30,000, which may be applied to the payment of pensions in 1842.

FIVE YEARS' PENSIONS TO WIDOWS.

Under the act of July 7, 1838, allowing five years' pensions to widows of revolutionary officers, soldiers, &c., there will probably be allowed in the ensuing year 500 claims. These, at an average of \$400 each for the whole five years, will amount to - - - - - \$200,000

RECAPITULATION.

To pay pensioners under the act of March 18, 1818 -	\$277,060
To pay invalid pensioners, under various laws - -	200,275
To pay widows and orphans, under the act of July 4, 1836	272,240
To pay five years' pensions, under the act of July 7, 1838	200,000
	<u>949,575</u>

Respectfully submitted.

J. L. EDWARDS,
Commissioner of Pensions.

PENSION OFFICE, November 20, 1841.

REPORT FROM THE BOUNTY LAND OFFICE.

Return of claims which have been deposited in the Bounty Land Office from the 30th September, 1840, to the 15th November, 1841, for services rendered in the revolutionary war.

Number of claims received from the 1st October, 1840, to the 15th November, 1841, inclusive - - - - - 438

Viz:

Claims found upon examination to have been previously satisfied	115
Claims wherein the applicants were found <i>not</i> entitled to land	121

Claims wherein the name of the officer or soldier is not returned on the records	-	-	-	-	-	152
Claims in regard to which further evidence or information was required	-	-	-	-	-	37
Claims for which regulations were sent to the applicants	-	-	-	-	-	13
						<u>438</u>

Since the 1st January, 1840, at which period the last law extending the time for issuing warrants of the revolutionary class expired, about twenty claims of that class have been filed and duly established.

Return of claims which have been deposited in the Bounty Land Office from the 30th September, 1840, to the 15th November, 1841, for services rendered in the late war with Great Britain.

Number of claims received from the 1st October, 1840, to the 15th November, 1841, inclusive	-	-	-	-	-	514
Viz:						
Claims found upon examination to have been previously satisfied	-	-	-	-	-	167
Claims wherein the applicants were found <i>not</i> entitled to land	-	-	-	-	-	78
Claims in regard to which further evidence or information was required	-	-	-	-	-	122
Claims for which regulations were sent to the applicants	-	-	-	-	-	109
Claims established since the last annual report	-	-	-	-	-	38
						<u>514</u>
Claims established and on file, per last annual report	-	-	-	-	-	76
Claims established and filed since the last annual report	-	-	-	-	-	38
						<u>114</u>

Making an aggregate of 114 claims of the late war class, established and ready to be satisfied whenever the law authorizing the issue of warrants of that class is revived.

PENSION OFFICE, November 20, 1841.

SIR: The books and papers connected with the examination of military bounty land claims having been transferred to your custody and supervision, under an order to that effect by the Secretary of War, dated the 3d instant, the foregoing is respectfully reported to you as the proceedings of the Bounty Land Office, so far as it has been usual to report them heretofore to the Secretary of War.

Very respectfully, your obedient servant,

WM. GORDON,

Late First Clerk of the Bounty Land Office.

JAMES L. EDWARDS, Esq.,
Commissioner of Pensions.

No. 11.

REPORT OF THE COMMISSIONER OF INDIAN AFFAIRS.

DEPARTMENT OF WAR,

Office Indian Affairs, November 25, 1841.

SIR: In conformity with your instructions, the following report of the transactions of this office has been prepared.

The table annexed (marked in the appendix No. 1) shows the number of Indians, and the tribes to which they respectively belong, who are natives of the country west of the Mississippi river; the bands, and their number severally, whose emigration is completed, and those whose removal is only partially effected, and to what extent; the number of each tribe remaining east twelve months ago, and of those emigrated since; and how many are subsisted by the Government, and at what cost.

It will be perceived that the removal west has been confined to a single tribe, but that the body of Indians whose presence in Florida every effort is making to rid us of, fortunately with considerable success, and with every prospect of an early favorable termination to the harassing conflict that has been maintained since 1835. Returns earlier in the season make the number of Indians who had set out from Florida 423, of whom 414 arrived west, nine having died on the journey; and a report of the 6th, received on the 10th instant, adds the number of 200, who were at and left New Orleans on the 20th of October, on their way to their new homes.

The Swan-creek and Black river bands of the Chippewa nation were partially removed in the year 1839, as has been heretofore reported. There remain, as the acting superintendent of Michigan reports, about 200 of them in that region, viz: 108 in the neighborhood of Black river; "another band of 107 have crossed the St. Clair river, and partly joined the colony of British Methodists, nearly opposite to Fort Gratiot. A few of those who have remained on our side have bought farms and are determined to become citizens; the residue wander about, doing little good, and must ere long be removed somewhere." He adds: "The Government will have to extend its bountiful aid to them ere long, else many of them must perish; yet they have great dread of crossing the Missouri. Should the policy of removal west of this river be discontinued, and a new colony established, you will no doubt endeavor to have the plan matured in the course of the ensuing winter." With such as have elected to go to Canada we have no concern, but the situation of those within our territory demands our attention. The treaty of 1836 ceded their lands, and we stipulated to furnish them 3,320 acres, or 13 sections of land, west of the Mississippi or northwest of St. Anthony's falls. There is no direct engagement on their part to remove west, but it would be difficult to say they must go more strongly than it is expressed by the treaty and the grant of land to them west or northwest. The avails of the ceded lands were secured to them, but they amount to much less than was anti-

cipated; and certain advancements were made to them by the treaty, to be refunded out of the proceeds of the sales. In the absence of any provision on the subject, and considering that all the land they ceded amounted only to 8,320 acres, I think it proper to reiterate the recommendation of last year, that they, including the 62 already removed southwest, should be put on the usual footing of having the expenses of their removal borne and a twelve months' provision furnished them by the United States.

The Ottawas and Chippewas have ceased to live by right in Michigan; the term of five years, during which they were entitled to occupy the reservations made by the treaty of 1836, "and no longer, unless the United States grant them permission to remain on said lands for a longer period," expired on the 27th of May last. By the 8th article of the treaty they were to remove to the west of the Mississippi, or the country between the Mississippi and Lake Superior, among the Chippewas; and, "when the Indians wish it, the United States will remove them at their expense, provide them a year's subsistence," &c. It will be seen there is no period fixed for their emigration, and that arises out of the alteration made by the Senate's amendments to the frame of the original treaty. The time now rests in the discretion of the United States; to be exercised judiciously and in a spirit of kindness to these poor people, I trust, and with reasonable notice to them when a determination is made. The project of a northern Indian territory, if it can be consummated, will afford them a suitable future home, in point of climate and other respects; and, in my judgment, the indulgence of remaining where they are should be extended to them until this new feature in our Indian policy shall be either fully adopted or rejected.

A treaty was made with the Miami tribe, for a cession of their remaining lands in Indiana, on the 28th of November last; confirmation of which was advised by the Senate, with certain amendments, on the 25th day of February. The changes proposed made it necessary to submit the amendments to the other contracting party; which, after full explanation, assented thereto, and the ratification of the entire instrument took place on the 7th of June, 1841. The extinction of Indian title throughout all Indiana was justly regarded to be of great consequence to that commonwealth. The lands acquired are of superior quality, and situated in what must become a rapidly improving part of the State.

It has for a considerable time been an object with the Government to procure a cession of the Wyandot lands in Crawford county, Ohio. Various attempts have from time to time, for some years, been unsuccessful; made to treat with them for this purpose; and, on the 26th of March last, Colonel John Johnston, of Ohio, was appointed a commissioner, with instructions to negotiate with these Indians. He has had several interviews with them, but nothing definite has yet been effected, so far as this office is informed. The tracts of land they occupy contain about 109,144 acres, which are situated in the midst of a populous community of our fellow-citizens, nearly midway between the capital of Ohio and the southwest end of Lake Erie. It will be perceived that, while the Wyandots are suffering from the immediate neighborhood of whites, the settlement and improvement of a large body of land in the heart of a thrifty and important county are prevented by the presence of the Indians, who it is evident cannot long remain, and while they do, from the uncertainty of their posi-

tion and the deteriorating influences around them, cannot make any advances, if it be possible to keep them stationary.

Your immediate predecessor, at an early period of his administration of the War Department, contemplated the establishment of an Indian territory in the northern part of Iowa. Governor Doty, of Wisconsin, was appointed commissioner to negotiate with the Sioux, or Dakota tribes, for a cession of land for this purpose west of Fort Snelling, embracing the St. Peter's river, in the neighborhood of the Blue Earth river and Swan lakes. It was not intended, however, to confine him to a particular spot or defined limits, but to indicate that there or thereabouts seemed to be the proper selection. The land was represented to be good, to be advantageously undulating, and to have a sufficiency of timber. The project seems to me to be judicious, in reference as well to our own citizens as the Indians. It will be difficult to find space southwest of the Missouri for all the tribes yet to be removed, and perhaps impossible without the acquisitions referred to a twelvemonth ago. The Southwestern States complain of the congregation of so many Indians on their borders. If there be any danger in their concentration, it will not be increased on the plan proposed, and we shall thus make a counterpoise to the southwestern Indian territory, having a dense white population (that will soon collect) interposed between the two settlements. It is an important point of national policy, that, judiciously carried out, would, I think, result in great benefits to the country.

I forbear any further observations, which the occasion, under other circumstances, might invite, arising out of the geographical position of the contemplated new territory, because one of the treaties concluded by Governor Doty is before the Senate, and the other, received at the department since Congress rose, will, it is presumed, be laid before the Senate at the next session. They are merely adverted to now as a part of the history of the proceedings of the department, with a full sense of the propriety of abstaining from remark upon important measures, awaiting final action where alone it can be constitutionally had.

In furtherance of the measure just spoken of, Governor Chambers, of Iowa, Governor Doty, of Wisconsin, and the undersigned, were on the 1st day of September last appointed commissioners to treat with the Sacs and Foxes and the Winnebagoes, for cessions of the land they respectively occupy in Iowa. They met at the agency of the former, and on the 15th day of October last opened their negotiations with the Sacs and Foxes. The instructions of the War Department to the commission, dated the 3d of September, were strictly observed. The propositions we were authorized to make were submitted to a full council, in a spirit of entire frankness. Their answer was requested without allowing themselves to be influenced by the counsel of white men, who were excluded from all participation in their deliberations. After full consideration, their response was unanimously made, and it was unfavorable to our wishes. They declined decidedly a sale of their lands to the United States. We were instructed to ask for a cession of all the land they possessed in Iowa, and restricted to that proposition, for the reasons that a partial cession would only lay the ground for a second treaty at the same expense of holding it, and at an increased consideration, and because their removal was a principal object. Without enlarging on the subject in the body of this report, I annex copies of the appointment of the commissioners, of the minutes of the

several councils they held with the Indians on this subject, and of their report to the War Department, (Nos. 2, 3, and 4.)

On the 23d of January last a letter was addressed to this office by H. R. Schoolcraft, Esq., acting superintendent of Indian affairs in Michigan, received on the 3d of February, (No. 5,) stating that there was a Saganaw reserve of 3,000 acres of land situated at Big Lick, on the river Shiawassee, which had not been purchased, and the Indian title to which the inhabitants were very desirous should be extinguished. A critical examination of the treaty of January, 1837, satisfied my mind that the 3,000 acre tract was intended to be ceded by it, and I so advised Mr. Schoolcraft in a communication of the 9th of April, 1841, (No. 6,) giving my reasons at length for my opinion, and asking him, as the negotiator of the treaty, for his views on the subject, and a statement of the circumstances attending the execution of the compact in regard of the reservation in question. On the 26th of April I received his reply, under date of the 17th of April, (No. 7,) concurring in my view of the matter, and showing, with the inherent evidence of the treaty itself, as referred to in my letter of the 9th of April, that the right and equity were with the United States, but that an unintentional omission of the 3,000 acre tract had taken place. On the 7th of June I requested Robert Stuart, Esq., the present superintendent of Indian affairs in Michigan, to procure a relinquishment of the Indian right to the above tract, (No. 8,) and on the 13th instant received a communication from that gentleman, dated the 4th instant, covering an explanatory agreement entered into by the Saganaw Indians on the 27th of October, setting the errors which had occurred in the treaty of 1837 right, (No. 9.)

Provision having been made for the payment of the debts of the Miami tribe in the treaty before adverted to, and the 3d article thereof, providing for the appointment of a commissioner or commissioners to investigate the claims preferred against them, and ascertain their indebtedness, Othniel L. Clark and Lot Bloomfield, Esqs., of Indiana, were, on 21st June, appointed commissioners to perform that duty. On the 18th September the honorable Jonathan McCarty, of the same State, was added to the commission. The report of these gentlemen has not yet been received, but may be expected shortly.

The commission instituted to investigate and report the facts in relation to alleged purchases of Indian reservations, under the treaty of 1830 with the Choctaws, has been discontinued. The records, papers, and documents, belonging to it have been received and examined. The result is, that 308 claims were favorably considered by the commissioner, viz: 252 under the 19th article and supplement, and 56 under the 14th article. A larger number was submitted, but it does not appear that he acted definitively on them. The reports of the agent are revised here, and the purchases submitted for the approbation of the President, where they are fortified by proof, showing the fairness of the transaction; that the consideration was adequate, and that it has been paid to the reservee. The required testimony is often wanting, and the necessary consequence is delay.

I would again respectfully invite the attention of Congress to the unadjusted claims to reservations under the 14th article of the treaty of Dancing Rabbit Creek. This important and involved subject has been noticed in each of the annual reports that I have had the honor to make; and in the two last it was respectfully submitted for consideration, whether the unlocated claims under the 19th article (118 in number) should not take

the same direction with those under the 14th. The commission that was organized and continued under the laws of 3d March, 1837, and 22d February, 1838, acted upon but a comparatively small number of these claims under the 14th article. In my opinion, it would be judicious to revive the investigation, extending it as before suggested, or to take such other step for a final disposition of this complicated matter as the wisdom of Congress may think fit to adopt. "An act to grant pre-emption rights to settlers on the public lands," passed 22d June, 1838, reserved from sale "any tract or tracts of land reserved to any Choctaw, under the provisions of the treaty of Dancing Rabbit Creek," to satisfy the claims of such Indians, &c.; "and also to reserve from sale or entry a sufficient quantity of the lands acquired by said treaty, upon which no such settlement or improvement has been made as would entitle the settler or improver to a right of pre-emption under this act, to satisfy the claims of such Indians as may have been entitled to reservations under the said treaty, and whose lands may have been sold by the United States, on account of any default, neglect, or omission of duty, on the part of any officer of the United States; such reservation from sale to continue until the claims to reservations under said treaty shall be investigated by the board of commissioners appointed for that purpose, and their report finally acted on by Congress." The 5th section of the supplement of 1st June, 1840, to the above law, runs thus: "And nothing in the last proviso of the act of the 22d June, 1838, shall be so construed as to defeat any right of pre-emption accruing under said act, or under this act, or under any preceding act of Congress; nor shall said pre-emption claims be defeated by any contingent Choctaw location." The above acts of Congress were recited in the last annual report from this office, and are now repeated to make what follows intelligible. By the act of Congress entitled "An act to appropriate the proceeds of the sales of the public lands, and to grant pre-emption rights," of the 4th September, 1841, it is provided, "and so much of the proviso of the act of 22d June, 1838, or any order of the President of the United States, as directs certain reservations to be made in favor of certain claims under the treaty of Dancing Rabbit Creek, be, and the same is hereby, repealed: *Provided*, That such repeal shall not affect any title to any tract of land secured in virtue of said treaty."

The law of 1840 was confined to and preferred pre-emptions then existing. The act of 1841 opens the door to future pre-emptioners. It appears to me that the complexity which surrounds these reservation claims is year by year growing greater, and that an additional reason is thereby furnished for early legislation on the subject.

The contract made by James C. Watson & Co., with certain Creek chiefs, for the purchase of a large number of tracts of land reserved to Creek Indians, under the treaty made with them in 1832, has been heretofore spoken of. Under a clause of that paper, a commission was instituted to investigate the respective claims of the above purchasers, and those of others that conflicted with them, which was closed in February last. Many of the cases referred to have been finally settled by compromise between the parties, leaving a portion not exceeding 110 in number, on which appeals have been made by the parties, respectively, from the several reports of the Commissioner, for final disposition.

The other claims to reservations by Creeks have been considered and acted on, so far as they have been in a condition to be taken up, and the attention that was due to other business in the office would allow. Nu-

merous cases have been suspended at the instance of the parties in interest, who desired further time to furnish additional testimony in support of their respective sides of the question; and others have been deferred to give parties the opportunity of conforming to conditions prescribed, the fulfilment of which must precede recommendations of contracts for approval.

The money that has been received by this office in payment of purchases from the heirs of deceased and other Creek Indians amounts to \$17,057 62, of which \$11,942 62 were transmitted for distribution among those entitled, through the acting superintendent of the Western Territory. The balance since received will be forwarded for payment in the same manner, to those to whom it belongs, by the first favorable opportunity.

The registers of Chickasaw reservations, and of the reservees required by the regulations, adopted by President Jackson, for carrying out the treaty stipulations which the chiefs mentioned in the 4th article of the treaty of 1834 ought, with the advice and assistance of their agent, to have furnished according to the 14th article of the treaty of 1832, have not been received, although called for. But a measure equally, if not more effective, is in a course of execution. It will be recollected that, from the reports of Col. Benjamin Reynolds, the Chickasaw agent, prior to June, 1838, it was believed that reservations had been allotted to all those entitled to land. Afterwards, however, the agent named, and his successor, Col. Upshaw, reported that many claims had been preferred under the treaty provisions, the allotments for which frequently conflict, it has been stated at the land office, with sales made by the register at Pontotoc. The chiefs and commissioners under the treaty of 1834 communicated their anxious desire, through the acting superintendent, to have the claims made since June, 1838, investigated in general council of the nation. They state their belief that, although some of them may be valid, there must be many which have no foundation and are fraudulent. Lists were accordingly prepared and forwarded to the acting superintendent, a late report from whom states that the investigation will be had during the month of November, the result of which will be communicated to this office. It was my opinion that the report of the Chickasaw chiefs and commissioners, of the conclusion to which the tribe had come in council, should be final; but your predecessor thought it should be reviewed here, and such determinations made as the facts would justify. The whole Chickasaw cession, except the reservations, it is provided shall be sold for the benefit of the nation; by so many tracts, then, as are declared to belong to individuals, will the general stock be reduced. It struck me there was, therefore, no risk of the chiefs and commissioners, or the tribe in council, reporting in favor of a claim not well founded. If there is no good ground for such an apprehension, especially when it is recollected that many of the leading men among these Indians are quite intelligent, and capable of transacting business, much contention and delay in settling these reservation claims would be avoided by regarding their decisions as conclusive.

The reservations which have been made under other treaties, and require the attention of the Department, have received it from time to time as they were presented and prepared for consideration and decision.

While on this subject I respectfully ask your attention, and, through you, that of Congress, to a measure that I think it concerns the public interests should be adopted. It was suggested by me to the Secretary of War, in a special report of 22d April, 1840, and by him submitted to the Committee on Indian Affairs of the House of Representatives, but, so far as I am inform-

ed, no legislation had in regard of it. The Indian department must have houses for its agents to live in; for the blacksmiths, farmers, &c., it undertakes to support for various tribes; and school-houses, churches, &c., are often built or paid for under treaty engagements. When the land on which they stand is ceded by the Indians, and they cease to possess it, there is no authority, of which I am aware, to prevent the occupancy of these improvements by any of our citizens. It is United States property, upon which now any one may enter and acquire title, and upon which for many years past he might settle, with the assurance that his claim would be legalized. The cost of these buildings is always, in a great measure, lost to the United States. The War Department or the Indian office may, to be sure, sell the house or building, that is, the materials of which it is composed, but without an inch of ground, and of course they bring a mere trifle. The remedy I propose is this: the passage of a law authorizing the Indian office or the War Department to sell an eighth, a quarter, or a half section of land, according to the extent and value of the improvement, with it. A sale could be effected before the Indians were removed or the occupants under the Government left it, and the Treasury be generally reimbursed to some reasonable extent. A public sale by auction, after the settler is once in possession, experience abundantly proves would not be available. By a law of 3d March, 1819, the Secretary of War is authorized, "under the direction of the President of the United States, to cause to be sold such military sites, belonging to the United States, as may have been found to become useless for military purposes." The Secretary of War is further authorized by said law, on the payment of the consideration money agreed upon into the Treasury, to transfer the title in fee simple. The same authority to sell a proper proportion of land with improvements made, and existing on lands ceded by Indian tribes, would remedy the evil.

The Seminoles who have been removed, according to a previous statement, 614 in number, are upon subsistence, according to the treaty of Payne's Landing, and will so continue for one year from the date of their respective arrivals, at a cost to the United States of 13 cents per ration, or so much per day for each Indian.

While at St. Louis I learned, by communications from the superintendent of Indian affairs in Iowa, and the late sub-agent at Council Bluffs, that there was good ground to apprehend that that part of the united band of Chippewas, Ottawas, and Pottawatamies, on the east bank of the Missouri, were endeavoring to enlist "the different tribes of Indians on the Mississippi, and also several tribes on the south of the Missouri river," in a war party against the Sioux, in retaliation for injuries alleged to be received at their hands. Although whatever was deemed proper had been done by those officers who had received the earliest information, and I had reason to believe, from conversations with the agents who met me at St. Louis, that there was no probable immediate danger of an outbreak, I still thought it my duty to take the additional measures that seemed to be judicious to guard against such an occurrence. The several agents, whose charge was liable to be seduced, were addressed on the subject. One of these communications is annexed, (No. 10.) I am happy to add an extract from a communication of the agent of the Sioux to his immediate superintendent, dated 27th September last, which (No. 11) shows that the Sioux were disposed to be peaceable for the future.

Subjoined you have tabular statements showing the amount of appro-

priations for the service of the Indian department, drawn between the 1st day of October, 1840, and the 4th of March last; the sums drawn out of the same fund between the 4th of March and the 1st of October last, and between this day and the 6th of November instant, respectively; and the amount appropriated for the service of 1841, with the sums drawn thereout, between the 4th of March and the 1st of October, and subsequently to the 6th November, and of the balances thereof in the Treasury on the two last days severally, (Nos. 12, 13, and 14.)

I send likewise, by your instruction, a statement (No. 15) of the funds in the hands of Daniel Kurtz, Esq., disbursing agent of the Indian department, certified by that gentleman, setting forth where the moneys are deposited and kept. There appears to me to have been, and as there probably still is, a misapprehension on the subject of this agency, as well as in regard of the expenditure of one appropriation to effect the ends of another, I ask leave to submit a few explanatory observations respecting each. The disbursing office has long existed under the immediate direction of the Secretary of War, whose agent the disbursing officer is. I found the present incumbent in the discharge of the most onerous and responsible duties of his agency when I became Commissioner of Indian Affairs, which he has since performed to the entire satisfaction of your predecessors, as I have always understood, and without any compensation whatever. The office was deemed to be necessary to the proper conduct of the affairs of the Department. Officers often discharge, *in part*, the duties imposed on them, when they are transferred, removed, or resign. Moneys have been placed in their hands, which are of course drawn from the Treasury for that purpose; and when their accounts, so far as they have acted, are settled, a balance will remain with them that is necessary for the purpose for which it was originally intended, but which, if returned into the Treasury, might go into the surplus fund; nor, according to my apprehension, would it be so paid until ascertained on final settlement. This would occasion great delay, and often defeat the end in view. By the payment of admitted balances to the disbursing agent, all this is avoided. Interest is also payable on the various investments made on Indian account, which must be safely kept until they are paid over or reinvested, as duty may require. Some agency in this particular, or other safe disposition of the funds referred to, is required. The money cannot be drawn from its depositories except on the check of the agent, countersigned by the Secretary of War and Commissioner of Indian Affairs; and this mode of drafting upon it was, I am informed, suggested by the present agent. There would, therefore, seem to be as much security thrown around the fund as such an agency is capable of. If you should think, however, that a change would be judicious, it rests with you, as the head of the War Department, to order it. The matter is entirely within your discretion, the agent acting for you, and not being strictly or legally subject to my control in the performance of this service, although it would be my duty, and, as such, would be rigidly attended to, to inform you if I saw any thing wrong, or had the slightest reason to think that the agency was not conducted with the utmost integrity.

With a view, as I believe, to prevent the accumulation of funds in the hands of public agents and officers, it was deemed advisable, as long ago as 1809, to authorize them, when they had money in their hands which had been appropriated for one purpose for which it was not immediately

wanted, to apply it to any other more pressing object for which an appropriation had also been made, to the extent of the latter, which should make good the fund thus substituted for it. This was effected up to 1822, I am informed, by stating the fact upon the face of the account of the disbursing agent or officer when it came to be settled, and the requisite entry was made on the Treasury books. In the year last named the plan of counter-requisitions was devised by the Secretary of the Treasury, which has been acted on from that day, and, I presume, will continue to be, as to Indian accounts, for disbursements prior to July last. Their operation went to give a more formal and regular character to reimbursements. On the 17th March, 1838, the Secretary of War approved, for this branch of the service, the course so long pursued. The system, in its origin and progress, had the sanction of the very able gentlemen at the head of the Treasury Department in 1809 and 1822, and of the no less distinguished Secretary of War in March, 1838. It is not confined, according to my information, to this office, but prevailed in the other branches of your Department, where it still prevails, as well as in the Navy Department, and perhaps elsewhere. The purpose of those who adopted and persevered in it during 32 years was as pure and patriotic as I believe the practice to have been under it—for at no time, in my opinion, was it contemplated by any one that appropriated money should be applied to an object for which there was no appropriation, or beyond the actual appropriation; nor do I recollect any instance of such misapplication, though, from this construction of a law, or from misapprehension of its meaning or extent, it is possible this may have happened. I speak, of course, of those who have expended the public money for public purposes, and do not refer to such as, forgetful of their duty and themselves, have given to private use what belonged to their country. Of the latter there are, lamentably, too many instances. The system was abolished, in the Indian department, by an order of your predecessor, on the 8th day of July last—which you may, perhaps, think requires some modification. This rescission, *in its principle*, had my concurrence—not because the old system was unconstitutional, but because its tendency was to protract the settlement of accounts, and to mingle and confound things that should be kept separate, and are best exhibited in the simplest form. It has not only the high authority already mentioned in its favor, but many public men, whose opinions I greatly respect, now think it a most judicious measure, well calculated to advance and protect the public interests. From them I have been constrained to differ, and have always differed since I knew any thing of the subject. This view has been repeatedly presented to your predecessors; and in the first annual report that I had the honor to submit, in November, 1838, the opinion is expressed that money should only be called for at the Treasury “on special requisitions, at the time, and for the precise object that requires the expenditure.” The question is one of expediency only. Whether the order of 8th of July can be advantageously altered will be for you to decide. Experience will test its soundness; determine the necessity of future changes; inform us, if they are required, what they ought to be; and perhaps may show the propriety of recurring to the course lately repudiated!

The issue of the system of 1809 has been the protraction of the settlement of accounts. The result has been thus produced. Even where one fund has been used to effect the purposes of another, the latter still remaining in the Treasury, although the reimbursement of the

expended fund can be made by counter-requisition, the investigation necessary to ascertain the proper head of appropriation on which to issue it involves increase of labor and time, and necessarily contributes to produce the delay complained of. There is, however, a more formidable difficulty. Suppose there are three distinct appropriations; that I will designate as A, B, and C, and that the fund of A is used for the purposes of B, and that of B for the objects of C, A should be reimbursed by B; but the appropriation is exhausted, and there is nothing for which a counter-requisition can issue. He who disburses the money will appear to be the debtor of A and the creditor of B, which, as far as mere form goes, is true, but has no reality, for the agent or officer has faithfully disbursed public money for public objects. The accounting officers, however, cannot close his account, because a counter-requisition on B, to be placed to his credit against his liability to A, cannot be drawn. A remedy is required. What shall it be?

The same obstructions and difficulties existed in 1829. A law was passed on the 27th January, 1831, providing for the evil, by authorizing the President to do what was deemed to be necessary on the occasion. An act conferring similar powers, as to all accounts which may require their exercise of a prior date, would enable the proper officers to close them. This done, under the transfer power it will be seen at once whether any deficit exists. There ought to be none, except where money appropriated has gone to the surplus fund, or there have been actual defaultations.

The law of 1831 appropriated \$61,000 to meet balances on accounts presented and settled by the proper accounting officers. But it will be in season to ask for such an appropriation when the deficit is ascertained, which cannot be reached until actual settlements have taken place. I respectfully recommend the passage of a bill conferring the powers contained in the 2d section of the said law.

A tabular exhibit of the investments made and held for the benefit of Indian tribes is submitted, together with a statement of the appropriations made by Congress annually in lieu of interest, where it has not been thought advisable to invest the principal according to the treaty stipulations, (Nos. 16 and 17.) This system of putting money to interest for Indian use, in either of the shapes above mentioned, is a wise and beneficial one for them; they have no forecast, and the principal if paid them would be wasted and lost; whereas its annual yield will be a continued supply, that ought to be productive of many benefits. I think the plan adopted since 1837, of appropriating the interest, more judicious and safer than investment. In case of a failure to pay the interest, or a depreciation of the stock when necessary to convert it into money, although the United States would not be legally bound to make good the loss, yet there are moral considerations that would impel them to do it. The appropriations, although more expensive to us, are certain and safe, and in the end may be more economical.

The various annuities due by us, and treaty stipulations that bind us to furnish supplies, &c., to Indian tribes, have received proper attention, and either have been paid and performed or are in a course of payment and performance. The recipients of money are rarely more than conduit pipes to convey it into the pockets of their traders. The existing system is founded on the intercourse laws, which prescribe the mode of granting

and revoking licenses—the provision respecting it being substantially the same in the law of 1802 as in that of 1834. It is difficult to determine what is the best mode of supplying the Indians with such goods as their situation and necessities require, and there is great diversity of opinion on the subject. One thing is certain: that the annuities are absorbed always in large proportion, generally entirely; and that, in addition, the tribes or their members become, in shorter or longer periods, according to their supposed means of ultimate payment, deeply indebted to the traders. Some of these individuals deal fairly with them, that is, they furnish them with useful and good articles, while others, there is just reason to believe, though it is impossible usually to establish it by direct evidence, sell them such articles as are very costly, but calculated to captivate their fondness for show, when more substantial and stouter, but less extravagant goods would better bear exposure and the careless use of them to which they are subjected; and not unfrequently they receive what is useless, and sometimes injurious. Besides, they buy what they do not want, and trade the purchases off for whiskey, by which the vice of intemperance is greatly encouraged and extended, so as to reach nearly every member of some tribes. With the above difference, which will always be found under the system, they all charge very high prices. They get the proceeds of the Indian hunts, and the greater part, if not all, of the annuities, but these means pay only a portion of the credits given; the uncertain receipt of the balance, dependent on the formation of a treaty with the particular tribe, (for it seems what Indians do not pay within a year they do not regard themselves as owing,) induces the exaction of exorbitant prices, that the actual receipts may cover losses. The consequence is, that the few Indians who pay in full are exposed to extravagant charges, and that a large debt is soon run up against the band, which, when a treaty is made, assumes or insists on the United States furnishing a fund to pay the individual debts. The Indians do not suffer alone in this, for the sum allotted to relieve them from their liabilities is doubtless an addition to what they would be otherwise willing to receive for a cession of their land. In this way the Treasury of the United States has been heavily taxed since the payment of Indian debts has become a feature in our treaties with them. I would strongly recommend that no such provision be made in future negotiations. We will so remove the temptation to sell them more goods than they can pay for in the current year, and prevent the purchase of what they ought to do without. The fact that these full supplies are one of the great obstacles to a change of Indian life, and a recourse to pastoral or agricultural pursuits, recommends their curtailment to favorable consideration.

I do not well see how the evil above referred to can be fully corrected, except by a change of system. The enormous prices put upon the goods sold them, (and they will buy any thing and at any price if a credit is obtained;) the purchase of unnecessary articles, and the exchange of whatever they possess, useful or fanciful, for ardent spirits; the influence acquired by the traders in the conduct of their traffic with them, often exercised to thwart the views and policy of the Government, and every evil incident to the trade which may be laid at the door of particular persons engaged in it, will be found to attend the traffic, in whose hands soever it may be. The factory system is, *in principle*, it strikes me, the true plan of supplying the wants of the Indians. I do not mean *the* factory system as it was

used, or, it seems to have been thought, abused, between 1816 and 1822, but a factory system properly arranged and guarded. It is evident that the idea was a favorite one through a series of years commencing with April, 1802, when the law of 1796, authorizing the establishment of trading houses under United States officers, was revived and renewed till April, 1806. The plan was then remodelled, continued in 1809, and modified by a new law in 1811, to be of force until 1st April, 1814. The war interfered with its execution; but immediately after the peace, viz: on 3d March, 1815, the law of 1811 was revived and continued in 1817, 1818, 1819; (with modifications in the two last years,) 1820, and 1821. It ceased to exist on the 23d June, in the year 1822. It was objected to as liable to abuse and having resulted in loss to the Treasury. The former reason may be urged against almost any line of policy you can adopt. It should not exist. The most vigilant attention and unbending integrity of those who direct its execution, together with the same qualities in those who execute in person a given system, will alone protect the public and the Indians from wrong; and I trust we are not so far in the sea-leaf that officers are not now in place, and cannot be hereafter found, who deserve entire confidence. As to the loss that was incurred, I fancy you would find it very much inferior to the burdens that have been thrown on the public by the trade system, if you could trace the payments that have been made for Indian debts, and which I regard as so much added to what would have been the consideration of cessions made, if there was no indebtedness.

If the suggestion should meet with favor, it would, in my judgment, be necessary to proceed with great caution—beginning on a small scale, and do not, on reflection, see any reason for an alteration of the views expressed on this subject in the last annual report, to which I respectfully extending the supply of goods by Government, as the Indians would become accustomed to the change, which should be worked gradually. I refer.

The statement herewith submitted (No. 18) will show the condition of the Indian schools, so far as reports have been received from those in charge of them, (numbered from 19 to 30, inclusive.) It will be perceived that returns have not reached the Department in many instances; but there are probably good reasons for this, as we know that the superintendent of Wisconsin was absent on duty with which he was charged by the Government. There has been no superintendent at St. Louis during the summer, the nomination of the gentleman who is the present incumbent having been confirmed shortly before Congress adjourned; and some of the schools are in remote and very isolated positions, without post offices near them, subject to all the accidents of private conveyance if it offers, and afterwards to the irregularities and chances that may befall the mail on the frontiers and on long routes. Judging from a comparison of the returns received with those of last year, I have no reason to believe that there is any very great change, though I have observed with pleasure that there is a slight increase of pupils in several instances. The strongest, and at the same time for that reason the most gratifying, exemplification of this remark is the manual labor school established by the Methodist Episcopal Church in the Fort Leavenworth agency. This institution is on a large scale. The religious society has contributed freely of its means, and the Department has been as liberal in aiding to build it up as a just regard to the claims of kid-

dred establishments would allow. I think the assistance exceedingly well bestowed. The plan adopted is the only one that ever will succeed, according to my judgment, combining instruction in letters with housewifery, labor on the farm, and a knowledge of the mechanic arts. Without a proper appreciation of domestic comforts and enjoyments, all you can teach them in and from books will be utterly valueless, for the knowledge will not be used, and will soon escape them. I cannot too much commend the efforts made by the active zeal of the founders of this school, whose success there is good ground for hoping will be commensurate with their exertions. A year ago the school contained some fifty scholars, now they report 78; of whom 53 are boys and 25 girls. In this proportion of males and females is to be found the only matter of regret. The conviction is settled, that the civilization of these unfortunate wards of the Government will be effected through the instrumentality of their educated women, much more than by their taught men. In this opinion those who conduct the school concur, and do not what they would, but what they can. Time will, I trust, set this right.

A school or schools of the same description in the South will afford all the facilities that can operate effectively at present. If the Northern Indian Territory shall be established, a plan of education on a broad foundation should be a part of the system that will be devised for it; but that must wait events. The present unsettled condition of the tribes that will people it forbids any effort, until they are permanently located, beyond the primary schools, which are now established wherever they are likely to be useful, or the tribes will consent to avail themselves of the advantages held out to them. These neighborhood schools are the main reliance for whatever letters may teach, and must be carefully encouraged and cherished. If book teaching was all their condition called for, or we ought to extend to them, primary schools would meet the demand; but they must learn to farm, and to make articles of comfort and necessity, before they can appreciate or beneficially apply the knowledge that a school-house furnishes; and hence the manual labor school of the Methodist Society and the projected one of the Choctaws are so highly prized. They will furnish exemplars of all the advantages we wish to confer upon the Indians, and the improved condition of those who shall be so fortunate as to have profited by them will, it is hoped, induce others to follow their example.

In the South the tribes generally are much further advanced, and among them are many well educated and highly respectable men. The Cherokees, ahead of any other band, have a large fund for education purposes, which is, however, payable to such person or persons as the Cherokee nation shall authorize or appoint to receive the same, and applicable annually, "by the council of the nation, for the support of common schools, and such a literary institution of a higher order as may be established in the Indian country." The Choctaws are rich in the means of improving their children, which have been chiefly spent at the Choctaw Academy, in Kentucky. That institution will soon cease to exist, according to the anticipation expressed in my report of 1840, and the proposition of the proprietor of 12th January, in the same year; and, when the necessary preparations are made, the money will be devoted to the support of one or more academies or schools of the better class, in their own country. Late information received from this tribe conveys the agreeable information that the Choctaw nation, with whom are united in this project the Chickasaws, are deter-

mined to institute a school for males, and one separate and distinct from it for females, conforming to a system of instruction communicated by this office in a letter of 11th July, 1840, to the acting superintendent, entertaining, however, a different opinion in relation to the site. The communication referred to was in the appendix to last November's report; but as it is about to become the basis of institutions that will, I hope, be extensively useful, and for all time too, a copy is again submitted, (No. 31.) This is the proper place to annex statements showing the amount and application of funds provided by treaties for educating Indians, (exclusive of investments which are elsewhere exhibited,) and the condition of the civilization fund, (Nos. 32 and 33.)

It is with great pleasure I refer to the promising condition of the tribes in the Southwest. The Cherokees, it is well known, have an organized Government, with a written constitution, and laws for the punishment of crimes, enforcement of contracts, and settlement of decedents' estates, with the provisions that they have deemed suitable to their condition and circumstances, which seem to me to be well calculated for the protection of individual rights, so far as I have had an opportunity of judging. The Choctaws have followed in their wake, as had been understood, for a considerable time; but I received, a few days ago, a printed copy of the constitution and laws they have adopted for their government. The Chickasaws, who are kindred to, intermarried with, and speak the same language as the Choctaws, or one slightly varying, entered in October last for the first time into the national council, under the convention of 1837. The region these two tribes occupy produces cotton, of which it is supposed they will have 1,000 bales for exportation this year. They have seven cotton gins, grist and saw mills, &c., and promise soon, as well as the Cherokees, to be distinguishable from our citizens only by their color. The examples they set are worthy of imitation, and it is hoped that red men elsewhere, looking at the conduct and lives and government of these their brethren, will not fail to profit by the models, so deserving of all commendation, that are before them.

The Choctaws and Chickasaws are immediately opposite to Texas, and are much annoyed by straggling Delawares, Shawnees, Kickapoos, &c., who settle down on their land, and are guilty of depredations on their property. These vagrants associate themselves, it has been represented, with the wild Camanches. The Texians frequently attack the Indians about the border, who fly across the line for protection, and are troublesome to those among whom they come. For these reasons, the Indian owners of the district have not made as extensive settlements in the West as they would otherwise have done. Two companies of dragoons were on the Blue and Washita last summer, and removed a number of these stragglers, who are returning since the troops retired. The Blue and Washita rivers are on the line of the outlet for these tribes; and, to prevent the difficulties which might arise out of the forcible removal by the Choctaws and Chickasaws of trespassers, and the collision incident thereto, as well as the dissatisfaction that may grow up between us and Texas out of the same causes, it has for some time been thought to be advisable to establish a small military post at or near the mouth of the False Washita.

Subjoined (Nos. 34 to 46, inclusive) are the reports which have been received from the superintendents, agents, and sub-agents, of which so much as did not seem to be of general interest is omitted. These annual communi-

cations set forth the condition of the various tribes, and afford the most authentic and most detailed information we have in relation to them.

The great curse of the Indian is intemperance. The intercourse law has very strong provisions against the introduction of ardent spirits among them. Several of the States and Territories have made laws in aid of those of the United States, and some of the Indian tribes have also done themselves great credit by imposing severe penalties on the vending of whiskey within their borders. The last is probably the most effective remedy for a great evil. If the Indians turn their attention earnestly to this subject, they can effect more prevention than the United States and the States or Territories combined. They can enforce obedience by their own people to their own laws; they will cease to buy, or, if some will purchase, an Indian will be a witness against his fellow Indian, or a white man who violates the law, unless they adopt the summary proceeding of destroying the spirits which the Choctaw law directs and authorizes. The Indian must be a party, and he will be restrained by his own laws. Ours he cares nothing for if he can elude them, nor for those of a State or Territory. The execution of United States laws made to prevent the sale of whiskey is excessively difficult. The population is sparse along the frontier lines, and many of those engaged in the detestable traffic form a part of it, are banded together, and would unite in desperate measures for common protection. Discovery is easily escaped, and, if made, is frequently not disclosed by timid or very prudent men, from an apprehension of the consequences. The same remarks apply to the enforcement of State or Territorial laws.

If the supply of goods is made by the United States, it will be necessarily restricted, and the means of acquiring this destructive article by barter or exchange will be in a measure cut off, if, as has formerly been suggested, the possession of ardent spirit, with an intention of selling it to Indians, should be made by law to subject the holder to all the penalties of introducing it into the Indian country, or selling it there; and if, in addition, the tribes would themselves make effective laws against its sale in their respective districts, they would go far to prevent the misery that avarice and unprincipled men now inflict upon misguided and deluded savages. Whatever we can do to save them from self-immolation we are bound to do; but, after all, the great security against this, as against every other vice, is education and civilization—for men have in all ages cast off the grosser vices, particularly, in the proportion in which they have advanced as social and intellectual beings.

All which is respectfully submitted.

T. HARTLEY CRAWFORD.

HON. JOHN C. SPENCER, *Secretary of War.*

LIST OF DOCUMENTS

Accompanying the Report of the Commissioner of Indian Affairs.

EMIGRATION AND SUBSISTENCE OF INDIANS, &c.

No. 1. Statement showing the numbers of the various Indian tribes indigenous to the United States; the number removed and to be removed; the number now under subsistence West, with the daily cost of subsisting them, &c.

NEW NEGOTIATIONS.

No. 2. Letter of appointment of the commissioners to negotiate treaties with the Sacs and Foxes and Winnebagoes.

No. 3. Minutes of the several councils held with the Indians.

No. 4. Report of commissioners to War Department.

No. 5. Letter from H. R. Schoolcraft, late acting superintendent Indian affairs at Detroit, respecting the reserve of 3,000 acres belonging to Sagaw Indians.

No. 6. Commissioner of Indian Affairs' reply thereto.

No. 7. Mr. Schoolcraft's answer to the latter.

No. 8. Instructions to Robert Stuart to procure a relinquishment of the title to said reserve.

No. 9. His report and agreement entered into with the Indians ceding the reserve.

INDIAN DISTURBANCES.

No. 10. Letter from Commissioner of Indian Affairs, dated at St. Louis, to Major R. W. Cummins, respecting the alleged contemplated hostile movement of the Chippewas, Ottawas, Pottawatamies, and other tribes, against the Sioux of the Mississippi.

No. 11. Extract of a communication from A. J. Bruce, Indian agent at St. Peter's, showing the desire of the Sioux to be at peace, &c.

FISCAL STATEMENTS.

No. 12. Statement showing the amount drawn from the Treasury between the 1st October, 1840, and 4th March, 1841, on account of appropriations prior to 1841.

No. 13. Statement of the amount drawn between the 4th March and the 1st October, 1841, on same account.

No. 14. Statement showing the amount appropriated for the Indian service for the year 1841; the sums drawn thereon between the 4th March and 30th September, and those subsequently to the 6th November instant; and the balances remaining undrawn on those dates, respectively.

No. 15. Statement showing the amount of funds in the hands of D. Kurtz, Esq., disbursing agent of the Indian department at the seat of Government, setting forth where the moneys are deposited and kept.

No. 16. Statement of the amount of investments in stocks on Indian account.

No. 17. Statement of the amount appropriated by Congress to cover the interest due annually to certain Indian tribes, in lieu of investing the sum provided by treaty in stocks.

EDUCATION AND SCHOOLS.

- No. 18. Statement of the number and condition of Indian schools.
 No. 19. Extract from report of R. Stuart, acting superintendent,^r&c., within Michigan superintendency, with sub-reports.
 No. 20. Report of the mission school at Sault Ste. Marie.
 No. 21. Report of mission school at Little Rapids, Michigan.
 No. 22. Report (extract) of D. P. Bushnell, with sub-reports.
 No. 23. Report of mission school within the St. Peter's agency.
 No. 24. Report of mission school at Pokegoma, within the same agency.
 No. 25. Report of mission school at Lac-qui-parle.
 No. 26. Report of William Armstrong, with sub-reports.
 No. 27. Report (extract) of R. A. Calloway.
 No. 28. Report (extract) of John B. Luce.
 No. 29. Report (extract) of A. M. M. Upshaw.
 No. 30. Report (extract) of James Logan.
 No. 31. Instructions for the establishment of a manual-labor school at Fort Coffee, west of Arkansas.
 No. 32. Statement of the amount and disposition of funds provided by treaty for education purposes.
 No. 33. Statement of the condition of the fund for the civilization of Indians.

CONDITION OF THE INDIAN TRIBES, RELATIONS WITH THEM, AND DESCRIPTION OF THE INDIAN COUNTRY.

- No. 34. Report of Major William Armstrong, acting superintendent Western Territory.
 No. 35. Report of Colonel A. M. M. Upshaw, agent for Chickasaws.
 No. 36. Report of Colonel James Logan, agent for Creeks.
 No. 37. Report of R. A. Calloway, sub-agent for Osages.
 No. 38. Report of John B. Luce, agent for Senecas and others.
 No. 39. Report of Robert Stuart, acting superintendent in Michigan.
 No. 40. Report of John Hulbert, acting sub-agent for Chippewas of Saganaw.
 No. 41. Report of John Beach, agent for Sacs and Foxes of Mississippi.
 No. 42. Report of D. P. Bushnell, sub-agent for Chippewas of Mississippi.
 No. 43. Report of A. J. Bruce, agent for Sioux of Mississippi.
 No. 44. Report of D. D. Mitchell, superintendent Indian affairs at St. Louis.
 No. 45. Report of S. Cooper, sub-agent at Council Bluffs.
 No. 46. Report of A. Hamilton, sub-agent for Miamies.

(No. 1.)

Statement showing the number of each tribe of Indians indigenous to the country west of the Mississippi river; the tribes and number of each whose removal to the west of that river is completed; the number of each removed not yet completed; the number of each remaining east at the date of the last annual report; the number since removed, and to be removed; the number now under subsistence west, and the daily expense of subsisting them.

Names of tribes.	Number of each tribe indigenous to the country west of the Mississippi.	Number of each tribe whose removal to the west is completed.	Number of each removed not yet completed.	Number of each remaining east at the date of last annual report.	Number since removed.	Number of each remaining east.	Number of each now under subsistence west	Daily expense of subsisting them.
Sioux - - - - -	21,600							
Quapaws - - - - -	476							
Iowas - - - - -	1,500							
Kickapoos - - - - -	-	588						
Sacs - - - - -	4,800							
Delawares - - - - -	-	826						
Foxes - - - - -	1,600							
Shawnees - - - - -	-	1,272						
Sacs of the Missouri - - - - -	500							
Weas - - - - -	-	225						
Osages - - - - -	5,120							
Piankeshaws - - - - -	-	162						
Kansas - - - - -	1,608							
Peorias and Kaskaskias - - - - -	-	132						
Omahas - - - - -	1,600							
Senecas from Sandusky - - - - -	-	251						
Otoes and Missourias - - - - -	1,000							
Senecas and Shawnees - - - - -	-	211						
Pawnees - - - - -	12,500							
Winnebagoes - - - - -	-	4,500						
Comanches - - - - -	19,200							
Kioways - - - - -	1,800							
Chippewas, Ottawas, and Pottawatomies, and Pottawatomies of Indians - - - - -	-	-	5,297	2,087				

Mandans. Destroyed by the small pox in 1837; the few left no longer exist as a tribe, but have become members of other bands.

STATEMENT No. 1—Continued.

Names of tribes.	Number of each tribe indigenous to the country west of the Mississippi.	Number of each tribe whose removal to the west is completed.	Number of each removed, not yet completed.	Number of each remaining east at the date of last annual report.	Number since removed.	Number of each remaining east.	Number of each now under subsistence west	Daily expense of subsisting them.
Choctaws	-	-	15,177	3,323				
Creeks	-	-	24,549	744				
Minatarees	2,000	-	3,190	575	*623	-	614	\$79 82
Florida Indians	-	-	-	-				
Pagans	30,000	-	25,911	1,000				
Cherokees	-	-	-	-				
Assinaboins	15,000	-	-	-				
Swan-creek and Black-river Chippewas	-	-	62	88				
Appaches	20,280	-	-	-				
Ottawas of Maumee	-	-	482	92				
Crees	3,000	-	-	-				
Ottawas and Chippewas	-	-	-	5,020				
Arrapahas	3,000	-	-	-				
New York Indians	-	-	-	4,176				
Gros Ventres	16,800	-	-	-				
Chickasaws	-	-	4,600	400				
Eutaws	19,200	-	-	-				
Stockbridges & Munsees, & Delawares & Munsees	-	-	180	14				
Crows	7,200	-	-	-				
Wyandots of Ohio	-	-	-	575				
Poncas	900	-	-	-				
Miamies	-	-	-	1,100				
Arickarees	2,750	-	-	-				
Menomonies	-	-	-	4,000				
Cheyunes	3,200	-	-	-				
Ottawas and Chippewas of the lakes	-	-	-	2,564				
Blackfeet	30,000	-	-	-				
Caddoes	2,000	-	-	-				
[* Nine died on the journey.]	228,632	8,167	79,448	25,758	623	-	614	\$79 82

NEW NEGOTIATIONS.

(No. 2.)

DEPARTMENT OF WAR, *September 1, 1841.*

GENTLEMEN: You are hereby appointed commissioners on the part of the United States, with the approbation of the President, to negotiate treaties with the Sac and Fox tribe of Indians on the Des Moines, and with the band of Winnebago Indians, or either of them. You, or any two of you, are empowered to exercise the authority conferred. The wishes of the Department will be communicated, in detail, by the Commissioner of Indian Affairs.

Very, &c.

JOHN BELL,
*Secretary of War.*His Excellency JOHN CHAMBERS,
*Governor of Iowa.*His Excellency JAMES D. DOTY,
*Governor of Wisconsin.*T. HARTLEY CRAWFORD,
Commissioner of Indian Affairs.

(No. 3.)

Minutes of a treaty held at the Sac and Fox Indian agency, in the Territory of Iowa, on the 15th day of October, 1841, by and between the Hon. John Chambers, Hon. T. Hartley Crawford, and the Hon. James Duane Doty, commissioners on the part of the United States, and the chiefs, braves, warriors, and head men, of the confederated tribes of Sac and Fox Indians.

The council having met at 11 o'clock, A. M., Gov. CHAMBERS addressed the assembled chiefs, braves, and head men, as follows: My friends, we are now about to enter upon a subject of vast importance to you, and one of deep interest to the Government of the United States. Your great father the President has sent us here to act the part of friends towards you, and we wish you to act as such towards us. We want your own honest and candid opinions upon the subject we are about to submit to you, and not the opinion of your traders, and those who have claims against you. We want, I say, your own opinions; for we believe you are capable of forming correct ones, and honest enough to express them. Your friend from Washington, who has been sent here by your great father the President, will explain to you what the President wants. We come as friends from your great friend the President, and we wish to act towards you in pure friendship. We do not wish to entrap or overreach you, but to act honorably and fairly towards you; and we wish and believe you will act so towards us.

Hon. Mr. CRAWFORD. My friends and brothers, your great father the President of the United States has sent me, in conjunction with my powerful friend on my left, and my friend the Governor of Wisconsin on my right, to tell you what he wants. I am extremely happy to see you once more friendly and united; and I sincerely hope you will remain like the

iron on a wheel, no part of which can move without the whole. You are yet a handsome and powerful people; but you must know that you will become weak, if you do not cultivate peace and friendship among yourselves, and cease to follow the advice and practice of those whose design is to destroy you. What is better than any thing else, you are honest still; but you will not remain so if you obey the counsel of those whose endeavor it is to corrupt you. The times past have satisfied your great father that there is no safety for you, unless you are removed beyond the reach of white men, where they can have nothing to do with your funds, or any thing that concerns you. We wish to purchase the lands you now occupy and claim, but not without your full and free consent. To get that assent freely, and without the control of any body, we have sent away all white people from you, and from the council-house, and want you to be let alone, to get your opinions without the interference of white people. It is the opinion of the Sac and Fox nations we desire, and not the opinion of persons coming from a distance, who want your money, and care nothing about your condition or happiness.

Having these views for your advantage, we propose to you, in behalf of the President of the United States, to cede to the United States all that portion of land claimed by you, and embraced within the present limits of the Territory of Iowa. For this, we propose to give you one million of dollars, and money enough to pay your debts. The country we wish you to remove to, should such a cession be made, will be on the head waters of the Des Moines, and west of the Blue Earth river. To remove apprehension of hostilities from your red brothers in that section, we propose to establish and man three forts there for your protection, to be established before your removal from your present villages. Out of the million of dollars, we propose that you have farms and farmers, mills and millers, blacksmiths, gunsmiths, school-houses, and a fine council-house. But, what will be of more value to you than all, we would propose to build a house for each family, each house to be worth not exceeding one hundred and fifty dollars, and to fence and plough six acres of ground for each family. We propose to build for each of the chiefs a house worth not exceeding three hundred dollars, and fence and plough twelve acres of ground for each. We then intend you all to live in one village, like brothers. This is the proposition we are authorized to make. If you will once try this mode of life, you will never quit it. The white people have found it good. You will be happy with your wives and children, in fine warm and close houses. Your children will grow strong and be healthy, if kept from the weather and well fed, and you will all live long. But to make your children respected, they should be taught to read and write. To enable them to do so, we propose to place fifty thousand dollars at interest for the purposes of education. If you will live in houses, cultivate the land, and educate your children, you will be contented and happy. I have now told you the terms upon which we propose to treat. You will probably want time to reflect upon this subject. In making this proposition, I have been honest and plain with you, and I expect the same from you. Any other course of conduct would be unworthy of you, and unjust to the Government.

Gov. CHAMBERS. My friends, you have listened to what your friend, the chief from Washington, has said. I approve of every thing you have heard from him. I am sent here to remain as your superintendent. It is my duty to watch over you, and see that no injustice is done to you by

any one—either by our traders or the Government. If the President should require me to do what was wrong towards you, I would spurn the direction. We have been directed by him to treat with you, and to make you proposals for the purchase of your lands. If I thought the proposals you have heard were unjust or dishonorable, I would not sanction or advocate them. I may be mistaken as to what is for your interest, but you are capable, and must judge for yourselves. I have fought the red men, and esteem them brave. Brave men are always honest, and I respect them for their bravery and honesty. You have now been two years without your money. You are surrounded by blood-suckers, who are constantly endeavoring to obtain all the money paid to you. All the money you yesterday received has already gone into their hands. You have paid them enough to supply all your wants for a year. Those of them who sell you whiskey are men who desire only your money, and would kill your women and children to obtain it. They have no souls. They are men of bad habits, and you should not permit them to exercise any influence over you whatever. I believe it to be your interest to get out of their reach. Your great father proposes to give you such an opportunity. He proposes to you to go north. I know that in going north you will go towards your enemies, the Sioux and Winnebagoes; but the President authorizes us to propose to establish for you a line of forts for your protection, and to place sufficient troops there to prevent aggression upon you, and, if they will not be peaceable, to chastise them. Further south a great many red men have been gathering for some years, and frequent difficulties have occurred among them. You would be much safer where we propose to send you. We propose to give you, as your friend from Washington has stated, one million of dollars, and money enough to pay your debts; to build you, out of that one million of dollars, comfortable houses and farms, mills, blacksmiths' shops, school-houses, &c. Why is it that the white people increase like the leaves on the trees, and the red men are constantly decreasing? Because the whites live in comfortable houses, are well fed, and comfortably clothed. Your band, only fifteen years ago, numbered no less than sixteen hundred warriors, and now it numbers but twenty-three hundred persons, including men, women, and children. Another reason why the red man is continually decreasing is, that the evil spirit has been introduced among you in the shape of liquor, impregnated with pepper and tobacco, and other poisonous ingredients. But, few as you are, there are young men among you who will yet live to see you a powerful and prosperous people, if you settle down and cultivate the earth as we propose to you. There is no reason why you should not increase as fast as any people on the earth, if you live in comfortable houses, are well fed, and keep clear of the vultures who are about you. It will, indeed, be a happy day for me to hereafter go among you, and find you a happy and strong people. These old men and myself must soon be gone; but, if we are so disposed, we can do much good for those who shall come after us. In deciding upon the acceptance of our proposals, we wish you to use your own judgment, without the control of others. We have forbidden white men to have any intercourse with you during the progress of this treaty.

KEOKUCK, (*Sac chief.*) All our chiefs and braves have heard what you have said to us, and understand your desire. We are glad you have told us to reflect upon it, and not decide immediately. Our chiefs, and then our braves, will have to counsel together before we can give you an an-

swer. We have to take more time among us in matters of this kind than the whites do. When the sun is half gone to-morrow, we will give an answer.

SATURDAY, OCTOBER 16, 1841, 12 o'clock—*Council met.*

Gov. CHAMBERS said: We have come to hear what reply the chiefs and braves have to give to our proposals.

KEOKUCK, (*Sac chief.*) We have come together without coming to any conclusion. Many of our people are not accustomed to business, and do not understand your propositions. We want them explained slowly and plainly. We do not know whether the houses are to be paid for from the thousand boxes, or to be paid besides. We wish this explained so there will be no misunderstanding. We hope we shall be excused for our not understanding, for our people are not much acquainted with business. After you will explain to us, we shall have a council among ourselves alone, and then explain and talk over the whole matter among ourselves. We wish a guard stationed around us, to prevent interference from the whites while in council.

Hon. Mr. CRAWFORD repeated and explained the proposals made, as substantially stated in yesterday's proceedings; whereupon council adjourned till Sunday, 17th, at 10 o'clock.

SUNDAY, OCTOBER 17, 10 o'clock—*Council met.*

KISH-KE-KOSH, (*Fox brave and chief.*) Wish-e-co-mar-quet's band are going to give their opinions first, and then Keokuck's band.

WISH-E-CO-MAR-QUET, (*Sac chief, called Hard Fish.*) My braves and warriors who sit around me had a council yesterday. All our chiefs, braves, and warriors, had one council, and are all of one opinion. We have thought of our families and those who are to follow us; and my answer is the answer of all. It is a great concern to us, and we hope the Great Spirit and the earth will bear favorable witness to our answer. It is impossible for us to live there. In reflecting upon it, it seems like a dream to think of going and leaving our present homes; and we do not want to hear any new proposals.

POW-E-SICK, (*Fox chief, from Iowa river.*) You have heard, through Wish-e-co-mar-quet, the opinion of our whole nation. We have thought of the condition of our families, and what it will be where you wish us to live. We hold this country from our fathers. We have an hereditary right to it; and we think we have a right to judge whether we will sell it or not. According to our custom, our chiefs own all the trees and the earth, and they are used for the benefit of our people. We should give up a timber for a prairie country if we went where you wish. I call the Great Spirit, earth, sky, and weather, to witness that we choose what is best for our people. After being a powerful people, we are now but the shade of one. We hope the Great Spirit will now pity and protect us.

PASH-I-PE-HO, (*Sac brave.*) We yesterday listened to what was said to us from our great father at Washington: we have had a council together about it, and now come to give our answer. After thinking of our families and those who are to come after us, we think we cannot accept your proposals. We have already given to Government all the land we owned on the other side of the Mississippi river, and all they own on this side.

Our country is now small, and if we part with it we cannot live. We hope you will not be displeased with our refusal.

KISH-KE-KOSH, (*Fox brave.*) You have heard the unanimous opinion of our nations—we do not wish to accept your proposals. This is the only country we have. It is small, and it is our only timber.

WISH-E-WAH-KA, (*a Fox brave.*) You have already heard our opinion: we are all of the same mind. This is the only spot of timber we own, and it is small. The country you wish us to remove to is without timber and very poor. We hope our great father will not insist upon our removal.

КЕОКУСК, (*chief of the Sac nation.*) Day before yesterday we did not understand the terms upon which you wish to buy our land. We have since then had a council, and have come to one mind. We have never heard so hard proposals: we never heard of so hard a proposal as you have made us. The country where you wish to send us we are acquainted with: it looks like a country of distress. It is the poorest, in every respect, I have ever seen. We own this land from our fathers, and we think we have a right to say whether we will sell or not. You have read and heard the traditions of our nation. We were once powerful; we conquered many other nations, and our fathers conquered this land; we now own it by possession, and have the same right to it that the white men have to the lands they occupy. We hope you will not think hard of our refusal to sell. We wish to act for the benefit of our children and those who shall come after them; and we believe the Great Spirit will bless us for so doing. As to the proposal to build school-houses, &c., we have always been opposed to them, and will never consent to have them introduced into our nation. We do not wish any more proposals made to us.

WA-PEL-LO, (*chief of the Foxes.*) You said you were sent by our great father to treat with us and buy our land. We have had a council, and are of one opinion. You have learned that opinion from our chiefs and braves who have spoken. You told us to be candid, and we are. It is impossible for us to subsist where you wish us to go. We own this country by occupancy and inheritance. It is the only good country, and the only one suitable for us to live in on this side the Mississippi river; and you must not think hard of us because we do not wish to sell it. We were once a powerful, but now a small nation. When the white people first crossed the big water and landed on this island, they were then small as we now are. I remember when Wisconsin was ours, and it now has our name; we sold it to you: Rock river and Rock island were once ours; we sold them to you: Dubuque was once ours; we sold that to you: and they are occupied by white men, who live happy. Rock river was the only place where we lived happily, and we sold that to you. This is all the country we have left, and we are so few now we cannot conquer other countries. You now see me and all my people; have pity on us: we are fast melting away. If other Indians had been treated as we have been, there would have been none left. This land is all we have; it is our only fortune; when it is gone we shall have nothing left. The Great Spirit has been unkind to us in not giving us the knowledge of white men, for we would then be on an equal footing; but we hope he will take pity on us.

APPA-NOOSA, (*a Sac chief.*) You have truly heard the opinion of our nation, from our chiefs and braves. You may think we did not all understand your proposals; but we do. We have had a council upon them

among ourselves, and concluded to refuse them. We speak for our whole nation. We were told at Washington that we would not be asked to sell any more of our land; and we did not expect to be asked to do so soon. We would be willing to sell some of our country if we could subsist where you wish us to live. The country you offered us is the poorest I ever saw: no one can live there. We wish our great father at Washington to know the reason why we do not wish to sell.

Governor CHAMBERS. My friends, we have heard your answer to the proposals the President directed us to make to you. We hope, and have reason to believe, you have been governed by your own judgment, and not by the advice of others. Your great father has no intention to drive or force you from your lands. I am sent here to remain and watch over and attend to you, to see justice done, and I will not see wrong done to you while I can prevent it. I have been led to believe that the country we wish you to go to is different from the description you have given of it. Your friend Governor Doty has lately been over it, and says it is different. He says there is timber there; there must be some mistake. Now, I will tell you why your great father proposes to you to sell at this time. He knows, and I know, that white people have got near you, are selling you whiskey, and that we cannot prevent them from selling or you from buying. Bad white people are thus encouraged to sell, and you are degraded by buying; and you will become more and more degraded until you become wholly extinct. Troops have been sent here; but, on account of your proximity to the white settlements, improper intercourse with them cannot be prevented. I had learned and reported to your great father that you bought goods which you did not need, and immediately traded them away for whiskey. Your great father thought you wished to pay your debts. I have ascertained that \$300,000 will not pay them. This is another reason why he thought you should sell. A few months ago you went to Montrose and bought \$15,000 of goods, none of which you needed, (save perhaps a few horses,) and they are now all given to the winds. How will you pay the man of whom you procured them? The whole amount of your annuities for five years will not pay your debts to your traders. They will not trust you any more. They have sold to you heretofore, expecting you would sell your lands, and that they would then be paid. You will get no more goods and credit. It was kindness, then, on the part of your great father, which induced him to offer to buy your land, to furnish you money with which you could render yourselves, your wives and children, comfortable and happy. It is my business to superintend your affairs and watch over your interests as well as the interest of the Government; and I want you to reflect upon the fact that, in a few days, all your money will be gone; you will be without credit; you may be unsuccessful in your hunts; and what will become of you? Even your whiskey sellers will not sell to you that without money or an exchange of your horses, guns, and blankets, for it. Many of you do not reflect upon this now, but you will before a year with sorrow.

These chiefs (Governor Doty and Mr. Crawford) are going away. I am to remain, and it will be the first wish of my heart to do you all the good in my power; but I cannot render you much service unless you are more prudent. We shall not come to you any more to induce you to sell your land, however great may be your sufferings. We shall let the matter rest

until your misfortunes and sufferings will convince you that you have been guilty of an act of folly in refusing to sell your lands.

The Indians signifying no further disposition to treat, the council was indefinitely dissolved.

I hereby certify the foregoing to contain substantially true and correct minutes of the council held as above stated, by Hon. John Chambers, Hon. James D. Doty, and Hon. T. Hartley Crawford, with the confederated tribes of the Sac and Fox Indians, on the 15th day of October, 1841.

JAMES W. GRIMES, *Sec'y of Commissioners.*

(No. 4.)

SAC AND FOX AGENCY,

Iowa Territory, October 18, 1841.

SIR: In pursuance of our appointment as commissioners to treat with the confederated tribes of Sac and Fox Indians, two of the undersigned arrived at this place on Sunday the 10th instant. Previous measures had been taken to ensure the presence of the Indians on Monday the 11th instant; but, as is not unfrequent, some of them had not observed the appointment. The next day, however, brought them together, and the question being put, how they wished the annuity of this year paid, they conferred and with the best spirit agreed unanimously that the money should be paid to the heads of families, in proportion to their respective numbers; but, to do full justice, they requested that a census should be taken of the nation. This measure, which might be necessary, and would be convenient and important in all our movements, was entered upon immediately, and completed on Thursday, showing an entire aggregate of twenty-three hundred souls.

The amicable settlement of their long-pending difficulties, and the merging of the two factions that had arisen under them into one people, accompanied by the felicitations that were freely interchanged among themselves, was a most grateful spectacle. But to the Government of the United States it was of the utmost importance; for the rival parties, under their respective chiefs, had indulged in bitter and hostile feelings, and, if their separation had been allowed to continue, the causes of irritation and festering would have increased in strength, and open hostilities would probably have followed, calling for the public interference, at great expense and hazard to the peace and property of our citizens. A kinder spirit was engendered by a visit Governor Chambers made them in July last, which was, beyond doubt, the cause of the happy determination now made.

Governor Doty having arrived, and all the preliminary arrangements having been made, we appointed Friday the 15th, at 10 o'clock, to meet the Indians in council, that we might make known to them the terms which, on behalf of the Government, we had to propose. The council was very full—every chief, all the head men, braves, and warriors, being present. The terms which our instructions authorized us to submit to their consideration were then frankly and plainly placed before them, together with an exhortation that they should consult together apart from all white men, whom we had requested not to interfere with them, and give us a

distinct and open answer. Saturday the 16th instant, at 12 o'clock, was fixed for their response; but, as it approached we were informed by message that the tribes wished to meet us in council to ascertain if they correctly understood us. The terms were again submitted and explained, and on the 17th instant they returned for their unanimous and decided answer, that they would not sell their country, nor were they willing to go to the region we proposed to them. They added, emphatically and respectfully, not by one, but several chiefs, that they desired us to submit no other proposition to them for the purchase of their lands. We said that we had discharged our duty faithfully to them and our own Government, and had no authority to make them any other proposition; that whatever was to be said further on this subject must proceed from them. They declined to open the negotiation.

These Indians were in the worst possible condition for treating. Their means are full. In anticipation of this treaty, which it has been known for some time it was the intention of the Government to hold with them, they have been supplied with every article their necessities required, or even their fancies longed for; horses, more than they can use, are in their possession, and whatever the cupidity of sellers could induce them to buy has been furnished them, in expectation that a fund would be raised in the looked-for treaty to pay all their debts. Besides, owing to the difficulties before mentioned, the annuity of 1840 had been withheld, and was paid them at this council with that of 1841, giving them a double supply of cash. Thus enriched, they did not *feel*, and therefore could not see, that unless their remaining debts (amounting to probably upwards of \$300,000) were paid, their future credits would be cut off by the traders, and suffering was ahead. This we believe to have been a main obstacle in our way, and, with an apparently great aversion to the country proposed to them as their future home, to have defeated the treaty.

The minutes of the council held with the Sacs and Foxes, herewith submitted, will explain in detail our various proceedings in regard to the very important duty confided to us, in the discharge of which we regret we have not been more successful.

We have the honor to be, very respectfully, your most obedient servants,
 JOHN CHAMBERS.
 T. HARTLEY CRAWFORD.
 J. D. DOTY.

HON. SECRETARY OF WAR,
 Washington, D. C.

(No. 5.)

ACTING SUPERINTENDENCY INDIAN AFFAIRS,

Detroit, January 23, 1841.

SIR: Application for information has been made at this office by persons desirous of securing pre-emption on the Saganaw reserve of three thousand acres, situated at Big Lick, on the river Shiawassee, in this State.

This reserve, I remark, was embraced in the articles of the original treaty made with the tribe at Washington, on the 24th of May, 1836, which did not, however, receive the sanction of the Senate; but it constituted no

part of the cession made by them in the subsequent treaty of January 14, 1837.

The land is stated to be of excellent quality, lying within about three miles of "Byron," the former county seat of Shiawassee county, Michigan, and the adjacent inhabitants consequently feel desirous that the Government should extinguish the Indian title.

I am not apprized of the present disposition of the Saganaws on this subject, but do not apprehend that there would be any repugnance at this time to part with it on proper and reasonable terms.

I am, sir, very, &c.

HENRY R. SCHOOLCRAFT,
Acting Superintendent Indian Affairs.

HON. T. HARTLEY CRAWFORD,
Commissioner Indian Affairs.

(No. 6.)

OFFICE INDIAN AFFAIRS, *April 9, 1841.*

SIR: Your communication of 23d January last was received, on the subject of the Saganaw reserve of 3,000 acres, situate at Big Lick, on the river Shiawassee, in Michigan.

This tract of land, you observe, was not included in the treaty of 14th January, 1837. It seems to me it was intended to be, if it was not. The treaty of 1819 reserves a tract of 10,000 acres on the "Shiawassee river, at a place called the Big Rock," and one other tract of 3,000 acres "on the Shiawassee river, at Ketchewaudaugumick." By the treaty of 1837, a tract is ceded of 10,000 acres, "on the Shiawassee, at Ketchewaudaugumick or Big Lick." There is some evident confusion here; but the fact that the larger tract is situated at Big Rock, and the smaller one at the Big Lick, (as the map of the State shows,) proves that the latter was in the minds of the contracting parties. The right to live for five years on the reservations at the river Augrais, and Mushowisk, or Rifle river, is strong evidence that the Indians thought they had sold all their lands. In the 6th original article they agree to remove from Michigan, and their future residence is changed by the 2d article of the amended treaty of Flint river, made in December, 1837. But what seems to put the understanding of the matter beyond doubt, is the declaration "Whereas the said tribe have, by the treaty of the 14th January, 1837, ceded to the United States all their reserves of land in the State of Michigan, on the principle of said reserves being sold," &c., contained in the supplemental articles of 7th February, 1839. Of what was meant there can be no question, I think; but still there may be no actual cession. Before I come to any final conclusion, (though I confess, at present, I do not see how even what I have stated can be regarded as a conveyance, clear as it is on the score of design,) I will thank you, as the negotiator of the treaty of 1837, to give your views and a statement, briefly, of what circumstances attended the execution of it, in regard to the reservation in question.

When this shall be disposed of, the matter of pre-emption may be discussed; or, perhaps, it is as well to say at once that the 7th article (supplemental treaty of 1837) forbids all pre-emption rights on lands ceded by

treaty of January, 1837. If the 3,000 acres were ceded, there can be, therefore, no pre-emptions; if they were not granted, there can be none until the Indian title shall be extinguished, and not even then, perhaps.

I send you a letter of 27th October, 1840, addressed to you from this office, and request a reply to its inquiries, with which I have not yet been favored.

Very respectfully, &c.

T. HARTLEY CRAWFORD,
Commissioner Indian Affairs.

H. R. SCHOOLCRAFT,
Acting Sup. Ind. Affairs, Detroit, Michigan.

(No. 7.)

ACTING SUPERINTENDENCY INDIAN AFFAIRS,
Detroit, April 17, 1841.

SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant, respecting the Shiawasse reserve.

It is my impression that the Saganaws intended to cede all their reserves, by the treaty of Detroit of January 14, 1837, in the same manner and as completely as they had previously done by the treaty of Washington of May 24th, 1836—the latter of which did not receive the constitutional sanction of the Government. This is also the opinion of one of the interpreters, who was present, and who has been consulted. The proposition to them was for all their reserves, and the chiefs' reply was an assent to sell all, under the conditions expressed in the treaty. The inferences to this effect, drawn by you from a consideration of the phraseology of the treaty, compared with its supplements, are therefore well grounded.

In searching for the cause of the omission of the 3,000 acre tract, in the section actually ceding the reserves, I am under the impression that it must have arisen from mere oversight in the clerk who was employed to copy the treaty, which was not detected in the comparison of the original with the duplicate transcripts. This comparison, I observe in justice to myself, was committed to others, under the actual circumstances of adjusting the half-breed and debt claims, to which my attention was called at the time, in a very crowded and mixed assembly. This inference of the cause of the omission is sustained by comparing the original of the 1st article with the retained duplicate, as signed, now before me. The phrase "Ketchewaudaugumick, or Big Lick," is a description of the locality of the three thousand acre tract, and not of the ten thousand acre tract, the latter of which lies at Big Rock, and not at "Big Lick," on the Shiawasse river. Evidence is thus afforded of the accidental transposition of the terms, and appears to explain the error of the clerk, who, it is found, has left out the following words in the ten thousand acre clause of the original of the 1st article, now before me, after Shiawasse river, namely, "at a place called Big Rock," together with the whole of the three thousand acre clause, in the same article, to "at Ketchewaudaugumick, or Big Lick," thus blending the two clauses.

It is my impression that the error could be best set right by explaining

it to the Indians, and obtaining their signatures to the actual cession of this tract on the original terms, to which they could not object.

Very respectfully, sir, your obedient servant,

HENRY R. SCHOOLCRAFT,
Acting Superintendent Indian Affairs.

HON. T. HARTLEY CRAWFORD,
Commissioner Indian Affairs.

(No. 8.)

OFFICE INDIAN AFFAIRS, June 7, 1841.

SIR: I have received a letter from your predecessor, under date of the 17th April last, in answer to a communication from this office, a copy of which is herewith enclosed, expressing the opinion, that it was the intention of the Saganaw Indians to cede all their reserves, by the treaty of 1837, in the same manner as they had previously done in that of 1836, which was not ratified. Mr. Schoolcraft further expresses the opinion, that the omission of the three thousand acre tract, in the section of the treaty ceding the reserves, must have been an oversight in the clerk who copied the treaty.

I have therefore to request that you will, on the first convenient occasion, when it can be done without expense, make known these views to the Indians, and get from them an explanatory paper, which will put to rest the difficulty which seems at present to exist.

The files and records of the late superintendent will furnish you with all the correspondence and information on the subject.

Very respectfully, &c.

T. HARTLEY CRAWFORD,
Commissioner Indian Affairs.

TO ROBERT STEWART, Esq.,
Acting Superintendent, &c., Detroit.

(No. 9.)

DETROIT, November 4, 1841.

SIR: Herewith I have the honor to enclose supplement to the Saganaw treaty of the 14th January, 1837, rectifying the mistakes relative to the reservations, which I hope will be found satisfactory. When Mr. Hulbert presented the subject, he was met with accusations of non-fulfilment of treaty stipulations by the Government, particularly as relates to physician and tobacco.

As the tobacco of 1840 and 1841 had been contracted for by me, under the belief that they were to have the \$200 worth per annum until 1843, Mr. Hulbert thought it not best to give them an excuse even for equivocation, and told them the tobacco was on the ground, and should be forthcoming, and as to the physician you would no doubt do what was right. They then replied, that, as he was honest, they must be so likewise, and would sign the paper; that they knew of the mistake, and were advised by white men to make the United States buy the land over again; but they respected their treaty obligations too much to do so. For explanation and

remittance for these and several other items, I beg leave to refer you to my respects of August 11th, to which no reply has been received.

I am, &c.

ROBERT STUART,

Acting Superintendent Indian Affairs.

Hon. T. HARTLEY CRAWFORD,

Commissioner Indian Affairs.

[Enclosure.]

Supplement to the treaty of 11th January, 1837, between the United States of America and the Saganaw tribe of Chippewa nation.

Whereas errors were committed in describing and enumerating the reservations ceded to the United States by the above treaty, viz: the tract of ten thousand (10,000) acres on the Shiawasse river, at a place called the Big Rock, was described as being at Ketchewaudaugumick, or Big Lick; and the tract of three thousand (3,000) acres on the Shiawasse river, at Ketchewaudaugumick was entirely omitted, although it was the intention of the contracting parties that all the reservations belonging to the Chippewas of Saganaw, in Michigan, should be included:

It is therefore the design of the parties, by this instrument, to rectify the above-mentioned errors, and confirm to the United States the cession of the above-described land, the same as if it had been properly inserted in the original treaty, according to the intention of the parties thereto.

Done and concluded at the city of Saganaw, between John Hulbert, sub-agent, on behalf of the United States, and the chiefs and head men of the Saganaw tribe of Indians, this 27th day of October, A. D. 1841.

JNO. HULBERT, *Sub-Agent U. S.*

OSAW-WAU-BUM, his × mark.

TON-TA-GO-NEE, his × mark.

PEEL-WAY-WEE-TUM, his × mark.

PAY-MOS-SE-GA, his × mark.

OT-TAU-WANCE, his × mark.

SHAW-SHAW-WON-NEE-BE, his × mark.

MUCK-KUCK-KOOSH, his × mark.

NARCH-E-GAY-SHINY, his × mark.

KAU-GAY-GEEGHICH, his × mark.

Witnesses.

CHARLES H. RODD, *Interpreter.*

JAMES FRASER.

HIRAM L. MILLER.

J. NIGGS.

ADDISON STEWART.

INDIAN DISTURBANCES.

(No. 10.)

St. Louis, September 29, 1841.

SIR: It has been represented to me here, and a letter addressed on the 4th instant, by their late sub-agent, to the "superintendent of Indian affairs, St. Louis, Missouri," which I have seen, confirms the information, that the

united band of the Ottowas, Chippewas, and Pottawatomies, excited by depredations and outrages committed on them by the Sioux, have sought to engage the several tribes on the Mississippi, and some of those on the Missouri, in a warlike enterprise against the alleged aggressors.

It is all-important that the contemplated measure should be arrested. The Indians within your own agency, and those in that of the sub-agency of the Council Bluffs, as well as in the sub-agency of the Great Nemahaw, are among those whose co-operation would be solicited. Of those specially intrusted to your charge, I understand that you do not think there is any danger. Still it might be well to counsel them to beware of engaging in a combination so fraught with the worst consequences to them. To Mr. Richardson, the sub-agent at the Great Nemahaw, I will write by you, and request that you will use the occasion of your authorized visit to the Council Bluffs agency to dissuade the different tribes embraced in it from joining the united band; while to the latter, I will thank you to represent that the Government will protect them from future injury, and will redress any that may have been already inflicted; that their true course is to complain to their Great Father at Washington, through their own sub-agent, who will soon be appointed, if any wrong is done them, and that he will take care to restrain all ill-disposed Indians or others from doing them harm; that this is their true reliance, and that all violent steps or measures of retaliation and revenge must result in misfortune; that the President and Secretary of War will be much displeased to learn that they have undertaken to correct the wrongs which they allege they have suffered—an indulgence of bad feeling that will not only lead to wars between them and other tribes, but will be an interference with the power of the Government, which is sufficient to protect all persons or communities that live under it, or within the boundaries of the United States.

These and other considerations that may suggest themselves to you, I will thank you to press with earnestness upon the various tribes referred to, so as to prevent them from persevering in an adventure that in any event must be prejudicial to them, and will only increase the difficulties in the way of reconciling the complaining party and the Sioux.

Very respectfully, yours,

T. HARTLEY CRAWFORD.

RICHARD W. CUMMINS, Esq.,
Agent at the Fort Leavenworth Agency,
now at St. Louis, Missouri.

(No. 11.)

Extract from a letter of September 27, 1841, addressed to His Excellency John Chambers, Governor of Iowa Territory, by Amos J. Bruce, United States Indian agent at St. Peter's.

SIR: I have the honor to acknowledge the receipt of your excellency's letter of the 24th of August; immediately on the receipt of which, I convened the chiefs and principal warriors in this neighborhood, and made known to them the contents, so far as they were interested. They expressed much satisfaction at the steps taken to arrest the contemplated movement of the Pottawatomies and their allies. They say that, on their part, they will conform to the wishes of the Government, by remaining at home, unless they are again drawn into war by the attacks of their enemies.

FISCAL STATEMENTS.

(No. 12.)

Statement showing the amount drawn between the 1st October, 1840, and the 4th of March, 1841, on account of appropriations for the service of the Indian department prior to 1841.

Heads of account.	Amount drawn since Sept. 30, 1840, and up to March 4, 1841.	Total.
Fulfilling treaties with the Pottawatomies	\$525 00	
Do do	250 14	
Do do	735 00	
Do do	900 00	
Do do	28,930 00	
Do do	6 87	
Do do	200 00	
Do do	628 05	
Do do	132 50	
		\$32,307 56
Fulfilling treaties with the Choctaws	418 17	
Do do	2,542 50	
Do do	405 00	
Do do	736 00	
Do do	31,640 00	
Do do	56 00	
Do do	769 50	
Do do	992 25	
Do do	2,442 50	
Do do	460 00	
Do do	736 00	
Do do	105 00	
Do do	121 00	
Do do	248 00	
		41,671 92
Fulfilling treaties with the Chickasaws	229 00	
Do do	1,155 00	
Do do	256 50	
Do do	357 21	
Do do	1,155 00	
		3,152 71
Fulfilling treaties with the Creeks	104 21	
Do do	525 00	
Do do	171 00	
Do do	118 07	
Do do	525 00	
		1,443 28

STATEMENT No. 12—Continued.

Heads of account.		Amount drawn since Sept. 30, 1840, and up to March 4, 1841.	Total.
Fulfilling treaties with the Florida Indians -		\$41 66	
Do	do	210 00	
Do	do	5,110 00	
Do	do	20,000 00	
Do	do	10,000 00	
Do	do	575 00	
Do	do	2,397 12	
			\$38,333 78
Fulfilling treaties with the Sacs, Foxes, Iowas, and others -		31 25	
Do	do	157 50	
Do	do	157 50	
			346 25
Fulfilling treaties with the Miamies -		10 55	
Do	do	52 50	
Do	do	396 37	
Do	do	52 50	
Do	do	50,778 00	
			51,289 92
Fulfilling treaties with the Quapaws -		10 55	
Do	do	52 50	
Do	do	2,940 00	
Do	do	52 50	
			3,055 55
Civilization of Indians -		20 00	
Do	do	100 00	
Do	do	422 50	
Do	do	1,500 00	
Do	do	100 00	
Do	do	112 50	
Do	do	100 00	
Do	do	75 00	
Do	do	422 50	
Do	do	75 00	
Do	do	100 00	
Do	do	500 00	
Do	do	300 00	
Do	do	100 00	
Do	do	500 00	
			4,427 50
Trust fund—Cherokee schools -		83 36	
Do	do	420 00	
			503 36

STATEMENT No. 12—Continued.

Heads of account.	Amount drawn since Sept. 30, 1840, and up to March 4, 1841.	Total.
Trust fund—Chippewas, Ottawas, and Pottawatomies	\$20 82	
Do do do do	105 00	\$125 82
Payment for investigating frauds on reservations of Creek Indians	150 00	
Do do do do	300 00	
Do do do do	305 00	755 00
Carrying into effect treaty with the Winnebagoes	194 40	
Do do do do	186 34	
Do do do do	465 35	845 09
Carrying into effect treaty with the Chippewas of Saganaw	-	300 00
Carrying into effect treaty with the Miaumies	20,234 60	
Do do do do	90 00	
Do do do do	26,000 00	
Do do do do	54 50	
Do do do do	388 37	
Do do do do	269 50	
Do do do do	120 00	
Do do do do	37 87	47,194 84
Fulfilling treaties with the Pottawatomies of the Prairie	-	5,144 99
Fulfilling treaties with the Pottawatomies of Indiana	-	15,000 00
Fulfilling treaties with the Winnebagoes	25,179 50	
Do do do do	41,150 50	
Do do do do	6,530 00	72,860 00
Contingencies—Indian department	33 47	
Do do do do	1,237 50	
Do do do do	3,300 00	
Do do do do	513 64	
Do do do do	795 45	
Do do do do	243 58	
Do do do do	5,000 00	
Do do do do	145 50	
Do do do do	124 80	
Do do do do	142 81	
Do do do do	25 00	
Do do do do	311 32	

STATEMENT No. 2.—Continued.

Heads of account.		Amount drawn since Sept. 30, 1840, and up to March 4, 1841.	Total.
Contingencies—Indian department - - -		\$688 83	
Do	do - - -	221 12	
Do	do - - -	1,200 00	
Do	do - - -	732 50	
Do	do - - -	37 50	
Do	do - - -	400 00	
Do	do - - -	276 50	
			\$15,429 52
Fulfilling treaties with the Chippewas of Saganaw - - -		750 00	
Do	do do - - -	3,020 00	
Do	do do - - -	250 00	
			4,020 00
Fulfilling treaties with the Sacs and Foxes of Mississippi - - -		1,900 00	
Do	do do - - -	2,640 00	
Do	do do - - -	15,441 69	
			19,981 69
Fulfilling treaties with the Sioux of Mississippi - - -		27,365 00	
Do	do do - - -	4,545 00	
Do	do do - - -	600 00	
			32,510 00
Temporary subsistence of Indians - - -		-	10,364 98
Removal and subsistence of Indians - - -		-	3,895 03
Carrying into effect treaty with the Stockbridge and Munsee Indians - - -		-	6,000 00
Carrying into effect treaties with the Chickasaws - - -		35 87	
Do	do do - - -	634 12	
Do	do do - - -	3,000 00	
Do	do do - - -	20,217 14	
Do	do do - - -	2,400 00	
			26,287 13
Fulfilling treaties with the Chippewas, Ottawas, and Pottawatomies - - -		360 00	
Do	do do - - -	35,896 99	
Do	do do - - -	400 00	
Do	do do - - -	564 00	
Do	do do - - -	300 00	
Do	do do - - -	26,400 00	
Do	do do - - -	546 90	
Do	do do - - -	190 00	
Do	do do - - -	318 20	
			64,976 09

STATEMENT No. 12—Continued.

Heads of account.	Amount drawn since Sept. 30, 1840, and up to March 4, 1841.	Total.
Fulfilling treaties with the Pawnees - - - - -	-	\$1,500 00
Fulfilling treaties with the Kickapoos - - - - -	-	250 00
Fulfilling treaties with the Delawares - - - - -	-	360 60
Fulfilling treaties with the Kansas - - - - -	\$360 00	
Do do - - - - -	5,680 00	
		6,040 00
Fulfilling treaties with the Omahas - - - - -	-	760 00
Fulfilling treaties with the Yancton and Santie Sioux - - - - -	-	360 00
Fulfilling treaties with the Shawnees - - - - -	-	840 00
Fulfilling treaties with the Otoes and Missourias - - - - -	-	1,210 00
Pay of superintendents and Indian agents - - - - -	3,750 00	
Do do - - - - -	3,000 00	
Do do - - - - -	92 42	
		6,842 42
Pay of sub-agents - - - - -	1,125 00	
Do - - - - -	750 00	
Do - - - - -	375 00	
Do - - - - -	25 00	
Do - - - - -	375 00	
Do - - - - -	375 00	
Do - - - - -	375 00	
		3,400 00
Pay of interpreters - - - - -	2,700 00	
Do - - - - -	1,050 00	
Do - - - - -	75 00	
Do - - - - -	75 00	
Do - - - - -	150 00	
Do - - - - -	709 51	
Do - - - - -	900 00	
Do - - - - -	150 00	
		5,809 51
Fulfilling treaties with the Osages - - - - -	-	19,220 00
Fulfilling treaties with the Ottowas and Chipewyas - - - - -	1,850 00	
Do do do - - - - -	700 00	
Do do do - - - - -	700 00	
Do do do - - - - -	1,100 00	
Do do do - - - - -	350 00	
		3,800 00
Fulfilling treaties with the Cherokees - - - - -	-	4,360 00
Fulfilling treaties with the Shawnees and Senecas - - - - -	-	1,640 00

STATEMENT No. 12—Continued.

Heads of account.	Amount drawn since Sept. 30, 1840, and up to March 4, 1841.	Total.
Fulfilling treaties with the Senecas - -	-	\$1,940 00
Pay of clerk to superintendent - -	-	500 00
Provisions for Indians - - -	\$1,550 00	
Do - - -	400 00	
Do - - -	300 00	
Do - - -	10 90	
Do - - -	161 50	
Do - - -	483 49	
Do - - -	700 00	
Do - - -	175 00	
Do - - -	475 00	
		4,955 89
Carrying into effect treaties with the Cherokees	335 68	
Do do do -	1,000 00	
Do do do -	3,830 00	
Do do do -	1,650 00	
Do do do -	43 51	
Do do do -	352 00	
Do do do -	469 00	
Do do do -	512,136 47	
Do do do -	100 00	
		519,916 66
Blacksmiths' establishments - - -	-	259 00
Building and repairs - - -	-	100 00
Fulfilling treaties with the Seminoles -	85 50	
Do do - - -	210 00	
		295 50
Fulfilling treaties with Eel Rivers, (Miamies)	-	1,100 00
Objects specified in 3d art. Cherokee treaty, 1835	-	916 49
Carrying into effect treaty with the Ottowas		
and Chippewas - - -	2,649 72	
Do do do -	1,227 20	
Do do do -	1,599 88	
		5,476 80
Holding treaty with the Wyandots - -	-	350 75
Fulfilling treaties with the Ottowas - -	-	812 29
Presents to Indians - - -	-	1,300 00
Fulfilling treaties with the Wyandots - -	-	6,000 00
Fulfilling treaties with the Wyandots, Mun-		
sees, and Delawares - - -	-	1,480 00
Fulfilling treaties with the Six Nations, N. Y.	-	4,000 00

STATEMENT No. 12—Continued.

Heads of account.	Amount drawn since Sept. 30, 1840, and up to March 4, 1841.	Total.
Fulfilling treaties with the Senecas, New York	-	\$6,000 00
Carrying into effect treaties with Sacs and Foxes, Mississippi	-	15 00
Carrying into effect treaty with the Creeks for sale of reserves, act. 3d March, 1837	-	2,336 00
		<hr/> 1,117,769 32

(No. 13.)

Statement showing the amount drawn between the 4th of March and the 1st of October, 1841, on account of the appropriations for the service of the Indian department prior to the year 1841.

Heads of account.	Amount drawn since the 4th of March, and up to the 30th of Sept., 1841, inclusive.	Total.
Carrying into effect treaties with the Chickasaws	\$514 04	
Do do do	3,187 50	
Do do do	25,000 00	
Do do do	1,000 00	
Do do do	3,000 00	
Do do do	95 00	
Do do do	30,930 01	
Do do do	472 82	
Do do do	472 82	
Do do do	2,500 00	
		<hr/> \$67,172 19
Fulfilling treaties with the Chickasaws	-	5,000 00
Fulfilling treaties with the Chpctaws	590 00	
Do do do	228 97	
Do do do	450 00	
Do do do	568 00	
Do do do	4 50	
Do do do	65 00	
		<hr/> 1,906 47

STATEMENT No. 13—Continued.

Heads of account.	Amount drawn since the 4th of March, and up to the 30th of Sept. 1841, inclusive.	Total.
Carrying into effect treaties with the Cherokees	\$1,536 00	
Do do do -	400 00	
Do do do -	430 00	
Do do do -	2,861 00	
Do do do -	110 60	
Do do do -	81,546 84	
Do do do -	71 10	
Do do do -	952 25	
Do do do -	94,407 38	
Do do do -	450 00	
Do do do -	486,939 50	
Do do do -	1,697 00	
Trust fund—investment in stock for Cherokees	10,784 22	\$671,401 67
Cherokee schools - - - -	2,421 87	
Fulfilling treaties with the Creeks - -	1,015 50	13,206 09
Do do do - -	9,564 60	
Do do do - -	671 27	
Do do do - -	550 00	
Carrying into effect treaties with the Winnebagoes - - - -	723 93	11,861 37
Do do do - -	93 17	
Do do do - -	109 00	
Do do do - -	13,679 00	
Fulfilling treaties with the Winnebagoes -	-	14,605 10
Carrying into effect treaties with the Sacs and Foxes of Mississippi - - - -	202 79	4,800 00
Do do do - -	77 58	
Contingencies—Indian department -	150 48	280 37
Do do do -	13 23	
Do do do -	394 00	
Do do do -	185 15	
Do do do -	10 15	
Do do do -	46 75	
Fulfilling treaties with the Chippewas, Ottawas, and Pottawatomies - - - -	819 00	799 76
Do do do -	252 00	
Do do do -	595 00	

STATEMENT No. 13—Continued.

Heads of account.	Amount drawn since the 4th of March, and up to the 30th of Sept. 1841, inclusive.	Total.
Fulfilling treaties with the Chippewas, Ottowas, and Pottawatomies - - -	\$634 35	
Do do do - - -	6,995 00	
Do do do - - -	700 00	
		\$9,995 35
Fulfilling treaties with the Sacs, Foxes, Iowas, and others - - -	157 50	
Do do do - - -	157 50	
Do do do - - -	314 70	
		629 70
Removal and subsistence - - -	112 48	
Do do do - - -	288 00	
Do do do - - -	1,952 00	
Do do do - - -	65 90	
		2,418 38
Buildings at agencies, &c. - - -	-	3,000 00
Fulfilling treaties with the Pottawatomies - - -	256 50	
Do do do - - -	682 50	
Do do do - - -	4,214 93	
		5,153 93
Fulfilling treaties with the Florida Indians - - -	7,000 00	
Do do do - - -	10,000 00	
Do do do - - -	675 00	
		10,675 00
Location and support of Seminole Indians removed from Florida - - -	-	10,000 00
Fulfilling treaties with the Iowas - - -	-	4,000 00
Miscellaneous objects - - -	-	500 00
Pay of superintendents and Indian agents - - -	-	1,630 00
Education—Indian youths - - -	-	1,145 22
Provisions for Indians - - -	810 61	
Do do - - -	19 00	
Do do - - -	600 00	
		1,429 61
Pay of sub-agents - - -	279 40	
Do do - - -	127 55	
		406 95
Carrying into effect treaty with the Osages - - -	-	218 64
Civilization of Indians - - -	-	1,250 00
Carrying into effect treaties with Ottowas and Chippewas - - -	-	340 65
		843,781 45

(No. 14.)

270

Statement showing the amount appropriated for the service of the Indian department for the year 1841; the sums drawn thereon between the 4th of March and 30th of September, and those subsequently to the 6th of November, instant, and the balances remaining undrawn on the 30th September and the 6th November, respectively.

Heads of account.		Specified objects.	Amount appropriated.	Amount drawn.	Balance 30th September.	Amount drawn.	Balance in the Treasury, Nov. 6, 1841.
	Pay of superintendents and Indian agents	-	\$16,500	\$6,602 11	\$9,897 89	\$7,125	\$2,772 89
	Pay of sub-agents	-	13,000	4,125	8,875	4,500	4,375
	Pay of interpreters	-	11,300	4,800	6,500	4,650	1,850
	Provisions for Indians	-	11,800	4,800	7,000	-	7,000
	Buildings at agencies, and repairs	-	2,000	-	2,000	-	2,000
	Contingencies Indian department	-	36,500	19,768 40	16,731 60	3,534 46	13,197 14
	Pay of clerk to superintendent Indian affairs south of the Missouri	-	1,000	500	500	500	-
	Fulfilling treaty with Christian Indians	Annuity	400	400	-	-	-
	Do do Chippewas of Mississippi	Annuity	28,500	28,500	-	-	-
	Do do do do	Establishing three blacksmiths' shops	3,000	2,000	1,000	1,000	-
	Do do do do	Support of farmers, &c.	1,000	1,000	-	-	-
	Do do do do	Purchase of provisions	2,000	2,000	-	-	-
	Do do do do	Purchase of tobacco	500	500	-	-	-
	Do do Chippewas of Sagawaw	Annuity	2,800	2,800	-	-	-
	Do do do do	Support of blacksmith at Sagawaw, &c.	2,000	1,500	500	500	-
	Do do do do	Education	1,000	500	500	250	250
	Do do Chippewas, Menomonies, and Winnebagoes	Education	1,500	-	1,500	-	1,500
	Do do Chippewas, Ottowas, and Pottawatomies	Annuity	33,100	32,800	300	-	300
	Do do do do	Blacksmith	940	580	360	360	-
	Do do do do	Purchase of salt	250	250	-	-	-
	Do do Choctaws	Annuity	30,550	25,617 50	4,932 50	567 50	4,365
	Do do do	Blacksmiths, &c.	4,400	2,840	1,560	1,560	-
	Do do do	Education	14,500	7,708 17	6,791 83	3,812 54	2,978 29

Doc. No. 2.

Do	do	Chickasaws	-	-	3,000	3,083 74	2,916 26	1,636 42	1,379 84
Do	do	do	-	-	Education	-	-	-	-
Do	do	Creeks	-	-	Annuity	34,800	34,800	-	-
Do	do	do	-	-	Interest on \$350,000, at 5 per cent.	17,500	17,500	-	-
Do	do	do	-	-	Blacksmiths, &c.	4,440	2,760	1,680	1,680
Do	do	do	-	-	Wheelwright, &c.	1,200	600	600	600
Do	do	do	-	-	Education	4,000	1,655	2,345	1,008 50
Do	do	do	-	-	Agricultural implements	2,000	2,000	-	-
Do	do	Cherokees	-	-	Education	2,000	-	2,000	-
Do	do	do	-	-	Blacksmiths	4,440	2,760	1,680	1,680
Do	do	do	-	-	Wagonmaker and wheelwright	1,200	600	600	600
Do	do	do	-	-	Annuity	7,000	7,000	-	-
Fulfilling treaties with the Delawares	do	do	-	-	Purchase of salt	100	100	-	-
Do	do	do	-	-	Blacksmith	940	580	360	360
Do	do	do	-	-	Interest on \$46,080, at 5 per cent.	2,304	-	2,304	-
Do	do	do	-	-	Annuity	7,610	4,610	3,000	-
Do	do	Florida Indians	-	-	Blacksmith's establishment	1,000	500	500	-
Do	do	do	-	-	Education	1,000	315	685	188 80
Do	do	Iowas	-	-	Interest on \$157,500, at 5 per cent.	7,875	7,875	-	-
Do	do	Kickapoos	-	-	Annuity	5,000	5,000	-	-
Do	do	do	-	-	Education	500	250	250	-
Do	do	Kaskaskias and Peorias	-	-	Annuity	3,000	3,000	-	-
Do	do	Kanzas	-	-	Annuity	3,500	3,500	-	-
Do	do	do	-	-	Blacksmith	940	580	360	360
Do	do	do	-	-	Agricultural assistance	1,600	1,600	-	-
Do	do	Miamies	-	-	Annuity	47,568	47,568	-	-
Do	do	do	-	-	Blacksmith	940	580	360	360
Do	do	do	-	-	Tobacco, iron, and steel	770	770	-	-
Do	do	do	-	-	Miller, in lieu of gunsmith	600	300	300	300
Do	do	do	-	-	Salt—160 bushels	320	320	-	-
Do	do	do	-	-	Pay of laborers	480	250	230	-
Do	do	do	-	-	Education, &c.	2,000	1,105	895	62 94
Do	do	do	-	-	Implements of agriculture	200	200	-	-
Do	do	Eel Rivers, (Miamies)	-	-	Annuity	1,100	1,100	-	-
Do	do	Menomonies	-	-	Annuity	26,000	26,000	-	-
Do	do	do	-	-	Blacksmiths	1,880	1,160	720	720
Do	do	do	-	-	Provisions	3,000	3,000	-	-
Do	do	do	-	-	Tobacco	300	300	-	-
Do	do	do	-	-	Farming utensils, &c.	500	500	-	-
Do	do	do	-	-	Salt—30 barrels	150	150	-	-

STATEMENT No. 14—Continued.

272

Heads of account.				Specified objects.	Amount appropriated.	Amount drawn.	Balance 30th September.	Amount drawn.	Balance in the Treasury, Nov. 6, 1841.
Fulfilling treaties with the Omahas	-	-	-	Blacksmith	\$940	\$580	\$360	\$360	
Do	do	do	-	Agricultural implements	500	500			
Do	do	Ottobwas and Chippewas	-	Annuity and interest	42,500	40,700	1,800	-	\$1,800
Do	do	do	do	Education	5,000	1,850	3,150	200	2,950
Do	do	do	do	Missions	3,000	1,200	1,800	150	1,650
Do	do	do	do	Vaccines matter, &c.	300	150	150	150	
Do	do	do	do	Provisions	2,000	2,000			
Do	do	do	do	Tobacco	975	975			
Do	do	do	do	Salt—100 barrels	350	350			
Do	do	do	do	Fish barrels—500	750	750			
Do	do	do	do	Blacksmiths	2,820	1,740	1,080	1,080	
Do	do	do	do	Gunsmith	820	520	300	300	
Do	do	do	do	Keeper of dormitory, & 150 cords wood	1,050	750	300	300	
Do	do	do	do	Two farmers, &c.	1,600	800	800	800	
Do	do	do	do	Two mechanics	1,200	600	600	600	
Do	do	Ottobwas and Missourias	-	Annuity	2,500	2,500			
Do	do	do	do	Blacksmith	940	580	360	360	
Do	do	do	do	Agricultural implements	500	500			
Do	do	do	do	Education	500	250	250	250	
Do	do	do	do	Two farmers	1,200	600	600	600	
Do	do	Ottobwas	-	Annuity	20,000	19,999 70	30	-	30
Do	do	do	-	Interest on \$69,120, at 5 per cent.	3,456	-	3,456	-	3,456
Do	do	do	-	Support of two smiths' establishments	2,000	1,000	1,000	1,000	
Do	do	do	-	Two millers	1,200	600	600	600	
Do	do	do	-	Two assistants to millers	50	225	225	225	
Do	do	do	-	Cows and calves, and hogs, &c.	7,300	7,300			
Do	do	Ottobwas	-	Annuity	4,300	4,300			
Do	do	Ottawatamias	-	Annuity	14,100	14,100			
Do	do	do	-	Education	3,000	1,500 06	1,439 94	1,258 78	181 16
Do	do	do	-	Salt	460	460			

Doc. No. 2.

Do	do	do	-	-	Blacksmiths	1,880	1,160	720	720		
Do	do	do	-	-	Tobacco, iron, and steel	400	400				
Do	do	do	-	-	Three laborers	360	180	180	180		
Do	do	Pottawatomies of Huron	-	-	Annuity	400	400				
Do	do	of Prairie	-	-	Annuity	16,000	15,800	200	-	200	
Do	do	do of Wabash	-	-	Annuity	20,000	20,000				
Do	do	do of Indiana	-	-	Annuity	15,000	15,000				
Do	do	do of Indiana	-	-	Education	2,000	-	2,000	-	2,000	
Do	do	Piankeshaws	-	-	Annuity	800	800				
Do	do	Pawnees	-	-	Annuity	4,600	4,598	2	-	2	
Do	do	do	-	-	Education	1,000	500	500	500		
Do	do	do	-	-	Two blacksmiths' establishments	2,000	1,000	1,000	1,000		
Do	do	do	-	-	Agricultural implements	2,000	2,000				
Do	do	Quapaws	-	-	Annuity	2,000	2,000				
Do	do	do	-	-	Education	1,000	157 50	842 50	125 87	716 63	
Do	do	do	-	-	Blacksmith	1,060	640	420	420		
Do	do	do	-	-	Farmer	600	300	300	300		
Do	do	Six Nations of New York	-	-	Annuity	4,500	4,500				
Do	do	Senecas of New York	-	-	Annuity	6,000	6,000				
Do	do	Sioux of the Mississippi	-	-	Annuity	10,000	10,000				
Do	do	do	do	-	Interest on \$300,000, at 5 per cent.	15,000	15,000				
Do	do	do	do	-	Purchase of medicines, &c.	8,250	4,125	4,125	4,125		
Do	do	do	do	-	Blacksmith	1,060	640	420	420		
Do	do	do	do	-	Agricultural implements	700	700				
Do	do	do	do	-	Purchase of provisions	5,500	5,500				
Do	do	Yancton and Santie Sioux	-	-	Blacksmith	940	580	360	360		
Do	do	do	do	-	Agricultural implements	400	400				
Do	do	Sacs and Foxes of Missouri	-	-	Interest on \$157,400, at 5 per cent.	7,870	7,870				
Do	do	Sacs and Foxes of Mississippi	-	-	Annuity	31,000	31,000				
Do	do	do	do	-	Interest on \$200,000, at 5 per cent.	10,000	10,000				
Do	do	do	do	-	Agricultural assistance	2,000	2,000				
Do	do	do	do	-	Blacksmiths	2,120	1,280	840	840		
Do	do	do	do	-	Gunsmith	820	520	300	300		
Do	do	do	do	-	Agricultural implements	800	800				
Do	do	do	do	-	Support of two millers	1,000	500	500	500		
Do	do	do	do	-	Salt—40 barrels	200	200				
Do	do	do	do	-	Tobacco—40 kegs	600	600				
Do	do	Shawnees	-	-	Annuity	5,000	5,000				
Do	do	do	-	-	Salt	60	60				
Do	do	do	-	-	Blacksmiths	2,120	1,280	840	840		

STATEMENT No. 14—Continued.

274

Heads of account.	Specified objects.	Amount appropriated.	Amount drawn.	Balance 30th September.	Amount drawn.	Balance in the Treasury, Nov. 6, 1841.
Fulfilling treaties with the Senecas and Shawnees -	Annuity - - - -	\$1,000	\$1,000			
Do do do do -	Blacksmith - - - -	1,060	640	\$420	\$420	
Do do Senecas - - - -	Annuity - - - -	1,000	1,000			
Do do do - - - -	Blacksmith - - - -	1,060	640	420	420	
Do do do - - - -	Miller - - - -	600	300	300	300	
Do do Wyandots - - - -	Annuity - - - -	5,900	5,900			
Do do do - - - -	Blacksmith - - - -	940	580	360	360	
Do do Weas - - - -	Annuity - - - -	3,000	3,000			
Do do Wyandots, Munsees, and Delawarees - - - -	Annuity - - - -	1,000	1,000			
Do do Winnebagoes - - - -	Annuity - - - -	28,000	28,000			
Do do do - - - -	Interest on \$1,100,000, at 5 per cent.	55,000	52,500	2,500	2,500	
Do do do - - - -	Salt—50 barrels - - - -	250	250			
Do do do - - - -	Tobacco - - - -	525	525			
Do do do - - - -	Laborers and oxen - - - -	365	365			
Do do do - - - -	Blacksmiths - - - -	2,820	1,740	1,080	1,080	
Do do do - - - -	Six agriculturists, purchase of oxen, &c.	2,500	1,250	1,250	1,250	
Do do do - - - -	Education - - - -	3,000	1,500	1,500	1,500	
Do do do - - - -	Two physicians - - - -	400	200	200	200	
Expenses of holding treaty with Wyandots of Ohio -	- - - -	3,000	1,000	2,000	500	\$1,500
Expenses of holding treaties with Indian tribes for extinguishment of their titles to lands in Michigan -	- - - -	5,000	-	5,000	-	5,000
Expenses of holding treaty with Sac and Fox, Winnebago and Sioux tribes of Indians for their title to lands in Iowa -	- - - -	5,000	3,247 76	1,752 24	262	1,490 24
Expenses of making treaty of 28th November, 1840, with Miamies, &c. -	- - - -	5,000	-	5,000	-	5,000
For defraying expense of a delegation of Seminole Indians west of the Mississippi to Florida -	- - - -	15,000	-	15,000	9,000	6,000

Doc. No. 2.

For the temporary support of certain destitute Kickapoo Indians - - - - -
 Civilization of Indians - - - - -
 For removal, &c. of such Seminole Indians as surrender for emigration - - - - -

-	-	-	-	22,000	-	22,000	-	22,000	
-	-	-	-	10,000	5,338 75	4,661 25	1,172 50	3,488 76	
-	-	-	-	100,000	80,036 93	19,963 07	-	19,963 07	
Dollars				-	1,010,468	804,501 62	205,966 38	76,490 31	129,476 07

(No. 15.)

Statement of funds in the hands of Daniel Kurtz, disbursing agent at the seat of Government, showing the heads of appropriation and the balance in hand on the 30th September, 1841.

Heads of appropriation.	Balances due U. S.	Balances due agent.
Carrying into effect treaty with Cherokees - - - - -	1835	\$13,945 89
Do. do. Pottawatomies, Wabash - - - - -	1833	14,179 42
Vaccination of Indians - - - - -	1832	932 60
Transportation of annuities - - - - -	1833	6,083 52
Carrying into effect treaty with Seminoles - - - - -	1834	3,386 04
House for agents, &c. - - - - -	1837	557 41
Payment of claims of McIntosh - - - - -	1834	11,418 33
Carrying into effect treaty with Cherokees - - - - -	1834	6,613 22
Do. do. Appalachicolos - - - - -	1834	1,500-00
Do. do. do. - - - - -	1833	1,280 00
Do. do. Sioux of Mississippi - - - - -	1837	27 99
Holding treaties with certain Indian tribes - - - - -	1836	1,777 59
Carrying into effect treaty with Shawnees - - - - -	1832	385 49
Do. do. Ottowas - - - - -	1832	372 82
Do. do. do. - - - - -	1833	3,451 44
Payment of improvements abandoned by Cherokees - - - - -	1832	2,436 64
Carrying into effect treaty with Wyandots - - - - -	1832	507 92
Do. do. Choctaws - - - - -	1831	3,475 50
Do. do. Florida Indians - - - - -	1831	135 49
Annuity for education - - - - -	Jan. 1831	1,031 60
Do. do. - - - - -	March, 1831	2,265 92
Choctaw reservations - - - - -	Feb. 1833	1,046 47
Carrying into effect treaty with Sacs and Foxes - - - - -	1833	1,724 00
Do. do. Kaskaskias and Peorias - - - - -	1833	973 04
Do. do. Piankeshaws and Weas - - - - -	1833	4,419 15
Locating Choctaw reservations - - - - -	1833	1,620 00
Presents to Indians - - - - -	1837	3,804 87
Carrying into effect treaty with Quapaws - - - - -	1834	842 39
Removal and subsistence of Indians - - - - -	-	3,441 72
Carrying into effect treaty with Otoes and Missourias - - - - -	1834	1,850 00
Do. do. Pawnees - - - - -	1834	7,227 37
Do. do. of Chicago - - - - -	1835	40,163 43
Conducting treaty of Chicago - - - - -	1835	1,536 53
Exploring country west - - - - -	-	322 70
Carrying into effect treaty with Cherokees - - - - -	-	128 08
Looms and wheels for Choctaws - - - - -	-	8,950 00
Certifying Creek contracts - - - - -	-	891 66
Extinguishment of Cherokee claims in Georgia - - - - -	1831	5,406 15
Fulfilling treaties with Pottawatomies - - - - -	1838	422 80
Contingencies Indian department - - - - -	-	-
Carrying into effect treaty with Chickasaws, per act 20th April, 1836	-	1,846 19
Treaty stipulations - - - - -	-	2,610 74
Annuities - - - - -	-	6,762 70
Blacksmiths' establishments - - - - -	-	3,286 07
Carrying into effect treaty with the Creeks - - - - -	1834	914 50
Pay of sub-agents - - - - -	-	400 77
Provisions at the payment of annuities - - - - -	-	573 03
Holding treaty with Seminoles - - - - -	-	184 72
Payment of Cherokee improvements abandoned - - - - -	-	452 13
Current expenses Indian department - - - - -	-	11,806 39
Transportation and incidental expenses - - - - -	-	1,778 15
Fulfilling treaties with Sacs and Foxes - - - - -	-	5,814 83
Miscellaneous objects - - - - -	-	41 80
Carrying into effect treaty with the Winnebagoes - - - - -	1833	839 94
Do. do. Pottawatomies, (Prairie) - - - - -	1833	1,257 69
		\$2,840 89

STATEMENT No. 15.—Continued.

Heads of appropriation.		Balances due U. S.	Balances due agent.
Carrying into effect treaty with the Pottawatomies, (Indiana)	1833	\$958 36	
Do. do. Menomonies	1833	12,215 00	
Procuring assent of Menomonies to treaty	1832	50 50	
Expenses of marshal of Michigan	1832	129 58	
Carrying into effect treaty with the Pottawatomies	1832	354 72	
Extinguishment of Delaware titles in Ohio	1832	1,179 83	
Claims against Ottowas	-	50 00	
Appraising Chippewa improvements	-	495 00	
Fulfilling treaties with Six Nations, N. Y.	-	-	\$8 51
Do. Stockbridge and Munsees	1840	6,000 00	
Effecting treaty with Chectaws, for cattle	-	3,762 73	
TRUST ACCOUNTS.		224,300 56	2,944 40
Cherokee schools	1819	\$1,345 11	
Kansas schools	-	1,628 35	
Incompetent Chickasaws	-	13,978 18	
Cherokees	1835	-	
Mills—Chippewas, Ottowas, and Pottawatomies	-	11,432 80	
Education, do. do. do.	-	1,991 27	
Chickasaw orphans	-	12,151 48	
Creek orphans	-	9,580 80	
Menomonies	-	3,951 41	
Chippewas and Ottowas	-	2,674 45	
Shawnees	-	1,509 92	
Senecas	-	317 20	
Senecas and Shawnees	-	850 90	
Choctaw orphans	-	17,000 00	
		78,439 87	
The disbursing agent is held accountable for the following :			
General account	-	\$224,300 56	
Trust accounts	-	78,439 87	
Total charges	-	302,740 43	
Funds in hand, viz :			
In Bank of the Metropolis	-	\$48,687 32	
Do. America	-	92,468 48	
Do. State of Missouri	-	138 51	
Do. Louisville, Kentucky	-	3,075 00	
Do. Washington	-	42,365 04	
Special deposit, Treasury drafts	-	57,933 75	
Do. Treasury notes	-	31,750 86	
Treasury notes invested for Stockbridge and Munsees	-	6,000 00	
Do. invested for Choctaw orphans	-	17,000 00	
Cash	-	230 00	
		290,798 96	
Advances for contingencies, to be refunded	-	2,944 40	
RESAPITULATION.		302,743 36	
Funds in agent's hands, subject to orders when countersigned by the Commissioner of Indian Affairs and Secretary of War			
Claims for which the agent is responsible	-	\$302,743 36	
		302,740 43	

Made up to October 1, 1841.

E. E.

D. KURTZ, *Disbursing Agent.*

Statement exhibiting the amount of invest

Names of the tribes for whose account the stock is held in trust.	Names of the States which issued the bonds.	Rate of interest per cent.	Amount of each lot of bonds.	Aggregate amount of the bonds for each tribe.	Amount of the annual interest on each.	Aggregate amount of the annual interest for each tribe.
Cherokees - -	Kentucky -	5	\$94,000 00	-	\$4,700 00	-
Do. - -	Tennessee -	5	250,000 00	-	12,500 00	-
Do. - -	Alabama -	5	300,000 00	-	15,000 00	-
Do. - -	Maryland -	6	761 39	-	48 68	-
Do. - -	Michigan -	6	64,000 00	-	3,840 00	-
				\$708,761 39		\$36,085 68
Cherokee schools -	Maryland -	6	41,138 00	-	2,056 90	-
Do. do. -	Missouri -	5½	10,000 00	-	550 00	-
				51,138 00		2,606 90
Chippewas, Ottowas, and Pottawatomies -	Maryland -	6	130,850 43	-	7,851 02	-
Do. do. -	Indiana -	5	68,000 00	-	3,400 00	-
Do. do. -	Pennsylvania -	5	23,000 00	-	1,150 00	-
Do. do. -	Do. -	5	5,300 00	-	265 00	-
Do. do. -	Do. -	5	8,500 00	-	425 00	-
				235,650 43		13,091 02
Incompetent Chickasaws	Indiana -	-	-	-	-	-
Do. do. -	New York -	-	-	-	-	-
Do. do. -	Maryland -	6	45,230 44	-	2,713 83	-
Do. do. -	Kentucky -	5	123,000 00	-	6,150 00	-
				168,230 44		8,863 83
Chickasaw orphans -	Arkansas -	5	146,000 00	-	7,300 00	-
Do. do. -	Pennsylvania -	5	17,000 00	-	850 00	-
				163,000 00		8,150 00
Shawnees - -	Maryland -	6	29,341 50	-	1,760 49	-
Do. - -	Kentucky -	5	1,000 00	-	50 00	-
				30,341 50		1,810 49
Senecas - -	Kentucky -	5	-	5,000 00	-	250 00
Senecas and Shawnees	Do. -	5	6,000 00	-	300 00	-
Do. do. -	Missouri -	5½	7,000 00	-	385 00	-
				13,000 00		685 00
Kansas - -	Missouri -	5½	18,000 00	-	990 00	-
Do. - -	Pennsylvania -	5	2,000 00	-	100 00	-
				20,000 00		1,090 00
Creek orphans -	Alabama -	5	82,000 00	-	4,100 00	-
Do. - -	Missouri -	5½	28,000 00	-	1,540 00	-
Do. - -	Pennsylvania -	5	16,000 00	-	800 00	-
				126,000 00		6,440 00
Menomonies - -	Kentucky -	5	77,000 00	-	3,850 00	-
Do. - -	Pennsylvania -	5	9,500 00	-	475 00	-
Do. - -	Do. -	5	2,500 00	-	125 00	-
				89,000 00		4,450 00
Chippewas and Ottowas	Kentucky -	5	77,000 00	-	3,850 00	-
Do. do. -	Michigan -	5	3,000 00	-	180 00	-
Do. do. -	Pennsylvania -	5	14,000 00	-	700 00	-
Do. do. -	Do. -	5	2,200 00	-	110 00	-
				96,200 00		4,840 00
Chectaws - -	Alabama -	5	-	500,000 00	-	25,000 00
				2,206,321 76		113,362 92

16.)

ments for Indian account in State stocks.

Amount of the cost of each lot of bonds.	Aggregate cost of the bonds for each tribe.	When the interest is payable.	Where the interest is payable.	Where the interest is deposited until wanted for application.	Treaties, on reference to which it may be seen for what objects the interest is to be applied.
\$94,000 00	-	Semi-annually	Philadelphia	Bank of America, N. Y.	Treaty of Dec. 1835, and suppl't of Mar. 7, 1836.
250,000 00	-	Do.	Do.	Do.	Do. do.
300,000 00	-	Do.	New York	Do.	Do. do.
880 00	-	Quarterly	Baltimore	Do.	Do. do.
69,120 00	-	Semi-annually	New York	Do.	Do. do.
	\$714,000 00				
42,490 00	-	Quarterly	Baltimore	Do.	Treaty of Feb. 27, 1819.
10,000 00	-	Semi-annually	New York	Do.	Do. do.
	52,490 00				
150,000 00	-	Quarterly	Baltimore	Do.	Treaty of Sep. '33; mills.
72,264 09	-	Semi-annually	New York	Do.	Do. education.
19,895 00	-	Do.	Philadelphia	Do.	Do. mills.
4,364 50	-	Do.	Do.	Do.	Do. mills.
7,362 50	-	Do.	Do.	Do.	Do. education.
	253,876 09				
-	-	Do.	New York	Do.	Treaty of May, 1834.
-	-	Quarterly	Do.	Do.	Do. do.
52,149 16	-	Do.	Baltimore	Do.	Do. do.
119,915 00	-	Semi-annually	Louisville	Bank of Kentucky	Do. do.
	172,064 16				
146,000 00	-	Do.	New York	Bank of America	Do. do.
14,705 00	-	Do.	Philadelphia	Do.	Do. do.
	160,705 00				
33,912 40	-	Quarterly	Baltimore	Do.	Treaty of Aug. 1831..
980 00	-	Semi-annually	New York	Do.	Do. do.
	34,892 40				
-	4,900 00	Do.	Do.	Do.	Treaty of Feb. 1831..
5,880 00	-	Do.	Do.	Do.	Do. do.
7,121 87	-	Do.	Do.	Do.	Do. do.
	13,001 87				
18,000 00	-	Do.	Do.	Do.	Treaty of June, 1825.
1,730 00	-	Do.	Philadelphia	Do.	Do. do.
	19,730 00				
82,000 00	-	Do.	New York	Do.	Treaty of March, 1832..
28,487 48	-	Do.	Do.	Do.	Do. do.
13,840 00	-	Do.	Philadelphia	Do.	Do. do.
	124,327 48				
75,460 00	-	Do.	New York	Do.	Treaty of Sept. 1836..
8,217 50	-	Do.	Philadelphia	Do.	Do. do.
2,017 50	-	Do.	Do.	Do.	Do. do.
	85,695 00				
75,460 00	-	Do.	New York	Do.	Treaty of March, 1836..
3,000 00	-	Do.	Do.	Do.	Do. do.
12,110 00	-	Do.	Philadelphia	Do.	Do. do.
1,802 50	-	Do.	Do.	Do.	Do. do.
	92,372 50				
-	500,000 00	Do.	New Orleans	Treasury of the United States.	Convention with Chickasaws 17th Jan. 1837; resolution of Senate U. S. 21st Dec. 1840.
	2,228,054 50				

(No. 17.)

Statement exhibiting the annual interest appropriated by Congress to pay the following tribes of Indians, in lieu of investing the sums of money provided by treaty in stocks.

Names of tribes.	Amounts provided by treaty for investment.	Amount of interest annually appropriated.	Authority by which made.
Ottawas and Chippewas -	\$200,000	\$12,000	Resolution of the Senate.
Osages - - -	69,120	3,456	Resolution of the Senate, Jan'y 19, 1838.
Delawares - - -	46,080	2,304	Treaty of 1832.
Sioux of Mississippi -	300,000	15,000	Treaty of September 29, 1837.
Sacs and Foxes of Mississippi	200,000	10,000	Treaty of October 21, 1837.
Sacs and Foxes of Missouri	157,400	7,870	Treaty of October 21, 1837.
Winnebagoes - - -	1,100,000	55,000	Treaty of November 1, 1837.
Creeks - - - - -	350,000	17,500	Treaty of November 28, 1838.
Iowas - - - - -	157,500	7,875	Treaty of 1837.
	2,580,100	131,005	

WAR DEPARTMENT, OFFICE INDIAN AFFAIRS.

List of Indian schools, with their location, and the number of scholars and teachers, including, so far as reports have been received, all that receive allowances from education, annuity, or the civilization fund.

Names of principals.	Tribe instructed.	Location.	Teachers.	SCHOLARS.			Denomination.	Remarks.
				Boys.	Girls.	Total.		
MICHIGAN SUPERINTENDENCY.								
Rev. Z. Santelli	- Chippewas	- Mackinac	- 1	17	26	43	Catholic.	
Do.	- Do.	- Point St. Ignace	- 1	12	20	32	Do.	
Rev. Francis Pierz	- Ottowas	- Village of the Cross	- 1	17	21	38	Do.	
Do.	- Do.	- L'Arbre Croche	- 2	18	24	42	Do.	
Rev. Z. Santelli	- Chippewas	- La Ministee	- 1	27	40	67	Do.	
Rev. James Selkrig	- Ottowas of Grand river	- Griswold	- -	-	-	-	Protestant Episcopal	- No returns.
Rev. Peter Dougherty	- Chippewas of G. Traverse	- Grand Traverse Bay	- 1	-	-	35	Presbyterian.	
Rev. Leonard Slater	- Ottowas	- Gull Prairie	- 1	10	7	17	Baptist.	
Rev. Abel Bingham	- Chippewas	- Sault St. Marie	- -	-	-	51	Do.	
Rev. W. H. Brockway	- Do.	- Little Rapids	- 1	24	22	46	Methodist.	
Rev. George King	- Do.	- Key-way-we-non	- 1	-	-	24		
Rev. G. N. Smith	- Ottowas	- Allegan	- 1	-	-	-	Presbyterian	- No scholars
WISCONSAN SUPERINTENDENCY.								
John Thomas	- Winnebagoes	- Yellow river	- -	-	-	-	Baptist	- No returns.
Rev. Solomon Davis	- Onsidas, Christian	- Duck creek	- -	-	-	-	Protestant Episcopal	- No returns.
Do.	- Menomonies	- Green Bay	- -	-	-	-	Do.	- No returns.
Ethlinda Leg.	- Onsidas, Orchard	- Duck creek	- -	-	-	-	Methodist	- No returns.
Rev. Cutting Marsh	- Stockbridges	- Stockbridge	- -	-	-	-	-	- No returns.
Rev. F. Ayer	- Chippewas	- Pokegoma	- 1	-	-	40		
Rev. Sherman Hall	- Do.	- La Pointe	- -	-	-	-	American Board C. F. M.	- No returns.
Rev. B. Kavanaugh	- Do.	- Sandy Lake	- 2	-	-	30		
IOWA SUPERINTENDENCY.								
T. S. Williamson	- Sioux	- Lac-qui-parle	- 5	45	56	101	Am. Board Com. F. Mis.	

No. 18.—Continued.

Names of principals.	Tribe instructed.	Location.	Teachers.	SCHOLARS.			Denomination.	Remarks.
				Boys.	Girls.	Total.		
ST. LOUIS SUPERINTENDENCY.								
Manual-labor school, Rev. Thomas Johnson	Various N. W. tribes	Fort Leavenworth agency	-	53	25	78	Methodist.	
David Jones	Shawnees	Do.	-	-	-	-	Society of Friends	No returns.
Rev. J. Lykins	Do.	Do.	-	-	-	-	Baptist	No returns.
Rev. J. D. Blanchard	Delawares	Do.	-	-	-	-	Do.	No returns.
Rev. J. C. Micksh	Munsees	Do.	-	-	-	-	Moravian	No returns.
WESTERN SUPERINTENDENCY.								
W. N. Anderson	Creeks	Creek agency	-	-	-	-	-	No returns.
Rev. R. D. Potts	Choctaws	Pushmatahas district	1	-	-	22	-	
H. G. Rind	Do.	Puckshenubbe	1	-	-	15	-	
T. Wall	Do.	Mayhew	1	-	-	24	-	
Lavinia Pitchlynn	Do.	Eagletown	1	-	-	25	-	
John T. W. Lewis	Do.	Clear creek	1	-	-	26	-	
E. Hotchkin	Do.	Good water	1	-	-	19	-	
William Wilson	Do.	Choctaw agency	1	-	-	32	-	
CHOCTAW ACADEMY.								
P. P. Pitchlynn	52 Choctaws—21 Pottawatomies—26 Chickasaws—10 Creeks—2 Quapaws—3 Seminoles—1 Miami—10 Miscellaneous	Scott county, Kentucky	-	131	-	131	-	

NOTE.—It will be perceived that a large number of the schools have made no reports, but it is presumed their situation does not differ materially from the returns of the last year.

EDUCATION AND SCHOOLS.

(No. 19.)

Extract from the report of Robert Stuart, acting superintendent, &c., in Michigan.

The missionaries and teachers, so far as I have learned, have been faithful and active in their arduous and responsible duties. I regret that it was out of my power, this season, personally to inspect the different stations, but intend to do so as soon as circumstances will admit. Their reports, herewith transmitted, will indicate the present condition and prospects of each, except the Episcopal mission, from which I have received no report, owing, probably, to the absence of the bishop. I beg leave to draw your attention to the report of the Rev. T. Santelli, the Roman Catholic missionary at Mackinac; his complaint will, I hope, receive your early and effective attention. The different denominations should be held to strict account that all they receive through the treaty should be applied for the benefit of those who labor among these Indians. Would it not be well to require each sect to render you, or the acting superintendent, an annual account, distinctly stating for what, and to whom, their allowance is paid? This would ensure the proper application, and correct some existing evils.

SUB-REPORT.

MACKINAC, September 3, 1841.

SIR: I have the honor to present my annual report for the year 1841, concerning the state of education, religion, and civilization, within the bounds of the mission under my charge, embracing the stations of Mackinac, Point St. Ignace, Sault St. Marie, Manistee, and others of less importance, and also the stations of L'Arbre Croche, and village of the Cross, under the charge of the Rev. Francis Pierz, who is now temporarily absent.

As regards the stations of Mackinac and Point St. Ignace, I could hope for a larger attendance at the schools, and greater profit under the means of education which I have adopted, could the Catholic population be made to feel a deeper interest in the education of their children; but of this interest they are greatly deficient. The school at Point St. Ignace has for some time been without its regular teacher, who has been compelled to be absent on business of a private nature; but the school has, during this period, received such attention from myself as I could bestow, consistently with the other duties of an extensive parish. The school at Manistee, which I opened two years ago, would now be in a more flourishing condition, if my superior had furnished me with the means promised, to enable me to pay the salary of the teacher.

As regards the general advancement of religion and civilization within the bounds of the mission under my charge, I would observe, that the half-breed portion of the population, which have been under the influence of our mission, do not show a state of advancement commensurate with their advantages, while the pure Indians, on the contrary, manifest improvement in proportion as they are more or less favored with the instructions of their teachers and priests; consequently, the stations of

L'Arbre Croche, village of the Cross, and Manistee, are further advanced in civilization and moral improvement than those of St. Marie and others less frequently favored by the visits of the priests, and not enjoying the means of instruction. The extent of country covered by the mission under my charge is so great, the number of stations so numerous, and the points of location in some instances so remote from each other, that three missionaries, at least, are required to secure a regular and faithful administration of the ordinances of religion within its bounds. But I am not only left alone in this extensive and arduous field of labor; I am also deprived, by my superior, of the pecuniary aid which is required for my support, and which is necessary in order to secure the best means for promoting the advancement in civilization and religion of those under my charge.

* * * * *

I have the honor, &c.

T. SANTELLI.

ROBERT STUART, Esq.,
Acting Sup't Indian Affairs.

SUB-REPORT.

GRAND TRAVERSE, *August 27, 1841.*

In compliance with your request, I will forward my annual report of the mission at this place by the earliest favorable opportunity. In my last report it was stated that a dwelling-house had been erected for the mission family, and that a school-house was nearly completed. Early after my return to the station last fall I completed the school-house, and erected a house for my interpreter. Until this summer the labor of building, with the care of the school and the other appropriate duties of the mission, have devolved entirely on myself, excepting some aid received from the people in erecting the mission-house. We were joined by a teacher and his family in July. There are now connected with the station, and supported by the board, one missionary and family, one teacher and family; an interpreter has also been connected with the station until a few weeks past. We expect to secure the services of another very soon. Two native youths are living in the mission family, and are supported by the board. The property of the mission consists of a school-house, a mission-house, and small barn, a house for the interpreter, a yoke of oxen, two cows and a bull, and three hogs with seven pigs. During the year the school has occupied much of my time and attention. The school-house is a log building 20 by 25 feet, hewed inside and out, whitewashed, and covered with a good shingle roof. It is divided into two rooms by a swinging partition through the middle. One room is furnished for the accommodation of the school, and the other for those who attend meetings. On the Sabbath, the partition being opened, the whole is thrown into one room, and affords accommodation to those who attend on meeting. The school was kept in constant operation from October until March, excepting one week the last of December. The number of children enrolled last winter was 36 Indians, 4 French, and 1 mixed blood. The attendance was from 20 to 25 children, of different ages and sexes. On the first of March the families all removed to their sugar camps, and the school was necessarily suspended

until their return. It was reopened in May, and there were enrolled 60 Indians, 3 French children, and 1 mixed blood. The attendance in the spring was from 30 to 35, but the attendance has been less during the summer. We find the irregularity of attendance on the school a great drawback to the improvement of the children. The causes of irregularity are found in the existing circumstances and condition of the people, and are such as education to a great extent will remove, and we are therefore stimulated to perseverance. The confinements and restraints of a school room being irksome to those who have been accustomed to rove unrestrained, the want of parental government, leaving children very much to their own will as to attendance, and the precarious mode of subsistence, depending much on hunting and fishing, (the older boys being very frequently called away from school in the pursuit of these occupations,) are causes of irregularity. Notwithstanding, however, the irregularity which these causes produce, there is a gradual improvement perceptible. Meetings.—The attendance on meetings during the winter and spring was very gratifying. The truths of the gospel, which are the surest means of advancing any people to, or preserving them in a state of civilization, are finding their way to the minds and hearts of some of these people, leading them to abandon their old superstitions, and to seek the light and blessings of true religion. By contrasting the condition of those who have enjoyed more directly the means of improvement, which the mission and Government have afforded, with the bands further removed, or with that of themselves before those means were enjoyed, there is a manifest advance on the part of many towards civilization. I regret to have to say what duty requires me to mention: Through the influence of some half-breeds, who had appointments under the Government, our efforts have been greatly counteracted, and I think the improvement of the people greatly retarded. By the sale and distribution of intoxicating liquors among them, and by the pernicious example of using it themselves, they have done much to injure those whom they were sent to benefit. In consequence of my speaking of and opposing such a course of conduct, they have endeavored to prejudice the minds of the people against me, and to alienate them from me. In some cases they have succeeded to some extent, especially with the chief *Waqua-go-nabe*, and through him with his band. The consequence has been more drinking and feasting this summer than any time since the mission was established. As intemperance is the great bane of these people, it is very desirable they should receive the protection of some wholesome laws from the Government, which acts as their guardian; and every consideration appears to require that the character and conduct of those individuals whom the Government introduces among them should be such as not to degrade that Government in the eyes of these people, nor debase them in morals lower than they are sunk by nature. In looking at these people, and contemplating them in prospect of the future, there are many things to encourage to perseverance in efforts for their good. They have fairly commenced a village. They have laid out a street, and have erected several substantial log houses. What retards them from a more rapid improvement is the uncertainty of their location. They express themselves as being strongly desirous of remaining on their present location, and making it their home by purchase, if it cannot be otherwise secured to them. As to the question of their location I say nothing; I express the desire they have often expressed to me. I would only remark,

that permanence of location is very important to their advance in civilization; and as they need all the stimulus which that would afford, if their minds can be put at rest on that subject it would be well. In view of their permanency in their present location, some aid in building is very desirable. Several have their houses up, and are at a stand, not knowing how to make window sash and doors, and not having tools. In the absence of a carpenter, they look to us to aid them, which we do as far as other duties will allow. In view of the question of the permanency of their location being determined favorably, with some such aid and protection as above referred to, I think there is much to encourage the hope that not a few may be elevated to a state of civilization, and be inspired with the pure morals and sublime hopes of the gospel.

Your obedient servant,

P. DOUGHERTY.

ROBERT STUART, Esq.,
Acting Sup't Indian Affairs.

SUB-REPORT.

OTTOWA COLONY, BARRY Co.,

Richland P. O., August 18, 1841.

SIR: Since the season has arrived that I should render a minute statement of every thing relating to the progress of the Indians at this colony, in regard to education, agriculture, and domestic arts, &c., I herewith present the following: The population of the colony has not increased the past year; consequently, there has been no necessity for increasing the numbers of dwellings or of enlarging their fields, as formerly. They have been industrious, many of them having raised supplies of corn to sell to their less prosperous neighbors. There have been but two deaths during the last twelve months, and rarely an instance of sickness. The call for furs the present season has operated to the disadvantage of the Indians; many of them, instead of farming to much extent, or laboring in mechanical pursuits, have employed their time in hunting abroad. Another circumstance operating to their disadvantage has been a ready sale for berries among the white population. Much time has been spent, and every domestic avocation must stop or suffer, for the whole family must leave to collect berries; but what is worse and most disheartening of all is, the schoolmaster must suffer a derangement. The number on our school register is 23, eighteen of whom are children of the natives; the remainder are white children. Their studies have been—reading, spelling, arithmetic, and geography. The school has been kept open for the reception of the children at all times, when there has been a prospect of attendance. It is with regret I confess that I have not realized the improvement in the school which I anticipated. My mind has often been exercised with interrogatories like the following: Is the appropriation from Government most judiciously applied? Would the generous public, if acquainted with the circumstances, contribute to the school? What way can be devised to improve this state of things? &c.

The teachers employed for the winter term could not secure attendance; and, in giving my attention during the summer term, I did not succeed to my wishes. I am sensible, from my present and past experience, that the

only effectual method to promote the progress of education among the Ottawa tribe is to board, clothe, and take the whole charge of the children. In adopting this plan I would select the most promising youth to board, and receive any that would attend from their homes; also, I would receive neighboring white children, which would be an assistance to them in speaking the English language. After the pupils had obtained a knowledge of the common elementary studies, they could withdraw, and give place to others.

Receipts and Expenditures.—The amount received from various sources the last four quarters, ending July 14, 1841, is \$1,034 70; namely, from Government, for education, \$300; for the erection of a building suitable for school and meeting-house, \$200; for agriculture, \$150; from Indians, out of their annuities, to liquidate their debt, in part, on land, \$61 50; private funds, \$323 20. The sum paid out during the same quarters is \$1,136 25, and applied as follows: for cancelling former debt on land, \$291; for implements in husbandry and mechanical tools, \$160 85; for the support of family, \$412 11; for erecting buildings, \$272 29. Excess of expenditures above receipts, \$106 81.

A laudable anxiety was manifested by the natives to possess a more convenient building for school and meetings; a resolve was made at a meeting last winter to build a commodious house, and solicit assistance from Government, through the Baptist board of foreign missions. The board consented to appropriate \$350, by quarterly instalments. The natives have cut and scored the timber; and the building is now in progress, under contract to be completed this fall. The appropriation of \$150 for agriculture, &c., was applied to the purchase of harness and ploughs and mechanical tools. It was gratifying to notice the cordial reception and application made of the grant by Government. The plough castings were wooded by them, and their horses were trained and used in the harness; and, with but one or two exceptions, their fields were ploughed with their horses. Many sleighs were made in the winter, and their horses were used to transport their products to market. In the spring a team of from one to four horses (and as many drivers) were engaged in ploughing. They have already perceived so much benefit from domesticating their horses, that they are preparing, for the first time, hay and suitable grain to feed them at their dwellings, instead of their roving in the woods. As the application could not supply each family with a harness, the destitute are hoping that a continued grant will be made.

I would solicit your attention to the long-known obstruction to the advancement of civilization and morality among the Indians, viz: calling and collecting them at one point, and detaining them for a number of days, to receive their annuities. There are those who have refrained from the use of liquor entirely during the season, until they were called to the payment; and there, seeing their old friends giving vent to their appetites, and being urged by traders to partake of the cup, and now distant from any restraining influences, they yield to the temptation, and waste of property and ruinous consequences follow. I would ask, as a remedy, that the paymaster take the census of this colony (and other stations would be happy to unite) on his way to the place of payment, and reserve the share of this colony, and make the payment on his return. * * * *

I am, respectfully, your obedient servant,

L. SLATER, *Teacher.*

ROBERT STUART.

SUB-REPORT.

OLD WING, *August 14, 1841.*

DEAR SIR: I received a note from you, per E. Cowles, in which you manifest considerable interest in our welfare and the success of our mission; you also request me to give a report of our mission, prospects, wants, &c. Mr. Cowles doubtless informed you that, from the first, we have been embarrassed for want of funds, so that we have not progressed in any respect as we might otherwise have done; yet we have none of us been idle. It is nearly three years since we began to make arrangements to settle the colony; above two years since we purchased the land; during this time we have had a school as much as circumstances would admit. The Indians have always exhibited a warm interest in the school, and the scholars have made great progress in learning. We have had preaching on the Sabbath a considerable proportion of the time. The Indians have shown an earnestness, I might say an anxiety, to hear the truth, which I have seldom witnessed in other people. We have in all, I judge, about 50 acres of land cleared, except the large timber, which we have had no oxen to log up till recently; the crops (chiefly corn, potatoes, beans, and pumpkins) look very promising. The Indians do their work in manly style; they fully evince what they are capable of doing, if they have a farmer to assist them. The society have received from Government \$750, which, with what has been received from other sources, has been a small amount in comparison with the work to be done. Our school-house is not yet finished; but we intend to finish it this season, though we have no funds on hand. Our prospects are so blended with our wants, that if our wants are supplied I have confidence to say our prospects are good. All the dark shades of our picture are made such (to use the expression) by our being handcuffed and fettered: we have little to do with. Our wants are then, first, that some arrangement be made, so that the Indians shall not be obliged to go to Mackinac every season for their payments; this necessarily occupies more time than the payment is worth, and, the way they manage, nearly the whole summer. 2d, we need a farmer who possesses a character adapted to the station. Dr. O. D. Goodrich, of Allegan, has been named as a proper man; I think him well qualified, and would be happy could he be appointed.

* * * * *

I am, dear sir, respectfully yours,

GEO. N. SMITH.

ROBERT STUART, Esq.

(No. 20.)

MISSION-HOUSE, SAULT ST. MARIE,

August 18, 1841.

DEAR SIR.: AS I have presented the retrospective comparison requested by the superintendent in my report to him, it may not be so particularly interesting to you. I will therefore omit it, and come directly to the present state of the mission.

Our school has been regularly conducted through the year; that we divide into quarters, and have an examination at the close of each quarter,

and a vacation of one week. We enroll the names of the scholars anew each quarter, and report accordingly. The 1st quarter of our year, which was the last of 1840, we had 42 pupils enrolled, 19 of whom were Indians and mixed bloods, who are taught free—10 boys and 9 girls. The 2d quarter we had 49 on our list, 32 of whom were favored with gratuitous instruction—18 boys and 14 girls. The 3d quarter we had 32 enrolled, 17 of whom were taught free. And the present quarter, on the 1st of this month, which was the date of my annual report to the board, we had 46 enrolled, 29 of whom are favored with their tuition free. Ten of them are boys, and 19 are girls. Six new ones have since been received, which makes the number on our school list at this date 51, 30 of whom have free tuition—11 boys and 19 girls.

Children belonging to Catholic families enjoy the same privileges with us as others

Besides those already reported as favored with gratuitous instruction, we are now teaching 3 or 4 children belonging to a poor widow of French descent, who lately buried her husband, though the children have no Indian blood in them.

The progress of the pupils in their studies has been as good as could reasonably be expected with the attendance they give.

Reading, writing, arithmetic, geography, and English grammar, have been taught in the school, and most of our boarding scholars have made some progress in most and some in all of those branches.

We are now trying the experiment of conducting our missionary work with boarding a less number of scholars than formerly.

Eight beneficiaries have been supported a part of the year, 5 boys, and 3 girls; but at present we have but 6—4 boys and 2 girls—one of each having been dismissed during the year.

Our boys are instructed in the usual branches of farming business common in this country, and also have as good a knowledge of sailing and managing boats, nets, &c., as could be expected of persons of their age. Our girls are instructed in the art of housekeeping, sewing, knitting, &c.; and the girls who attend the school are also instructed in these latter branches an hour or two after school.

We have a Sabbath school and Bible class connected with the mission, for the benefit of all who choose to attend.

We maintain the regular administration of the word and ordinances to the mission church, which is mostly composed of native members; and, in addition to this, I have a route established of about 120 miles in length, up and down these waters, which I travel mostly over several times in a year, in visiting the Indians at their different locations for fishing and hunting; and during the past year I have travelled more than 800 miles in these missionary excursions, and in them have preached more than fifty regular discourses, besides much private instruction given to individuals. A large portion of these journeys have been performed in the winter, when the Indians were farthest from our place. I, however, generally visit most of them in the spring, to encourage and instruct them in preparing their gardens, and have succeeded in getting most of them to plant potatoes and some vegetables for the comfort of their families; and they appear to realize that it is, in truth, an addition to their comforts.

They have made no special enlargement to their gardens the present year, owing, as they informed me, to a report that was circulated among

them just at that season. The story was, that the American Government was intending to remove them beyond the Mississippi the present year. It came near preventing some of them from planting any vegetables at all, and probably would, had I not visited them just at that time. But I happily succeeded in removing their fears, and they went on with their planting; but it was then too late to do as much as they had before contemplated.

Their potatoes did well last season, but I am unable to report the amount raised among them. One family, however, raised fifty or sixty bushels; and another, according to the account he gave me, more than one hundred. Most of those with whom I labor grow a sufficient quantity to aid them much in living. Potatoes, turnips, and squashes, are some of the principal vegetables they raise. Peas, beans, corn, wheat, and buckwheat, have been tried, but are more likely to be destroyed by frost or vermin. Corn is sometimes raised to use green.

A pair of oxen are kept, at the expense of the mission, for the benefit of the Indians and mission. In the use of them, and in my instructions and aid in agriculture, the Catholic Indians, and all who have not a missionary to aid them in these things, share.

We have connected with the mission about six acres of land under cultivation for the growing of grass and vegetables, and about as much more cleared ready for the harrow and plough, but will require considerable labor in cultivating it before it will bring a crop.

About twenty dollars have been expended in repairing the mission buildings the past year. Thirty or forty more ought to be expended for the same purpose between this and winter.

At present, fish are so low that few are disposed to do any thing at barrelling them. Shequa, who has formerly been a leading man in that business, has, for more than two years, been unable to do any thing, on account of ill health, but has kept his sons at it a part of the year, and his family receive a comfortable support. But, so few are engaged in the business, I have not taken the trouble to ascertain the amount put up.

They have generally done well in making sugar the present season. Most of the families of any note have made from three to six or seven hundred pounds.

But three regularly appointed missionaries are at present employed in this mission—myself and Mrs. B., and the Rev. James D. Cameron. Mr. Cameron is an itinerant missionary, and travels through different parts of the Ojibwa country.

My son, Adoniram J. Bingham, has been the teacher of the school until the 1st of June last, when it became necessary for him to leave the service of the mission to fulfil other engagements. I then hired a young lady at the place, to finish that quarter, and now my daughter is teaching it, under my special care and direction, while we are looking with expectation for a teacher appointed by the board.

In relation to the future prospects of the mission and Indians in these parts, it is difficult to predict any thing very favorable, so long as two things (which we consider as evils) exist as they now do. One is, the influence that the British agency at the Manitolin exerts over the American Indians around us; and the other is, the influence that whiskey dealers in these regions exert over them.

So long as whole families are, in their heathenish and unconverted state

introduced into their church relation, and flattered with the idea that their moral state is now good, for they are of the same religion of their *Kitche Ogemá Evekwa*, (or great princely mother,) and the great, wise, and pious men of the British nation, certainly it must seriously militate against the labors of those missionaries who cannot conscientiously receive into their Christian fellowship any but those who give Scripture evidence of having been renewed in the spirit of their minds.

And so long as our Indians are accustomed to frequent a place where twelve or fourteen houses are licensed to deal out intoxicating liquor to a population of two or three hundred souls, and while there are so many individuals who spend the most part of their time in peddling the deadly stuff to Indians as well as others, and no check can be put to it, who, that knows the native fondness of an Indian for it, can calculate on any very extensive and beneficial results from the most faithful and self-denying labors of the missionary? But, notwithstanding this dark and gloomy picture, we do not despair. God has wrought wonders for us here. A goodly number of natives, who formerly were intemperate, have been reclaimed—wholly abandoned the use of intoxicating drink, professed Christianity, and, for eight, ten, or twelve years, have lived lives of such devoted piety, that no complaint of a dereliction from Christian principle or practice has ever been brought against them: and they yet stand as living evidences of the power of Christianity to save from vice.

And now, in view of what God has wrought for us, we still hope for further manifestations of His mercy; and, from present appearances in our garrison, we feel our hope strengthened.

Before I close this communication, I would remark that Shequa, a chief and leading man among his people in every thing pertaining to Indian reform, is desirous to have a house built for himself and family. He is naturally an industrious man, but has been sick, and wholly laid aside from business for about two and a half years. His complaint is such as to render it very unpleasant and difficult for them to move about as Indians commonly do; and the physicians tell him he ought to live in a house. He has got glass to light it and bark to cover it, and we have nearly enough logs hauled out to log up the body of it; and he now earnestly solicits the department to send a workman to put it up. It is a subject of so much importance, in our estimation, that we consider it a proper article for this report.

I am, sir, very respectfully, your obedient servant,

A. BINGHAM, *Missionary.*

JAMES ORD, Esq.,

Sub-Agent, Sault St. Marie.

(No. 21.)

MISSION-HOUSE, LITTLE RAPIDS,

August 14, 1841.

SIR: I embrace the present opportunity of making to you my annual report of the state of the missions under my care.

Sault St. Marie.—At this station there have been employed during the past year the undersigned as superintendent, Mrs. Brockway as house-

keeper, Miss Squiers as assistant housekeeper, Rev. G. W. Brown as school teacher, and Rev. P. Marksman as interpreter and native preacher.

The religious meetings have generally been well attended. The school has been continued through the year, with the exception of about three weeks vacation. The whole number in school during the year has been 48—24 males and 24 females; nine of these are mixed bloods, the rest are full-blood Ojibwas. Of these, 16 have been boarded and clothed at the expense of the mission. One of the number has been married during the year, and one has been taken away, so that we now have but 14 which are inmates of the mission family.

Kewawenon mission.—At this station there have been, the past year, one white and one native preacher; Rev. George King has been in charge of the mission and school, and Rev. John Kahbage interpreter.

They have had a school through the most of the year; whole number of scholars 24. The general condition of the missions, and of the Indians connected with them, are much as they were when I last reported to you.

We have made some improvements in clearing and fencing land, building, &c., and we still wish to labor for the salvation and happiness of this interesting though unfortunate people; and we are the more inclined to do so, inasmuch as we feel that our past labor has not been in vain in the Lord.

All of which is respectfully submitted.

I have the honor to be, sir, yours, &c.

W. H. BROCKWAY,

Supt. of Mission of the Metho. Epis. Ch. in Mich.

JAMES ORD, Esq.,

Indian Sub-Agent, Sault St. Marie, Michigan.

(No. 22.)

Extract from the report of D. P. Bushnell.

No reports have been received from any of the superintendents or teachers of schools among the Chippewas, with the exception of that of Rev. B. T. Kavanaugh, herewith enclosed. The Rev. Mr. Hall's school at this place has been continued without interruption during the year. The condition of this, as well as of the schools and missions generally, it is believed, does not differ materially from last year. These Indians have not manifested any very general disposition to avail themselves of the advantage held out by the benevolence of the various missionary societies for their improvement, and their erratic habits do not afford any very strong assurance that they will soon be disposed to regard them more favorably. Any effectual improvement in the character and condition of this race must be the work of time, and accomplished under circumstances of the greatest discouragement and trial. It is due to the missionaries in this part of the country to state that they have, in the prosecution of their benevolent labors, endured deprivations and met and surmounted obstacles of the greatest discouragement, with a degree of fortitude and perseverance deserving the richest reward.

SUB-REPORT.

LAPOINTE, WISCONSAN, *July 26, 1841,*

SIR: In conformity to a regulation in the Indian affairs of our Government, I have the honor to submit the following, as a report of the school within the Indian mission district of the Rock-river conference of the Methodist Episcopal church, among the Chippewas under my superintendency.

It has now been four years since our missions were established among the Chippewas, but owing to the disturbances between the Sioux and Chippewa nations, and the unfortunate locations of missions first made, (being among the bands nearest the Sioux,) we have found great difficulty in keeping up our schools, or any other department of our operations among them.

Our first mission was established at Elk river, near the little falls of the Mississippi, and a school was for a season taught there, which was well attended. But the Indians were forced to leave that place, and they removed some seventy-five miles higher up the Mississippi, to Rabbit lake, where it was supposed they would not be molested by the Sioux. Our mission at Elk river was also abandoned and re-established at Rabbit lake, where buildings were erected, and a school taught for a part of two seasons, in which some 25 or 30 children were clothed and taught.

In the fall of 1840, a mission was also established at Sandy lake, one of the most prominent points in that section of country, under the charge of Rev. Mr. Spates, and a school organized. The mission was well received by the Indians, and some thirty children were taught through the winter and spring; and many of the Indians were induced to receive seed from us, and to plant potatoes for themselves. The prospect for success at this place is now very flattering.

During the last spring, the hostilities between the two warring nations increased to such a degree, that again the Indians at Rabbit lake were driven from their position, and retired back further into their own country; and our establishment at the Point was in consequence abandoned.

Finding that there was but little hope of peace being established upon the borders of the Chippewa country, I determined to go into the interior of the Indian country, and make two permanent missions beyond the reach of the commotion produced annually on the borders by the warriors, which wholly unfit the Indian mind for any improvement whatever. Consequently we have now taken a stand at two prominent points: the first at Whitefish lake, where there are many more Indians than were at our former station, and where we were earnestly solicited by the Indians, who were under our instructions at Rock river, and now reside here, to locate; the second is at Fond du Lac of Lake Superior. As our supplies will be received from the East, this was a convenient point, and one that commands much influence over surrounding bands. Houses are already provided at Fond du Lac, and a school will open in a short time, greatly to the gratification of the Indians at that place.

We now have three missions in the country. The one at Sandy lake is under the charge of Rev. H. J. Brace, aided by Rev. Samuel Spates—a school in operation, of 30 scholars. The one at Whitefish lake is in charge of Rev. John Johnson; no school is yet in operation, for want of houses, but will be organized this fall. The one at Fond du Lac is to be conducted by Rev. George Cossway and wife; a school will be regularly taught, so soon as the missionary arrives. At each of these places the In-

dians were the first to invite us to their villages, and pledge themselves to patronise the schools, and in other respects be taught by the missionaries. We entertain hopes of success at each place, as the men employed in each mission (excepting Mr. Brace) speak the Chippewa language.

The amount of money heretofore expended in support of these missions has been from \$1,500 to \$2,000 per year, for pay of missionaries and their expenses, and something less for buildings, though the exact amount could not now be stated. * * * * *

All which is respectfully submitted.

B. T. KAVANAUGH.

D. P. BUSHNELL, Esq.,
Indian Sub-Agent.

(No. 23.)

SAINT PETER'S, August 11, 1841.

SIR: As superintendent of the Indian school established by the Rock-river annual conference of the Methodist Episcopal church, at the Little Crow's village of Sioux Indians, it becomes my duty to report to you the condition and prospects of the school under my charge.

The school at this point is one that has been in existence, in one form or another, for the last three years, but which has been occasionally suspended on account of the absence of the Indians from the village, and for the last season on account of the houses having been taken from the missionaries by the Indian farmer. Since a restoration of the houses, there have been in attendance from fifteen to twenty Indian children and youth, and some twenty-two half-bloods. The interest manifested by the Indian children and youth was of such a character as to induce the belief that, if permitted to pursue their studies, they would soon acquire the ability to read and write with facility. But, unfortunately for them, upon the recurrence of hostilities this spring between the Chippewas and Sioux, the principal chief of the village came into the school and entered his protest against any boy or youth of his village attending the school or receiving instruction from the missionary, under the ill-conceived idea that, if they were educated, they would not make soldiers or fighting men; consequently, for the last two months this portion of our school has been suspended.

The usual attendance of Indian children in our school, when not embarrassed by the influence of war and the opposition of the chief, has, previous to the present season, been about thirty scholars. They have been taught principally in English, and a system of instruction employed suited to their genius and taste, viz: by the use of the slate in forming characters and writing—the art of writing and orthography in the same exercise. By this method it is found that Indian children and youth will be delighted with their employment, and scarce ever tire in school hours in pursuing their studies.

The number of teachers, besides the superintendent, have been one male and one female. The annual cost to the missionary society in supporting this mission is about \$1,500.

I have the honor to be, sir, your obedient servant,

W. B. KAVANAUGH.

Col. A. J. BRUCE, *Indian Agent.*

(No. 24.)

POKEGOMA, WISCONSAN TERRITORY,

September 1, 1841.

RESPECTED SIR: I herewith transmit you the 8th report of this mission.

During the past winter and in the early part of the spring there was a very general desire on the part of the pagan Indians to adopt habits of civilization, particularly in building houses, cultivating the ground, and educating their children. Five or six commenced building houses and clearing ground, and some others intended soon to follow their example.

Mr. Russel, the Indian farmer, in connexion with us, aided these to some extent. Mr. R. had made arrangements to aid them efficiently in agriculture, and several from abroad had proposed coming here and availing themselves of his aid.

Very unfortunately for the Indians here, some Ojibwas, from the Mississippi, early in the spring committed fresh outrages upon the Sioux of St. Peter's, which incensed them to a very high degree. These Indians, aware of the fact, apprehended that the Sioux would retaliate upon them, being the most contiguous to St. Peter's of any Ojibwas. So great were their fears of an attack from the Sioux, that more than half of them left the place and vicinity, and fled to remote parts. Those who remained prepared much larger fields for planting than usual; and, while in the very midst of planting, they were attacked by the Sioux, and two of their number killed, and four or five wounded. A few days after this event the whole body of Indians left, to flee to places of safety to the north, leaving half of their grounds unplanted and their fields unfenced. None have yet returned, and probably will not, (to remain,) unless our Government should interpose their kind offices in their behalf, in preventing further depredations of the Sioux upon them.

The Indians of this quarter have, for a number of years past, been on friendly terms with the Sioux of St. Peter's, their southern neighbors, and desire still to be. We have no expectation that the recent breach will be healed, unless our Government act as mediator, as the Sioux are determined to prosecute the war against them.

Very, &c.

F. AYER.

To the SECRETARY OF WAR.

(No. 25.)

Report of the mission school at Lac-qui-parle for the year ending May, 1841.

LAC-QUI-PARLE, September 20, 1841.

Thomas S. Williamson, M. D., and Stephen R. Riggs, A. M., *missionaries*; Alexander G. Huggins, *farmer and teacher*; Mrs. Williamson, Mrs. Riggs, Mrs. Huggins, *female teacher*; John N. Hirker, *assistant laborer*.

Number of names on the school bills of the year: females 56,

males 45 - - - - - 101

Average attendance for term ending November, 1840	-	-	12½
Average attendance winter term, ending March 1, 1841—			
Female school	-	-	21½
Boys' school	-	-	14½
			35½
Average for nine weeks of the spring term	-	-	7¼

Of these, eleven have been studying *English*, and thirteen *arithmetic*, two or three of whom advanced as far as the single rule of three.

The women and girls have, during the year, spun and wove three *blankets* and eight *short gowns*.

Owing to the drought, the corn raised by the Indians at this village this summer is not as much, probably by one-third, as they have had for two years past. They have now, probably about fifteen horses.

The mission-houses are the same as reported last year, with the addition of a house in building, of unburnt bricks, 36 feet by 24, intended, when finished, for a church, and also, by means of a folding partition, for two school rooms. The live stock of the mission are three horses, twenty-one cattle, four sheep, and two hogs, with a few fowls. The land enclosed by fence remains the same as last year. Number of Indians here, about the same as formerly reported. The number of births have, however, exceeded the deaths. The aversion to labor, on the part of the men, may be said to be wearing away a little; they have assisted us more this summer than ever before.

This report is respectfully submitted, on behalf of the mission.

S. R. RIGGS.

(No. 26.)

CHOCTAW AGENCY, *October 6, 1841.*

SIR: I have delayed a few days making a report on schools, hoping to be able to give you more general information. I have but very little to communicate, except from the Choctaw teachers, as they are the only ones that have furnished me with any report.

The Cherokees have a large education fund, under the treaty stipulation, which has not yet been applied. The national council, now in session, under whose control this fund is placed, is expected to take immediate measures to put schools in operation. The fund is ample to do much good. Many of the Cherokees are intelligent, educated men, who have had the advantage of examining our institutions. We may, therefore, expect that they will adopt such a system of education as will enable them to educate generally their people. There are several missionary schools, under the American board of missions, in the Cherokee nation, that are actively engaged in teaching.

The female school at Dwight is highly spoken of. I regret very much that I have not [a report] from this institution. It is conducted with ability and discipline. The students are generally boarded at the school. In addition to their general education, which is as liberal as you will find in most of our female schools, the girls are taught knitting, sewing, needlework, and such a knowledge of domestic affairs as may render them useful in after life.

I attended lately the Choctaw and Chickasaw general council for four

days. The subject of education was warmly and favorably discussed. A general feeling is manifested upon this subject. The council are in favor of a change in the application of their school fund from the Choctaw academy, in Kentucky, to their own nation. Resolutions expressive of their wishes have been adopted, which will be submitted to the department. Many plans and suggestions have been made to educate Indians. The task is a difficult one, surrounded by many obstructions. The manual-labor system would succeed better than any yet adopted. The children would be under the control of the teachers all the time; a punctual attendance would be the consequence. At present the schools are placed in convenient neighborhoods. Parental authority is slightly exercised in compelling attendance. In winter the children are thinly clad, and in summer they are occasionally required in the crops. All these hinderances prove a great drawback in obtaining an education. These would be obviated by a boarding school upon the manual-labor system.

I have witnessed the slow progress of education amongst the Indians for some time. A deeper feeling pervades the Choctaws than usual. This should be encouraged. A beginning in their own country, upon the system they propose, would give energy and more general activity. The establishing of such an institution, conducted upon proper principles, would itself exercise a great moral influence. They say, with much justice, that the great expense of sending boys so far from home would be saved; that the expenditure would be amongst them, and, as you will see from their resolutions, have provided for bringing their boys home. Should this proposed school go into operation, a printing press will also be established, and every facility afforded to make it useful.

I enclose you several school teachers' reports, with the number of scholars. You can see that they are doing some service. These schools were placed some years since through the nation, at what was then believed the best locations. In some instances the Choctaws have removed to other sections of the country; by this means the schools have been broken up to some extent. The appropriation under which these schools have been maintained has expired by limitation. There is a balance of the fund unexpended, which should be applied to keep up such schools as are most active and usefully employed. Two of the teachers are young ladies of about eighteen years of age, native Choctaws. They conduct the schools, and deserve great credit for their ability and exertions in behalf of their people. They speak the Choctaw language, and have the entire confidence of the nation. The three teachers, under the twentieth article of the treaty of 1830, have yet some ten years unexpended time. They have the same difficulties to contend with, as their scholars come from home, and return at night. Mr. William Wilson, who teaches near this place, has a tolerably good school. A few are boarded at their own expense, from other parts of the nation; by this means the school is kept up. Mr. Wilson is qualified by education and strict integrity of moral character to take charge of a much higher institution. The Rev. Ramsay D. Potts has used great exertion to keep up his school. The neighborhood is thinly settled. He is a preacher of the Baptist denomination, and has, by his piety and labor, united a number of Choctaws to his church. Mr. Rind has a small school. He is using exertions to enlarge it. Should the fund now used in Kentucky be transferred to this nation, as the Choctaws ex-

pect, some of the teachers, or their salaries, can be judiciously transferred to the larger institution.

You will find enclosed a communication from the Rev. Cyrus Byington, a Presbyterian missionary, which gives a pleasing view of the labor of those missionaries in this nation. It is an act of justice to this gentleman, as well as to others engaged with him, to state that they have devoted their time and talents to the improvement of the Choctaws for many years, even before their emigration. That they have by their example, as well as preaching the gospel and educating the Choctaw children, rendered essential service, is evident, and does not admit of a doubt. It is rare on Red river to see a drunken Indian, while many Choctaws are members of the church, and give a regular attendance at preaching. Sabbath schools are in operation, as you will find from the report. I regret that I cannot give so favorable an account of the district on Arkansas. Here education has not been so highly prized; and while that portion of the nation constituting the great majority of the tribe on Red river have evidently advanced, this district is more given to idleness and intemperance. The Methodist society have an itinerant preacher amongst the Choctaws. They have also a number of natives, who have united themselves to this society. I have, however, no report furnished me.

The Creeks [have] but one school under treaty stipulation. They emerge slowly from their old habits, and show but little interest upon the subject of education. They are, perhaps, the most numerous tribe on our frontier. They are but little intermixed with the whites, and have a general distaste for education. At present they have no missionaries with them, owing mainly to the imprudence of one that resided with them a few years since. They have a native or two, that preach occasionally; but it is a lamentable truth that the Creeks are so deficient in the means of civilization.

If the funds designed for education were concentrated upon an institution located within their own country, upon the manual-labor system, I have no doubt, with proper management, such an institution would succeed. There seems to be no plan that would ensure success so well as this.

The object is so desirable, not only for education, but to introduce the mechanic arts, that it is worthy of a trial.

The Osages and Quapaws have each an education fund, which, at a proper time, should be applied to schools in their nation. The Chickasaws, from their large investment, have it in their power, when they become more permanently settled, to establish schools to educate their people.

Entertaining the belief, predicated upon some experience with Indians, their customs and manners, that they are to be reclaimed and civilized by means of education and the introduction of the mechanic arts, I cannot but hope that all the means calculated to effect this great object will be carefully and steadily applied, to effect a reformation so ardently and fondly desired.

Very respectfully,

WM. ARMSTRONG,
Acting Superintendent W. T.

T. HARTLEY CRAWFORD, Esq.,
Commissioner Indian Affairs.

SUB-REPORT.

CHOCTAW AGENCY WEST, *October 6, 1841.*

SIR: In compliance with your instructions, I beg leave to submit the following report of the school under my charge:

I was appointed teacher of the school which I now occupy about the last of May, A. D. 1837, and commenced teaching on the 1st of June following; since which time I have regularly discharged the duties of my station.

My school has generally been pretty well attended. The situation of my school, though by no means the best in the nation, yet I believe it is as good as any selection that could be made in this district.

During the past year I have had thirty-two scholars in my school, of whom about twenty have been regular, the rest irregular. Of the former, all can read, and the greater part very well. Three have studied the Latin and Greek languages, with some of the higher branches of mathematics; five have studied English grammar, and sixteen geography, with the use of the globes, (an excellent set of which I procured last year, at my own expense.) These, with spelling, reading, writing, and arithmetic, comprehend all the branches taught in my school.

The progress of all regular scholars has been generally good.

Much has been said by different persons respecting the Indian character, and their susceptibility of improvement and civilization. While some have maintained that they can be reclaimed from their native habits of roaming at large, and subsisting by the chase and the spontaneous products of the earth, others have as strenuously supported sentiments opposite to the former, and assert that there is something in the natural structure of the Indian's mind which resists all efforts that may be made to reclaim them from the customs of their ancestors. And, in order to establish their opinion, they say that an Indian boy may be taken, when young, and educated amongst the whites, where he can acquire a perfect knowledge of all their manners and customs; and then, let this boy, when grown to be a man, return to his nation, he will soon relinquish the manners and customs of civilized life, and adopt those of his tribe. This is, no doubt, the case amongst some of the most uncivilized tribes. We should, however, pause and inquire into the cause, before we adopt sentiments so unfavorable to the Indian race. Does this change of manners proceed from the natural structure of his mind, or from the condition in which he is placed? If we attentively examine the subject, we will find the latter to be the source whence proceeds this change of action.

Man is truly an imitative being, in all ranks and conditions, and is much disposed to follow the footsteps of the multitude. This sentiment is abundantly exemplified in our own Western States, to which emigrants from all the older settled portions of the United States are daily flocking. And we may inquire, do these men pursue the same habits of constant industry and economy that they did in their native States? Do they generally devote that attention to the comforts and conveniences of living that they did when surrounded with neighbors who were exerting themselves to surpass each other in all kinds of improvements?

The answer is obvious to every one who has any knowledge of the West. This change cannot be justly attributed to any natural want of energy in the emigrants, (for, as a general rule, the most energetic and

enterprising emigrate,) but solely to the influence of circumstances. How, then, are we to remedy this evil? How are we to remove the causes which tend to keep the red man in a savage or barbarous state? Shall we, as hitherto, send a few youths every year to some school amongst the whites, and educate them there, and then send them back to their nation, with the expectation that they can accomplish a general reformation? This system has been sufficiently tried, without effecting the desired change. We should therefore adopt a system based on the broad principles of general reform, which can be effected only by the general diffusion of knowledge among the great mass of the people.

The education of the Indians, in their present condition, should not be confined to letters alone, but should embrace agriculture and the mechanic arts, together with whatever else would tend to their general improvement. Manual-labor schools should be established in the nation, which schools should be open for the reception of all the youth in the nation, for whose benefit they have been established. By this means a sense of equal rights and privileges will be established, which will have a tendency to make them feel the importance of the station they occupy, and inspire them with a degree of national pride.

The teachers of these schools should be selected with great care, as they ought to be practical men, well educated, of great patience, unwearied exertion, and unblemished morals. They should, moreover, be so liberally provided for as to render it unnecessary for them to direct their attention to any thing else than the improvement of the general condition of the Indians among whom they may be placed.

In the work of educating the Indians, much time and patience are required; as a nation cannot naturally be born in a day, so neither can the manners and customs of a people be changed instantaneously. Generations must pass away, and their places be filled by others, before a complete and absolute change can be effected.

By a reference to the pages of history, we will find this sentiment corroborated by the slow and gradual improvement of all nations that have been reclaimed from their savage customs and manners. Take, for example, the inhabitants of the British islands, from the time of the invasion of Julius Cæsar until the present time, when they may justly be esteemed one of the most enlightened nations on the globe.

The Indian tribes that have been emigrated to the west of the Mississippi are more favorably situated for improvement and civilization than any other tribe has heretofore been, inasmuch as they have a country, without the limits of any State, guaranteed to them and their posterity, where they have the protecting and fostering arm of Government extended around them, to defend and protect their rights from the lawless encroachments of the whites or other tribes of Indians.

All the emigrant tribes have a territory ample in extent, and resources to meet all their necessary wants, whether they direct their attention to pasturage or agriculture; for both which their country is naturally well adapted.

In addition to all this, they have ample funds, under the direction and control of the United States Government, for the support of schools in every part of their country, and also for carrying on all the affairs of their respective Governments; which funds would thus be much more usefully ex-

pended for national purposes than if they were distributed, as they are now generally done, in the form of annuities to individuals.

The system of annuities has, no doubt, a tendency to make the Indians generally more improvident and less industrious than they would otherwise be. Necessity is the mother of exertion; and if the Indians had to obtain, by their own exertion, those articles which they procure at present with their annuity money, I have no doubt they would be better off in every respect; and a few years' experience would show the advantage of this change of system.

There are some who exert themselves, and do by no means depend on their annuity as a means of subsistence, but view it as so much clear gain. However, there are others that depend on their annuity entirely, for the purchase of all their blankets, clothing, and other articles of merchandise.

Inattention to female education has greatly retarded civilization amongst the Indian tribes. It is a fact, now universally acknowledged by all enlightened nations, that mothers have a greater influence in forming the character of the rising generation than fathers.

Schools should therefore be established for the education of all the females of the rising generation; and, as with the males, their education should not be confined to letters alone, but should embrace spinning, weaving, knitting, sewing, and domestic economy.

This kind of an education would enable them to manage the concerns of a family, when they are married, so as to make home a place of comfort to their husbands, instead of an abode of filth, as is too frequently the case.

By these and other means of a similar nature and tendency, I feel confident that the Indian tribes generally can be reclaimed from their uncivilized habits, and made to appreciate the blessings of civilization.

Very respectfully, your obedient servant,

WILLIAM WILSON.

Major WILLIAM ARMSTRONG,
Sup't Indian Affairs, Western Territory.

SUB-REPORT.

CLEAR CREEK, CHOCTAW NATION,

August 10, 1841.

DEAR SIR: The time has arrived for making my report of the school under my care on Clear creek. My school, during the past year, has numbered 26 scholars; eight of that number are progressing in geography, history, arithmetic, and book-keeping; five in reading, writing, and the first principles of arithmetic; the other thirteen varying in spelling from three letters to a beginning of easy reading lessons. I find them quite susceptible, and those of an age to feel their interest are very studious, and are progressing rapidly. This neighborhood is composed chiefly of intelligent half-breeds, who feel a particular interest in the education of their children. There are but 3 full-bloods in this school, and all bid fair to become useful to the nation.

Having in former reports given you a general aspect of the face of the country, I now proceed to its cultivation. Within the bounds of my observation, farming is considerably on the advance, though this section has

suffered considerably from drought. I think in 10 or 15 miles around there will be made 1,200 or 1,500 bales of cotton; a small surplus of corn; considerable of the different kinds of small grain, but not enough for use. Minerals and mineral springs are plenty—some reputed good. As to minerals, they have not been examined by competent judges; therefore it is not for me say whether they might prove a source of wealth to the nation or not. In addition to the salt work already reported, there is another just started. From the experiment made, it is believed it will prove profitable. In addition to the mills already reported, there is a saw and grist mill in building by the Government millwright, which promises to be useful and profitable. Water power is generally good through this section, and several are in waiting for the workman; which closes all that is under my immediate observation.

Very, &c.

JOHN T. W. LEWIS.

Capt. WM. ARMSTRONG.

SUB-REPORT.

EAGLE TOWN, CHOCTAW NATION,

August 4, 1841.

DEAR SIR: As the time has arrived for preparing a report of the school at this place, will you be pleased to accept of the following? The school commenced on the 20th day of October, 1840, and closed on the 3d day of June, 1841. The whole number of scholars enrolled was 25; the average number of regular scholars was 15. In the first class there were five scholars; they attended to reading, spelling, geography, and arithmetic. In the second class there were six scholars; these attended to spelling, reading, and a little to geography. In the third class there were four scholars; they attended to easy readings. There were two in the alphabet at the close of the school. Four scholars commenced with the alphabet. I am happy to say that most of the scholars who attended school behaved well, but some were irregular in their attendance. Several of the children were taken from the school by their parents, to work at home. Not more than four or five attended at the close of the school. I mention this as the reason why the school closed so early. There has been a deficiency of common school books; nor were any writing books furnished for the school. There is now a want of spelling books, reading books, geographies, and writing-books.

At the Sabbath school about 30 scholars attended. In this school I had the assistance of Mrs. Byington.

I am, &c.

LAVINIA PITCHLYNN.

Capt. WM. ARMSTRONG, *Agent of the U. S.*

SUB-REPORT.

PUSHEMAHTAHAH DISTRICT, CHOCTAW NATION,

July 31, 1841.

SIR: I herewith submit to you the report of the school under my charge, for the year ending July 31st, 1841.

In consequence of the removal of many of the Indians from my neighbor-

hood, and the apathy of others, the school has not been so well attended as heretofore. Previous to the 1st of April, the school was attended by 22 scholars, 11 of whom boarded in my family. For 4 I received compensation for their board; the residue I supported myself.

The studies pursued (with the exception of one in easy reading) have been reading, writing, arithmetic, geography, and history of United States.

The improvement has been as good as could have been expected from the limited quantity of books to be obtained. The school is in great want of Woodbridge's Geography and Atlas, and reading books.

It has pleased the Almighty to bless this station with the influences of His Spirit; the result of which has been about 25 conversions—Indians, whites, and blacks. * * * * *

The present appearance of the crops is very unpromising, in consequence of the long-continued drought.

More cotton has been planted in this than in former years, and one gin has been erected by John Homah, in the vicinity of the public shop.

All which is respectfully submitted, by yours, &c.

RAMSAY D. POTTS.

Capt. WM. ARMSTRONG, *Agent for Choctaw Indians.*

SUB-REPORT.

GOOD WATER, July 6, 1841.

SIR: I improve this opportunity to forward my annual report of this school; and I am happy to state that, for the last six months, it has been as interesting as at any former period since I commenced it.

The number of scholars is not so large, but their attendance has been regular.

Whole number in school,	-	-	-	-	-	19
Regular attendants,	-	-	-	-	-	15
In arithmetic,	-	-	-	-	-	8
In geography,	-	-	-	-	-	8
In writing,	-	-	-	-	-	11
Reading and spelling,	-	-	-	-	-	7
Words of two syllables,	-	-	-	-	-	2
Words of one syllable,	-	-	-	-	-	1

The class in geography have used "Woodbridge's improved edition;" they have been through it, and are now reviewing. The class in arithmetic have used "Smiley's Federal Calculator;" one is now in the "double rule of three," two are in "reduction;" three are in the compound rules. All in this class, save one, have been studying arithmetic only for the last three or four months. The class in geography, also, are new beginners. All the advanced scholars of the last year left at the summer vacation. I can say, in truth, that there has been as much improvement in this school for the last year as in any one that has past. But this improvement has not been in the same branches of science. Connected with the school we have had an interesting Sabbath school. Those who could memorize have committed to memory and recited parts of the Bible and catechisms.

The cause of education has received a new impulse, in this district, of late. There are three neighborhoods where the people are now very desirous to have schools.

The cause of temperance is also gaining ground. It is the opinion of those who are well able to judge, that there has not been half the quantity of whiskey drank in this district that there was last year. This is, no doubt, one cause of the increased healthiness of the country. * * *

I am yours, &c.

E. HOTCHKIN.

Capt. WM. ARMSTRONG,
Superintendent Indian Affairs.

SUB-REPORT.

PUCKSHENUBBEE DISTRICT, CHOCTAW NATION WEST,
Red River, August 16, 1841.

SIR: In compliance with the duties enjoined upon me, I transmit to you a report of the condition of the school under my care; also, of the prospect of the crops within my knowledge. During the past session the average number of scholars has been fifteen; irregularly, twenty-two—eight females and fourteen males. Their studies have been spelling, reading, writing, and arithmetic. The regular scholars all talk English, and are anxious to improve. I believe that a much greater amount of good would be produced to the nation by having female schools, where not only the mental branches would be attended to, but all the necessary branches that relate to housekeeping, needlework, &c.

As to the crops, they will fall short of those of last year. The early planting will do well; but, from the early commencement of the drought, the late planting (by far the greatest portion) will be very short; indeed, some have entirely failed. The cotton crops do not appear to do so well; the frost, in the first, injured them, and the drought has been of no advantage. On the other topics I have nothing new, and must therefore refer you to my former reports.

Very respectfully, &c.

H. G. RIND.

To Capt. WM. ARMSTRONG, *Choctaw Agent.*

SUB-REPORT.

MAYHEW, *August, 1841.*

SIR: This year I have not had many scholars. Some have quit school, and others do not attend regularly. Those that have attended regularly have made good proficiency in their studies, and those that have not attended regularly have not improved as much as I could wish. Some have been detained from school on account of sickness, and others have been kept at home to work. By boarding six, I have had, including all, twenty-four. In history 2, English grammar 1, arithmetic 11, geography 8, writing 11, reading in Testament and spelling 14, words of three syllables 2, words of three and four letters 4. I think the scholars have learned well, notwithstanding we have not had a supply of books. If you could forward us some books, they would be very acceptable.

We have a Sabbath school, which has been attended regularly, ever since I commenced teaching, by the scholars and a good many of the adults.

This increasing disposition to learn to read is encouraging. This school was closed on the 10th of July, and will commence on the 10th of September.

Most respectfully, &c.

TRYPHENA WALL.

Capt. W. M. ARMSTRONG, &c.

SUB-REPORT.

STOCKBRIDGE, CHOCTAW NATION,

August 4, 1841.

DEAR SIR: The object of this communication is to present you a brief report of the operations of the missionaries of the American board in this nation.

Agreeably to a rule in our mission, it devolved on me to visit the schools and to make a report to yourself, and I feel much pleasure in presenting the same.

During the year past, ending near the 1st of July, 1841, there were five schools in operation, under the direction and at the expense of our mission. The whole number of scholars was 157. The average number of regular scholars was much less.

Stations.	Teachers.	Term time.	Scholars in day schools.	Scholars in Sab. schools.
Pine Ridge -	Mrs. Electa M. Kingsbury - - - -	8 months	18	14
Wheelock -	Miss Sarah Ker - - - -	9 "	48	48
Red river -	Miss Anna Burnham - - - -	7 "	42	30
Bok-tuklo -	Mrs. Anna Folsom - - - -	3 "	8	8
White Clay -	Mrs. Nancy C. Duker - - - -	3½ "	14	14
Mountain Fork -	Mr. A. D. Jones and Mr. G. S. Gaines -	2½ "	27	40
	And after Mr. Jones left, in April, Mrs. J. N. Byington and Miss Electa McChure -	2 "		
			157	154

In addition to the above, there are three teachers holding appointments from yourself, whose schools I also visited, as they are located within our sphere of missionary labor. The teachers furnished me with a few data, which I feel happy in presenting to you in this report, viz:

Stations.	Teachers.	Term time.	Scholars in day schools.	Scholars in Sab. schools.
Eagletown -	Miss Lavinia Pitchlynn - - - -	7½ months	25	30
Good Water -	Mrs. Philena T. Hotchkin - - - -	10 "	19	20
Mayhew -	Miss Tryphena Wall - - - -	10 "	23	45
			67	95

It gave me pleasure to visit the three last schools, and I trust it will not be deemed improper for me to remark that I think the teachers were devoted to their work, and exerted themselves according to the best of their skill. And I might say the same of all the teachers, most of whom are females. Four of them are native daughters, and trained in our mission school.

Within a short time several Sabbath schools have been commenced, for the benefit of persons of all classes, and it is pleasant to find several captains attending these schools as pupils. By the close of another year we may be able to report some good results.

In our evangelical labor we have a large field, extending from Arkansas line to the Blue. Last April a new Presbytery was constituted, by the name of the Indian Presbytery. The first meeting was held at Wheelock; we then had six churches under our care, and 271 members, viz.

Mountain Fork	-	-	78	Pine Ridge	-	-	38
Wheelock	-	-	67	Mayhew	-	-	29
Greenfield	-	-	19	Chickasaw	-	-	40

Since which time, 43 more persons have been added to these churches. The contributions made for religious objects, within our bounds, amounted to \$408 31. We also have much to do for the sick, far and near, at all times.

We trust our people are improving; and we hope that the cause of temperance has many firm friends among us.

I well remember hearing your respected but departed brother predict that the Choctaws would improve, and surpass other tribes, if not all other tribes of red men. In a visit lately made through the nation to the Blue, I saw many plain marks of improvement that cheered my heart. * * *

With much respect,

CYRUS BYINGTON.

Captain Wm. ARMSTRONG,
Agent of the U. S. Government.

(No. 27.)

Extract from the report of R. A. Calloway.

The fund for the purposes of education is not likely to be needed for several years to come; not at least until they are scattered from their towns and settled after the manner of their neighbors. I shall, at some future day, report such a plan as my best judgment shall dictate of a school for Osages. The prejudices of these people are so strong against missionaries, that the heart appears to sicken at the bare mention of one. This is not (though I am sorry to say it) entirely without reason. They have had excellent teachers, however, to assist them in forming these prejudices.

(No. 28.)

NEOSHO SUB-AGENCY, *August 1, 1841.*

SIR:

There are no schools of any description in this sub-agency. The Quapaws complain, with some reason, that their education annuity has

never been applied, as they were promised it should be, to the support of schools in their own country. They say they are tired of asking for the return of the four boys sent to the Choctaw academy some eight or ten years since. One of these boys ran away from the school, and came home not long since. He understands little or no English, had forgotten his native tongue, and seems to have learned nothing but to talk Choctaw—an accomplishment which the Quapaws think he might have acquired sooner, and at less expense, in the Choctaw nation than at the Kentucky academy.

Hitherto the prejudices of a portion of the Senecas have run strongly against any efforts to instruct their children. There is but one or two among them, and not one in the united band that can read and write. I hope to be able, however, in time, to induce them to receive instructors, and have but little doubt that before long they will emulate the excellent example set them by their relations among the Shawnees and Delawares of the Missouri.

Very, &c.

JOHN B. LUCE.

Capt. WILLIAM ARMSTRONG,
Acting Superintendent W. T.

(No. 29.)

Extract from the report of A. M. M. Upshaw, Chickasaw agent, to acting superintendent Indian affairs W. T., on the subject of schools, &c.

They (the Chickasaws) have had no school teachers nor missionaries residing with them, and no nation of people can ever become enlightened without schools and the Bible. Cultivation of the soil, in my opinion, is the first step to civilization; education and the Bible to enlighten. I certainly would advise to have one or two good teachers: and the advantages they would receive from one or two good missionaries, who would teach them the Bible and its blessed truths, (and not meddle with their national affairs, nor preach abolitionism to their negroes,) would be of incalculable advantage. The Rev. Cyrus Kingsbury, a Presbyterian minister, (and one of the best of men and ministers, and whose only aim appears to be to do good,) has visited the Chickasaw district once a month, for nearly a year, and, I am happy to say, it has had a good effect.

(No. 30.)

Report of James Logan, Creek Agent.

It will be seen by the report of the teacher of the Creeks (which I have enclosed) that the number of the scholars is not quite equal to that of last year. This however, is not owing to a want of disposition in the Indians to educate their children, but rather to the situation of their settlements. There is not a sufficient number of inhabitants in any one settlement, that have a proper estimate of the value of education, to make a very large school; yet there are enough to make many large schools, if they could get their children boarded, for which they are willing to pay. A few years

since, the Creeks became violently opposed to education, (or rather to the medium through which they received it,) from causes that have long since been made known to the department. Their former prejudices against education are now in a great measure removed. I have frequent applications for schools in various settlements in the nation. The Indians are much dissatisfied respecting the manner in which their funds for education purposes are expended, and insist that they could be much more advantageously applied in the nation, the truth of which I have no doubt. They say that they are not willing to send their children from home to be educated, and think it a great waste of funds for the Government to expend four thousand dollars for the support and education of fourteen boys at the Choctaw academy, in Kentucky. As the Creeks have been promised that their funds should be applied in the nation next year, I would suggest the propriety of establishing at least four additional schools in the nation, for which suitable situations could be found; the people of these settlements would provide school-houses at their own expense. I would further suggest the propriety of definite instructions being given as to the manner of procuring books and stationery for the schools, as they cannot be had here without paying a heavy per cent.

(No. 31.)

WAR DEPARTMENT,

Office Indian Affairs, July 11, 1840.

SIR: I have attentively considered the expediency of establishing a manual-labor Indian school at Fort Coffee. Since it became my especial duty to advance the civilization and general welfare of the Indians, by all lawful means in my control, I have uniformly considered education as the great and primary object; and shall regard myself to be fortunate if I can, while charged with the administration of their affairs, put the application of Indian school funds into such a channel as will afford them all the advantages they can receive from them; or, if this may not be, even to give such an impulse to official effort on their behalf as may ultimately, but soon, place their schools upon the best footing.

It appears to me that the establishment proposed will be, with proper direction, a measure of great consequence. The buildings have been abandoned as a fort. They are suitable for an extensive school establishment. The farm is open, so as to connect the manual-labor and farm benefits with the others; the situation is healthy, and, although in the Choctaw country, it is on the Arkansas river, near the boundary line, and quite convenient to the Creeks, Cherokees, Senecas, Senecas and Shawnees, Seminoles, and not very remote from the Chickasaws and Osages. All the advantages that could be reasonably looked for seem to be here combined.

I indulge the hope that I shall be able to make the beginning of opening a fountain of many blessings to the Indian race. This school should, in my judgement, be on an extended plan. For the present, reading, writing, and a competent knowledge of figures, will be all that is required, [or] could be used by them. As they advance, if the disappointment that has attended all exertions hitherto shall not continue, their education may be

carried to other branches. To this should be added at once the teaching of the males to farm, as a most, if not the most important auxiliary in leading them into the walks of civilized life, and necessary to their comfortable subsistence. The females, of whom I would have at all times at least one-half at school, should be taught to sew, spin, and weave; and, as we progress, it would be an excellent feature in the plan (that at the proper time I will endeavor to execute) to buy the materials for clothing the whole school, which, under proper tuition, the girls should make up for wear. I would, further, have the different mechanic arts taught in this school. I know all this will take time; but it is the outline of a plan which I would be much gratified to be the instrument of carrying out, and which, if I remain where I am, I will try to execute. With primary schools, where the young could be taught their first lessons, all over the Indian country, and from which, at suitable ages and stages of advancement, as many as circumstances, capacity, and other considerations, made it proper to educate further at Fort Coffee, could be removed to the larger establishment. This would be a system analogous to those prevailing among ourselves, and give the Indians all the opportunities for improvement which I hold it to be my imperative duty, as far as in my power, to extend to them. To my mind it is full of promise.

We must begin moderately, and gradually extend the establishment as means may be obtained. Perhaps of the nine schools now maintained in the Choctaw nation, or those among other tribes, one or more might be discontinued with the consent of the nation or tribes, and the funds now appropriated to their use applied to the new establishment. I can furnish \$2,000 from the civilization fund per annum; and in two years the funds now used at the Choctaw academy will cease to be expended at that institution, and may be, in my opinion, more beneficially and satisfactorily used at Fort Coffee—always looking, however, to their own consent and co-operation in this measure, to which you will direct your attention from the beginning. Without their hearty aid, little good is to be anticipated; with it, much. The Choctaw fund, now appropriated to the academy, is \$18,000; the Creek \$2,000; the Chickasaw \$5,000; Florida \$1,000; Miami \$1,000; Pottawatomie \$3,000; and Quapaw \$1,000. If the Indians could be convinced of the great benefits that would result to them from the application of so much of their education funds to the Fort Coffee manual-labor school as would still leave them sufficient for the support of the primary schools, (which it is a leading object with me to spread over every Indian district,) I should consider myself as having done something for these unfortunate people and for my own official reputation. The latter, however, is not the object, but would, I confess, be a gratifying consequence, which I could only value as the evidence of proper attention, rightly directed.

Much must be left to your discretion. As soon as the necessary incipient measures are taken, a competent teacher must be selected; and, in doing this, he must be a man of irreproachable morals, and of capacity and acquirements far above what are usually sought for in an Indian tutor. He must be fully qualified to be the principal of the institution when it shall have reached the full extent to which my views look, and with which alone I will be satisfied. He must therefore not be inferior to gentlemen placed at the head of academies in the populous States. On this every thing will depend. A false step here will be fatal; and of course the most

independent and judicious selection will be made, considering only the interest of the Indians and the success of the project.

As soon as the condition of the school will require or admit of it, a farmer must be employed to teach the boys, and a matron (who will be a good seamstress) engaged to instruct the girls (who must not be less in number than one-half the pupils) in sewing, and cutting out, and fitting clothes. Spinning, weaving, and the mechanic arts, can be introduced gradually, as we shall be provided with funds.

In these suggestions you will see what I wish. The foundation must be laid so broadly as to support the extended superstructure that it is hoped will be raised upon it. The most rigid economy must be observed. Our present means are very limited; and not one dollar must be expended which cannot be lawfully applied to the object, and that is not within the fair and legitimate scope of the intention of Congress in making appropriations, or of the various treaties existing between the United States and the different Indian tribes.

Very, &c.

T. HARTLEY CRAWFORD.

Capt. WM. ARMSTRONG,
Superintendent of Western Territory.

(No. 32.)

Statement showing the amount and disposition of funds provided by treaty for education purposes.

Tribes.	Date of treaty.	Amount.	How expended.
Chippewas - - - - -	Aug. 5, 1826	\$1,000	Baptist board.
Chippewas, Ottawas, and Pottawatomies -	Sept. 26, 1833	3,825	
Chippewas, Menomonies, Winnebagoes, and New York Indians - - - - -	Aug. 11, 1827	1,500	Protestant Episcopal.
Choctaws - - - - -	Sept. 27, 1830	2,500	Schools in the nation.
Choctaws - - - - -	Sept. 27, 1830	12,000	Choctaw academy.
Choctaws - - - - -	Jan. 20, 1825	6,000	Choctaw academy.
Chickasaws - - - - -	May 24, 1834	3,000	Choctaw academy.
Creeks - - - - -	March 24, 1832	3,000	Choctaw academy.
Creeks - - - - -	Feb. 14, 1833	1,000	Schools in the nation.
Cherokees - - - - -	May 6, 1828	2,000	Schools in the nation.
Delawares - - - - -	Sept. 24, 1829	2,304	
Florida Indians - - - - -	Sept. 18, 1823	1,000	Choctaw academy.
Kickapoos - - - - -	Oct. 24, 1832	500	Schools in the nation.
Miamies - - - - -	Oct. 23, 1826	2,000	Choctaw academy.
Ottawas and Chippewas - - - - -	March 28, 1836	8,000	Schools in the nation.
Otoes and Missourias - - - - -	Sept. 21, 1833	500	Schools in the nation.
Osages - - - - -	June 25, 1825	3,456	
Pottawatomies - - - - -	Oct. 16, 1826	2,000	Choctaw academy.
Pottawatomies - - - - -	Sept. 20, 1828	1,000	Choctaw academy.
Pottawatomies - - - - -	Oct. 27, 1832	2,000	Choctaw academy.
Pawnees - - - - -	Oct. 8, 1833	1,000	Schools in the nation.
Quapaws - - - - -	May 13, 1833	1,000	Choctaw academy.
Sacs and Foxes of Missouri - - - - -	Oct. 21, 1837	770	
Winnebagoes - - - - -	Sept. 15, 1832	3,000	Schools in the nation.
Winnebagoes - - - - -	Nov. 1, 1837	2,800	Schools in the nation.

(No. 33.)

Statement showing the condition of the fund for the civilization of Indians.

<i>Balance to the credit of the fund on the 1st</i>		
January, 1841 - - - -	\$14,364 57	
Add, appropriated in 1841 - - -	10,000 00	\$24,364 57
Deduct amount of payments to 30th Sep- tember - - - - -	8,586 05	
Required to complete the payments for the year - - - - -	2,747 50	11,333 55
Balance - - - - -	- - -	13,031 02

DEPARTMENT OF WAR, OFFICE INDIAN AFFAIRS,
November 23, 1841.

CONDITION OF THE INDIAN TRIBES, RELATIONS WITH THEM, AND DESCRIPTION OF THE INDIAN COUNTRY.

(No. 34.)

CHOCTAW AGENCY, September 30, 1841.

SIR: In pursuance of instructions and the established rules of the department, I herewith submit the following statement of the several Indian tribes attached to this superintendency. Since my last annual report it could not be expected that any material change should take place. A gradual and steady improvement in many portions of the Indian country is visible, while others evince a great indifference in their condition. A reformation amongst the Indians must be slow; old prejudices are to be overcome, habits of industry substituted for idleness, laws established where the will of the chief governed. That favorable changes to some extent are taking place, with several of the Indian tribes, does not admit of a doubt. That this is to be attributed mainly to a change of residence is equally true. Located as they now are beyond the limits of any State or Territory, each tribe feels the security they have in their present homes, not heretofore enjoyed, based upon the guarantee of the Government of the United States. Feeling this security, they have every incitement to improve their general condition.

The Cherokees are considered as the most enlightened Indian tribe, their intercourse with the whites having been of a more general character. They attended earlier than the other tribes to the education of their people, and enacted laws and regulations for their government, in advance of their red brethren. The dissensions and difficulties which so unhappily divided the Cherokees, after the emigration of the great body of the people, seem to be amicably adjusted, by a union of all parties.

The national council convenes on the first Monday in October annually. The legislative department is composed of two bodies—the committee and the council.

The Cherokees are governed by a constitution, ratified by the people. Their laws are regularly printed, and based upon equal rights and privileges. Judges and sheriffs, and other officers, are elected, to execute the laws. Trials by jury for capital offences are guaranteed to each individual. Administrators and executors are appointed to settle estates, and, indeed, every thing calculated to give protection and stability to the laws. Under circumstances so favorable, with a constitution and a code of laws in successful operation, the Cherokees may be considered as having established a permanent Government. The country they occupy is sufficient in extent for a much larger population than the present Cherokees number. A portion of the land is prairie, very fertile, produces corn, wheat, oats, and also affords fine range for stock, of which the Cherokees own quite extensively, consisting of horses, hogs, cattle, and sheep. In some portions of the country fine dwellings have been erected, and even the common Cherokees have comfortable houses to live in. Mechanics of various kinds are to be found in the nation. A large majority of the merchants are natives, who carry on trade with their people. Salt water is found in several places, particularly at the Grand Saline, which has been worked to some extent. Preparations are making to manufacture salt at this place upon a more extended scale; and, from the quantity and strength of the salt water, there will be no difficulty in manufacturing very largely. Lead and iron ore are said both to be found in the Cherokee nation, which no doubt in a few years will be realized, when the resources of the country become further developed. During the last twelve months a very large sum of money has been paid to the Cherokees, under treaty stipulations, for improvements, spoiliations, &c.; a balance is still due, which is expected to be paid during the present year. The large claims have generally been paid. Those remaining unpaid, in most instances, are where the claimants are dead; in such cases, payment is made to administrators, which generally retards payments. The greatest evil attendant upon the Cherokee people is the large quantities of spirituous liquors which are introduced in their country. From their locality, bordering on a portion of the States of Arkansas and Missouri, with the Arkansas river running through a portion of their territory, notwithstanding the severe laws prohibiting the introduction of spirituous liquor into the Indian country, it has been found thus far impracticable to prevent large quantities from being introduced. This not only strips them of the money that should be beneficially applied, but it produces dissensions amongst themselves, and is a source of incomparable evil.

The Choctaws, like their brother Cherokees, have made great efforts to throw off the Indian life. In many parts of the nation, and particularly on Red river, the most pleasing anticipations have been realized. Schools are to be found in the country, and a general inclination for the education of the people. This is one of the principal agents by which any tribe of red people are to be reformed. Acting upon this belief, aided by the exertions of some pious and useful missionaries, the Choctaws, since their emigration, have made very rapid strides towards civilization. They have formed a constitution, upon which their laws are based, which lately has been printed both in English and Choctaw, and circulated through the nation. The

general council convenes annually on the first Monday of October, and usually remains in session two weeks. The council which convenes in a few days will be an interesting one, as the Chickasaws, for the first time since their emigration, have elected councillors, and come into the general council, as the fourth district of the nation, with a full representation. The general council consists of forty members, elected from the four districts, according to population, and makes the only representative body. From their numbers a speaker is elected, who presides over the deliberations of the body; a clerk is also elected, who keeps a journal of the proceedings. Each of the four districts has a chief, who sit as a body for the approval of such laws as are enacted by the council. The general council-house is a spacious and comfortable building, erected by treaty stipulation, with convenient rooms for committees, a gallery, and seats prepared for spectators. The members are paid a per diem pay of two dollars, and mileage, from the national funds. Judges are elected, who hold courts at stated periods. No compulsory laws have been enacted to collect debts. The system of credit, when extended between individuals, rests upon the faith of the debtor for payment. The country owned by the Choctaws extends from the Arkansas to Red river, commencing at Fort Smith, and running up the Arkansas to the Canadian, and up the Canadian to the limits of the United States, and with said limits to Red river, down Red river to where a due south line from Fort Smith with the State line of Arkansas strikes Red river.

These limits embrace a country far in extent beyond the wants of the Choctaws, possessing advantages over any other Indian tribe, by being in the cotton region. On Red river this valuable staple is cultivated by a number of Choctaws and Chickasaws; and, from the best estimate I am able to make of this year's crop, there will be for exportation at least one thousand bales of cotton. There are seven cotton gins in the nation, and, from appearances, there is every reason to calculate that additional gins will be put up next season, and that many of the common Indians will cultivate one or more acres of cotton, which, when sold in the seed to the ginners, will, even at a low price, be a handsome and sure source of income, and stimulate others to increased industry. There are also several grist and saw mills on Red river. Corn, oats, beans, pumpkins, potatoes, and vegetables in great varieties, are raised by the natives. Many of them have built good and comfortable houses, and are preparing their farms with every indication of substantial farmers. Many of the females spin and weave, and do much towards clothing their families by the industry of their own labor. Portions of the country are found peculiarly adapted to raising stock—the prairies affording fine grass for the summer, and an excellent substitute for timothy hay, when cut and cured in proper season. Stocks of cattle, hogs, and horses, are owned by the Choctaws. But little feeding is required, the range both summer and winter being abundant for all stock not used, and permitted to go at large. Salt water is also found in the Choctaw nation. The only works at which any quantity is manufactured are on Boggy, about fifteen miles from Red river. They are owned and worked by Colonel David Folsom, a highly intelligent and worthy Choctaw, who has thus far only manufactured a supply commensurate with the demand. Many of the Texians get their supply of salt from these works.

The Choctaws have four blacksmiths, furnished under treaty stipulations; two of these, with all the strikers or assistants, are natives. They have

also some eight or ten shops, belonging to the nation, which are only worked during the very busy ploughing season, by employing native strikers, with the promise that they shall have a shop when qualified to take charge of one. Great inducements are held out to natives to become good blacksmiths. By these means the nation will have mechanics of their own, when these treaty stipulations, which are temporary, expire. There are also other mechanics found in the nation.

The Chickasaws, as already stated, are by treaty amalgamated with the Choctaws; they speak the same language, and have intermarried with each other for many years past; they lived adjoining previous to their emigration. The Chickasaws have a separate fund, arising from the proceeds of the sale of their valuable country. This is under the general control of the Chickasaw chiefs, separate and distinct from any supervision of the Choctaws. In every other respect they enjoy equal rights and privileges, except as to the funds owned by each.

The district of country assigned them is on Red river, being the western district of the nation. They are much exposed, from their frontier location, with Texas immediately opposite to them, engaged in a war with the Indians of that country, and the scattering tribes that have so improperly settled down upon the western border. The consequence has been, that the Chickasaws have lost many valuable horses and other property, and have been prevented from extending their settlements as far west as they would have done under more favorable circumstances.

During the past summer, two companies of dragoons were on Blue and Washita, for a short time. They removed a number of straggling Delawares, Shawnees, Kickapoos, Cushshattoes, &c. They are returning since the troops left; and, until a permanent military force is established on Blue or Washita, which is the great passway in and out for these tribes, there will be no general security.

Since the emigration of the Chickasaws, a large number of the tribe have been indisposed to work. The very liberal provision allowed by their treaty, giving to each certain reservations of land, has been the means of affording large sums of money from the sales of these lands. This accession of wealth, acquired without industry, has proved rather a source of evil to many, who, finding themselves suddenly in possession of so much money, have lived on it without making proper exertions to provide for themselves when these means shall have been expended. Others have taken care of their money, and have opened extensive farms, purchased stock, and such things as were requisite for persons in a new country.

Many of the Chickasaws this year have moved up to Blue and Washita, and have given better indications than heretofore of their intention to make a crop. The great and protracted drought, which pervaded the whole Indian country, has been peculiarly oppressive on Red river. The consequence will be, that the Chickasaws will be short of corn, and experience a pinching year for subsistence before another crop is made.

The Chickasaws have a large investment in the hands of the Government; the interest of which is for the benefit of the whole tribe. As yet no payment has been made from this fund, owing to the heavy payment created by the emigration of the tribe, who, according to their treaty, pay their own expenses. The Government have wisely and properly declined disposing of any portion of their national investment, but have waited until the interest will gradually liquidate their debts. Next year the

Chickasaws will expect a general annuity, after which they will receive the interest on their stock to a larger amount than perhaps any other tribe. That a portion of this should be expended for mechanical purposes, and for the advancement of the people in education, cannot admit of a doubt. Experience has confirmed me in the opinion, long entertained, that large sums of money paid to an Indian tribe, as an annuity, create a dependence from this source for a living, and thereby produce idleness.

Scattered, as the Chickasaws have been, and are, to some extent, over the Choctaw country, they have required more blacksmiths, to enable them to make their crops, than their numbers would seem to warrant. They were very destitute of farming utensils. The object should be to draw them to the district assigned them, where they can be supplied with mechanics and schools from their national investment.

The country assigned them is equal to any portion of the Indian country, with the privilege extended to them of settling in any part of the Choctaw nation. Many of the Chickasaws own large numbers of slaves, and are engaged in the cultivation of cotton. Although the majority of the tribe are inclined to idleness, there are notwithstanding some very respectable and intelligent men, who, by their example and influence, are using great exertions for the benefit of these people. With their wealth and advantages, they have resources sufficient to place them in fair competition, not in numerical force, but certainly in establishing schools and mechanical arts, which are best calculated to exert a beneficial influence over any tribe or people.

The Creeks, in point of numbers, are equal if not greater than any of our tribes. They number at least twenty thousand strong, and have given evidence in times past that they were good warriors. Since their emigration they have manifested, on all occasions, the greatest friendship for the United States. They have been divided into what is called Upper and Lower Creeks. Although this distinction still exists, there is but one principal chief of the Creek nation, (Gen. Roly McIntosh.) They have not advanced as far as either the Cherokees or Choctaws in passing regular laws. Annually they are improving in this respect; and lately, very much to their credit, and for the benefit of their people, they have passed a very severe law against the introduction of spirituous liquor into their country. There are very few mixed bloods in the Creek nation: it is, therefore, a work of more time and labor to introduce written laws. The Creeks have a great wish to educate their people, and show clearly, by the improvements they have made since their emigration, that they have done some good. The country they own is well adapted to raising corn, beans, pumpkins, and melons. A number of the natives have raised quite a quantity of rice—a novel production in this country, but which seems to grow quite well. The Creeks are getting good stocks of horses, cattle, and hogs, and many of them putting up comfortable log cabins. They have extended their settlements further west of late, and have yet a large scope of country unoccupied. The Creeks, to some extent, still cultivate in towns; many, however, work separate fields, and amongst all the Indian tribes it is conceded that none make corn in more abundance than the Creeks. They have four blacksmiths, two wagon makers or wheelwrights, furnished them by treaty stipulation; these, with a requisite supply of iron and steel, &c., enable them to have such work done as answers their agricultural purposes. They have also some schools.

in their nation, and receive from the Government of the United States, under treaty stipulation, a considerable annuity.

The Seminoles constitute properly a portion of the Creek nation; their language differs but very little. Since the removal of the different parties that have emigrated from time to time, they have been located in the Creek nation, between the Deep fork of the Canadian and the Arkansas river. This location was obtained in consequence of the country assigned the Seminoles, lying between the main Canadian and the North fork running west to Little river, being taken by Hopoethle Yoholo's party of Creeks previous to the emigration of the Seminoles. It has been thought that the country the Seminoles now occupy was not, in point of soil or extent, sufficient for their accommodation. Lately this country has been examined by the Creek agent and others, and pronounced to be very rich; the only objection is, that water is somewhat scarce. I have conversed with the Seminole chiefs who have resided in the country for a year past; they profess to be well satisfied with the country. The Seminoles, this season, who were on the Deep fork in time to make a crop, have made more corn than they will require, notwithstanding the severe drought. They also have raised beans, pumpkins, and melons, in great abundance. During the past season, I directed the agent, and the commissary, who is issuing provisions to the late emigrant Seminoles, to use every exertion to induce Alligator and other Seminoles who had joined him, and located themselves above Fort Gibson, in the Cherokee country, to remove over the Arkansas to their own country. This object was expected to be accomplished this fall. Alligator has returned to Florida, to induce the remainder of the tribe to emigrate, which may for the present prevent his party from removing, at least until his return. This is the second delegation that have returned to prevail on their people to remove. I have every reason to believe that they will act in good faith. They have been subsisted and taken care of by the Government, and feel that they want strength here in the West to place them on a footing with other tribes, and wish to have a country in which they can live in peace; to use their own language, they can lie down at night without the fear of being killed before morning.

The Seminoles should have a separate sub-agent. They look with great distrust upon the Creeks, and are rather unwilling to have the same agent. A sub-agent located amongst them would draw them together, and be able to adjust the many disputes that exist between themselves about property, and be otherwise of great benefit to them. They have a blacksmith, assistant, iron, steel, blankets, &c., furnished them, with an annuity in money, which has been regularly paid them. They therefore feel secure, as no doubt they believed there was no country provided for them, and that they would, if not killed when taken in Florida, meet a cold reception in the West.

The Osages are the only tribe within this superintendency who, to any extent, depend upon the chase for subsistence. They continue to make their fall and summer hunts. The buffaloes have receded back so far, since the emigration of other tribes on the frontier, that every year they have to extend their hunting excursions to obtain even a scanty supply, and that at the risk of falling in with the wild tribes of the prairie, whose only dependence for a living is upon the buffalo. One or two bands of the Osages have shown a disposition to make corn. Great exertions are making by their agent to induce them to give up their hunting life, which, with the scarcity of game, may produce a favorable change.

By treaty stipulations, the Government, have generously provided funds, to be invested in agricultural implements, mechanical purposes, and stock animals, with a fund for education. The first object of the agent has been directed to prevail on the Osages to fence in their grounds, and raise corn, &c. This is doing to some extent. Next spring it is designed to furnish them with a portion of stock animals, when it is believed they will keep them for increasing their stock. Great complaints have been made by other Indian tribes, as well as our own citizens, of depredations by the Osages. This can be prevented in no way so effectually as by turning their attention to habits of industry, and thereby employing them at home. The country they own, although inferior to other parts of the Indian country, has notwithstanding a sufficient portion of good land for all farming purposes, and in extent of country is greatly beyond even the wants of an Indian.

The Senecas, Senecas and Shawnees, with the Quapaws, who are located immediately adjoining each other, with the Cherokees on one side and Missouri on the other, constitute what is termed the Neosho sub-agency. The country they occupy, though small, lies compact, and is both ample in extent of territory and fertility of soil for the wants of the small tribes for whom it is designed. Each of those bands cultivates separately. They have blacksmiths to do their work, and one of them a farmer to aid them in preparing their grounds and giving them a general knowledge of farming. They raise corn, beans, vegetables of different kinds, and also raise wheat, which grows well in their country. One of the tribes has a good grist and saw mill. Flour is manufactured to a considerable extent at these mills. Being located so near the Missouri line, the citizens have large quantities of wheat manufactured into flour at these mills. There is no tribe of Indians that could be more comfortable than those within the Neosho sub-agency. Their country is rich, healthy, and finely watered. They are, however, so near the Missouri line, where spirituous liquor can be so easily obtained, that every inducement [is] held out to them by establishing whiskey shops for their accommodation. All these temptations are not easily resisted by Indians, and prove their greatest curse.

The different tribes within this superintendency may be estimated at seventy thousand, exclusive of the wild tribes of the prairies. Amongst them may be numbered some of the best warriors. Although the military force on the frontier is very small, the most uninterrupted peace has been maintained since the emigration of the Indians. Each tribe has allotted to it a country fertile and extensive. Many of them are farmers and graziers, and take a deep interest in the welfare of our own Government, in whose hands large investments are held for the benefit of these tribes.

Justice requires at our hands that a faithful fulfilment of the various treaty obligations be strictly complied with. This done, and a mild and judicious policy observed towards the Indians, we may expect a continuance of peace, with a fair prospect of civilization, or at least improving the condition of a race of people that are entitled to our deepest sympathy.

Very respectfully,

WM. ARMSTRONG,

Acting Superintendent Western Territory.

T. HARTLEY CRAWFORD, Esq.,

Commissioner Indian Affairs.

(No. 35.)

CHICKASAW AGENCY, *September 13, 1841.*

SIR: Agreeably to regulations, I now report to you the condition of the Chickasaw tribe of Indians west. They, according to their agreement with the Choctaws, have a district in the Choctaw country, which is the south-western part of the nation; but they have a right to settle in any part of the nation, and a large portion have settled in various parts of the country, but the larger portion have settled in the Chickasaw district. Within the the last two or three months several have moved in, and a great many others are preparing to move this fall; and I think that in the course of a year nearly the whole tribe will be in their district. I have travelled pretty much over their district, and find that they generally have good water, and some very good land, well adapted to the use of Indians; but it is my opinion that there is not good land enough in the district to accommodate the whole tribe. The Chickasaws show an increased desire to cultivate the soil. Their crops bid fair at one time this year to be abundant; but, owing to the drought of nearly three months, they will not make more than a third of a crop of corn. Some fifteen or twenty have large crops of cotton, which were not so much injured. The only public workmen they have had, since their emigration to the West, are blacksmiths; three have been employed generally.

* * * * *

The Chickasaws, for the last two years, have been healthy; but the first eighteen months after their arrival they were very unhealthy, and a great number of them died. In fact, all persons that come to this country are certain to have severe sickness. The Chickasaws have never yet received a general annuity, which they want at this time very much; but the situation of their funds is such, that I presume it will be impossible for them to receive one until the next year.

Gamblers and other disorderly persons have been kept out of the district; and they have had very little intoxicating drink among them, and would have less had I the force to carry my wishes into effect; but, being so far removed from any kind of force, I have to use my personal influence and force.

For the last two years the Chickasaws have been very much annoyed by various bands of Indians who intruded into their district, viz: Delawares, Shawnees, Kickapoos, Cherokees, Caddoes, Uchees, Coshattoes, and others. The ostensible business of these various bands was hunting, but they carried on an extensive trade with the Comanches and other wild tribes who are situated to the south and west of the Chickasaw district; and I have reason to believe (from the horses they brought into this country, being State-raised horses, and generally shod) that they, or the Indians they traded with, stole them from the citizens of Texas. This last winter these bands became more numerous, and much more troublesome. They commenced killing the stock of the Chickasaws, and stealing their horses; and got so strong, bold, and threatening, that the Chickasaws, Choctaws, and traders, petitioned me to have them removed forthwith. I immediately went among the various bands, and advised them to move; but all I could say to them had no effect. They at one time threatened hostilities; and the good and peaceable citizens became so alarmed, that I called on the commanding general of the second department, western division, to send,

as soon as possible, troops to protect the frontier, and move those bands off; which request was complied with in the last of April, May, and the first part of June. The troops left the Chickasaw district about the 15th of June; since which time some of the Indians have returned, and have stolen some fine horses and some negroes. Two negro men have been stolen from Blue river in the last ten days.

About five weeks since, some of the citizens of the republic of Texas, well armed, crossed to the north side of Red river and killed two Indians, a man and a woman; the other Indians made their escape, but their property was all destroyed. Two or three weeks afterwards, a company of about sixty or eighty Texians, well armed, crossed Red river above the mouth of the False Washita, and scoured the country between the Washita and Red river, committing depredations upon some of the houses of the Chickasaws.

The situation of the Chickasaw country is such, that it will be impossible for them to live in peace and safety without they have protection from the United States: the southwestern part of their district is the great outlet and inlet to the mean and disaffected of all tribes north, and Spaniards and wild Indians in the south and west.

Very respectfully,

A. M. M. UPSHAW, C. A.

To Maj. WILLIAM ARMSTRONG,
Acting Superintendent W. T.

(No. 36.)

CREEK AGENCY, *September 30, 1841.*

SIR: I have the honor to submit, herewith, the following report of the Indians embraced within this agency.

As regards the Creeks, I feel the greatest pleasure in being able to inform you that perfect harmony prevails amongst all parties of the nation. The ill feelings and jealousy which existed between the two parties, the Upper and Lower towns, and which at one time threatened to terminate only in bloodshed, are entirely removed, and the most sincere friendship exists among them. Their old established rule and custom of each party holding their own general council, and in all cases acting independent of each other, has been done away, the whole nation at present being represented in one general council by the chiefs of the different towns; Roly McIntosh, the chief of the Lower towns, or McIntosh party, presiding as the acknowledged chief of the united towns and the whole Creek nation.

This council meets annually, and revises and passes such laws as affect the interests of the nation at large. Before it, individuals present their claims and receive redress for grievances. Its general character is that of a court of justice; its decisions are, however, imperative, and from it there is no appeal. The laws passed by it remain in force for a year, at which time, if they are discovered to be inefficacious, they are repealed or abolished altogether.

The character of the Creeks, as an agricultural people, has already been noticed. An oppressive drought which occurred this year will reduce the crops at least one-half of what they would have raised had the season been

favorable. However, from the rich and alluvial nature of the land they cultivate, they will yet obtain sufficient for their own consumption.

The happiness and general welfare of the nation have been greatly promoted by a law which was enforced by the last general council; this was for the suppression of the sale and use of all ardent spirits in the Creek country. In spite of all the precaution and vigilance of the military at Forts Gibson and Smith, whiskey, in large quantities, was at all times introduced into the Indian country; and there was not an assemblage of the Indians, met for the purpose of transacting business, but what large numbers of them could be seen beastly intoxicated—so much so, that it really was a matter of difficulty to do any business, in consequence of the chiefs' indulging in the use equally as much as the common Indians. The benefits of it have already become visible. Heretofore, scarcely a night passed but what were heard the yells and whoops of drunken Indians; now, all is quiet, and there is every probability of that "bane" of the Indian, whiskey, being fully abolished from the use of the inhabitants of the Creek nation.

The Creeks have now one mill in operation; one more will be erected so soon as funds are received for that purpose. I would respectfully solicit the attention of the Department to the subject. The Creeks were entitled, by treaty stipulations, to have four railway mills; they were, however, considered to be ineffective, as they were liable to become out of order, and at best would last but for a short time. It was considered preferable to erect two horse mills in their place; I accordingly employed a millwright for that purpose, (whose contract I referred you to.) No money, however, has ever been received for that purpose. I respectfully request that the amount may be remitted as soon as possible. The mill grinds well, and it is greatly frequented by the Indians.

As regards the Seminoles, they are generally comfortably located upon the lands of the Deep fork. They appear contented, and have this year raised considerable quantities of corn and the generality of garden vegetables. Their crops are better than those of the Creeks, as they suffered less from the drought. The last emigrants of the Seminoles have expressed much satisfaction with their new homes, and appear perfectly contented. They have been favored with very good health since their arrival—a circumstance quite unusual at this season. They have received, in part, the articles allowed them by the stipulations. I have, however, to state that all the linseys and frocks were consumed at the last issue. A large quantity more will be required. The Seminoles have seven or eight hundred acres of excellent land under a good fence, in corn, and all are comfortably situated in log cabins, erected out of the funds appropriated for that purpose, from which they have derived much benefit, and have given more satisfaction than any I have expended in the country.

I am, &c.

JAMES LOGAN, *Creek Agent.*

Capt. WILLIAM ARMSTRONG,
Acting Sup't Indian Territory.

(No. 37.)

OSAGE SUB-AGENCY, *August 1, 1841.*

SIR: The Osages inhabit a country fifty miles in extent north and south, and running west, for quantity, I know not how far. Between their

eastern boundary and the State of Missouri is a reservation of Cherokee land, fifty miles north and south by twenty-five east and west. The Osage reservation is watered by the Arkansas, Verdigris, and Neosho rivers, besides several smaller streams, all running from a north west to a southeast course across their country. These streams afford sufficient quantity of excellent timber to supply all their wants as agriculturists; of this there are every species of the oak, some cotton wood, black walnut, elm, &c. A large portion of their country is prairie, and most of it very rich soil.

The Osages numbered, at the payment of their annuity in March last, 1,484 men, 1,436 women, and 1,375 children—making in all 4,301 souls. They depend on the chase entirely for a subsistence. Their women make some corn, beans, and pumpkins, which they raise entirely with hoes, in the edges of the timber adjoining the prairies. This is done before they leave home on their summer hunt, which is about the first of June; and a scanty subsistence is raised in this way. I have known them for the last two years to purchase of their white neighbors in Missouri. By their treaty of 1839, they are given stock animals, hogs and cattle, which, by the language of the treaty, were to have been given to "each head of a family," so fast as they made agricultural settlements. They have, however, received two hundred head of cattle and four hundred head of stock hogs, very few of which remain to them. There are some of their chiefs and considerate men who have expressed a wish to live (as they say) like white men—to fence and plough their land, raise hogs, cattle, &c. To enable them to make these fields, they should have the wagons, carts, teams, and tools, estimated for to work with. After that time, they might receive their stock animals.

I am decidedly of opinion that their mills should be built for them without delay; at least the saw mill, where lumber could be had to build the houses for chiefs, named in the treaty of 1839. The prices of these buildings, as specified in the treaty, are so small that houses cannot be built of much duration or comfort. General Arbuckle is supposed to be a man well acquainted with the manners, habits of life, &c., of Western Indians, and more particularly the wants and necessities of the Osages; and why he has, in making the treaty of 1839, given them stock animals, wagons, carts, teams of oxen, and farming implements of various descriptions, without a farmer to learn them the use of these things, I am at a loss to conceive. I would therefore beg leave to suggest the propriety of using a portion of their school funds (say \$1,000 or \$1,500 per year) for the hire of a farmer, with a few additional laborers, to assist them in their farming operations for a few years.

Hitherto these people have lived in the world without law, or the fear of God before their eyes; and, in consequence, have repeatedly sinned against their neighbors, and for several years past have drank much more than formerly. The venders of whiskey are to be found at almost every other house, from the Cowskin to Missouri river, near the boundary line. If those persons, who, I doubt not, would like much to be called gentlemen, and who have many complaints to make of the predatory visits of Indians to their neighborhood, would take some measures to remove or otherwise prevent their worse than Indian neighbors from *keeping and selling whiskey to Indians*, for the last piece of money they may have, and then their property at a sacrifice, they would perhaps have less cause of complaint.

The Osages have called on me to assist them in making laws to restrain their mischievous young men. The necessity of this course has been

forced upon them by circumstances too strong to be resisted. They are now nearly surrounded by neighbors, who all have laws for their Government, and who have many causes of complaint against them. I shall be careful to provide a clause to prevent the introduction, or at least the sale of spirits in their country.

The Osages have done but little this year in the way of improvement. They are clamorous for their mills, houses, &c.; all will stand still until they get them. I have not the field notes of survey, or I would give you a map of their country, and show the sites of the smith's shop and trading-house. Their smiths have, since the completion of their buildings, been employed in repairing their few old farming implements—hoes, axes, some iron wedges, guns, traps, &c.; upon the two last of which they yet depend mostly for their support. Considerable of these repairs have been done. As they have been without a smith for many years, I have thought it proper to employ, instead of one of their blacksmiths, a gunsmith. This, I think, will be necessary for several years yet to come.

The Osages I do not consider a warlike people, though they are, and have been for several years past, at war with the Pawnees, with whom they had treaties of peace. They complain that the Pawnees were the first aggressors by stealing their horses, for which the Osages took their scalps. They believe it impossible for peace to exist between the two people.

They also have some complaint against the Delaware people, with whom they have treaties of peace. The Osages charge the Delawares with having killed eight of their people, and that, too, while they were seated and eating with them. This killing took place in April, 1840, [at] some place south of Arkansas river, as two small hunting parties were returning home, one of Delawares, the other Osages. I shall leave here in a few days with some of the principal men of Osages, to visit our Delaware neighbors, and try, if possible, to settle this matter.

(No. 38.)

NEOSHO SUB-AGENCY, *August 1, 1841.*

SIR: In compliance with the regulations, I herewith submit the ordinary annual statement of the affairs of this sub-agency.

The Quapaws at the late payment numbered 215—ten less than were reported last year. This variation is owing to the fact that many of them are constantly moving backwards and forwards between their proper homes and the camps of their straggling relations on Red river; and it is probable that, in consequence of the recent efforts to remove the intruders from the Choctaw lands in that neighborhood, the roll will show a much larger number next year. I have not been long enough among them to judge of their comparative condition; but their farmer thinks that, upon the whole, they have improved during the last year. The number of acres cultivated is not larger, nor the amount of produce raised; but more of them are disposed to work, and many of them have lately shown a strong desire to raise stock. There is reason to hope that efforts now in progress to assist these last will prove successful.

The number of the Senecas (175) is precisely the same as that last reported. They appear to be decidedly retrograding. Many houses are going

to ruin, fences tumbling down, and farms once flourishing overgrown with weeds. The cause of all this is a curious instance of the evil that may result from schemes, apparently judicious, for the improvement of Indians. Before removing to their present location, being already pretty well advanced in agriculture, they were promised, as an inducement to further exertion, a grist and saw mill. The mills were built, but unfortunately there were no others in that part of the country; consequently, the white settlers from adjoining counties in Missouri and Arkansas flocked in with grain and timber, and the mills soon yielded a handsome revenue—the tolls of the grist mill alone amounting in good seasons to nearly two quarts of meal per day to each individual of the tribe, double the ordinary flour ration allowed to privates in the army. Many an industrious and well-disposed Indian has been induced first to give up labor as unnecessary, and next to sell his surplus meal for whiskey. There are two distilleries in Missouri, near the Seneca line, ready to absorb these toll grains, and it is said one of them is supported and carried on entirely by grain bought from and whiskey sold to the Indians. To such a pitch had this matter reached when I arrived, that every Monday, the day on which the tolls are distributed, three-fourths of these unfortunate people might be seen drunk about the mill. Since then the severe drought has diminished the receipts from this quarter to a mere trifle, and measures are in contemplation which, it is hoped, will effectually prevent the recurrence of this evil.

There are 225, in all, of the mixed band of Senecas and Shawnees. Nearly all of them are industrious, and live comfortably. Many have wheat, corn, and oats, to sell. I cannot state the number of acres in cultivation, but it is larger than it was last year. There is scarcely a drunkard among them, and a body of men more truly respectable cannot be easily found in any country.

Very respectfully,

JOHN B. LUCE.

Capt. WM. ARMSTRONG, Act'g Sup't W. T.

(No. 39.)

ACTING SUPERINTENDENCY OF MICHIGAN,
Detroit, October 18, 1841

SIR:

There is little left for me to say at present, relative to the condition of the Indians of this region, after the voluminous reports made to you from year to year by my predecessor. No material change has taken place in their relations within the past year. About sixty of the Ottawas, who had taken up their residence on the British side of Lake Huron, have returned, and report that more are dissatisfied with their situation there, and disposed to come back, on assurance that the Government will use no coercive measures to remove them west of the Missouri, of which they have extreme dread. I ventured to intimate to them the possibility of the President being able to procure for them some other favorable location, in the vicinity of kindred tribes, &c. This hope, with the promise that they were not to be immediately removed, seemed somewhat to relieve their anxiety. I am apprehensive that they can never be induced to emigrate to the west of the Missouri, without force, and even then most of them would endeavor to

make their escape to Canada. The time is not very distant, however, when the Ottawas, between the Grand river and the Manistee, must vacate their present locations and leave the State, unless they take up their residence in the vicinity of Mackinac. The region between the Grand Traverse and Thunder bay, (on the peninsula of Michigan,) with the country north of the straits of Mackinac, will neither be purchased nor settled by the whites for ten or perhaps twenty years to come; so that there is no urgent necessity for removal on that account. The immediate question therefore is, what action would be most beneficial to the Indians themselves? And the solution, in my apprehension, is involved in many difficulties. I have for years looked with alarm upon the policy of congregating so many and various tribes on our Southwestern frontiers; the danger is not only imminent to the Indians among themselves, but also to our sparse and ill-protected settlements; and that there has not as yet been any serious outbreak is, in my opinion, no guarantee of future safety; for Indians are timid and cautious, until they ascertain both their own strength and that of their neighbors; and I am fearful that, unless a strong force be maintained among them, we shall experience much trouble ere many more years elapse. It gave me, therefore, unfeigned pleasure to learn that it was in contemplation to establish an Indian colony in the Northwest, where neighboring and friendly tribes could be brought in juxtaposition without throwing them too suddenly or in great masses together; such a movement is called for by humanity as well as by sound policy. A considerable number of these Indians have made commendable advances towards civilization; some are worthy members of Christian churches, and a general desire pervades them to have their children educated; for in this they *now* believe consists the only hope of their preservation. Several have already purchased land, and many more are saving their money for the same purpose. A respectable portion of them also seem very desirous to become citizens, and settle on their own farms, under the protection and sanction of our laws; and there is much solicitude evinced, by many of our best citizens, "that a remnant of them should be saved." Petitions to the State Legislature are, I understand, in a course of preparation, claiming for such as procure farms the rights of citizenship, and deprecating any effort to have them at present removed, as many are making rapid progress toward civilization, &c. I was highly gratified with their general conduct and deportment at the payments; for I anticipated sad scenes of intoxication and rioting; but there was comparatively little excess of any kind, and I believe they carried off half their money to their wintering grounds.

My opportunities, since my appointment, for thorough investigation into their actual condition and prospects, have not been sufficient to satisfy my own mind as to the basis and strength of their purpose to emerge from their past estate; but I have strongly exhorted them to persevering efforts in this respect, assuring them of the sympathy and fostering aid of the Government.

Too much consequence has been attached to the British post on the Manitoline islands; and, through sources worthy of entire confidence. I have long since been assured that it would have been withdrawn years ago, were it not for the noise our people made respecting it, combined with the efforts of the officers of the British Indian department to magnify its importance, and cause their Government to believe that the faith of the nation was pledged to furnish annual presents to the surround-

ing tribes, for their services during the last war. Their object in this is simply to perpetuate their own lucrative offices. My decided opinion is, that if, in lieu of the excitement which has been kept up on this subject by our press and people, the Government had annually placed \$1,000 worth of provisions at the disposal of the agents at Mackinac and the Sault de St. Marie, and permitted them to have used their influence in inducing as many Indians as possible to go to partake of the bounties of Queen Victoria, the parties would very soon have become disgusted with one another. At all events, I am confident that some such expedient would have been the most effectual remedy; and, were it *quietly* undertaken *even now*, the establishment would either be broken up or abandoned by the Indians within two years.

Several changes have, of late, been made within the superintendency, as you are aware, and I feel much confidence that hereafter the benevolent designs of the Government will be faithfully and efficiently carried out. The services of the physicians and blacksmiths are very essential, and always highly valued by the Indians. The present carpenter (who is also a cooper) will, I think, render himself quite serviceable; and, although the farmers have heretofore not given much satisfaction, there is no reason why it should continue so, and I hope, ere long, to see this branch rendered eminently useful.

I have had several interviews with the chiefs of the Swan-creek and Black-river Chippewas. About 200 of them are yet in this region; that is, 108 remain in the vicinity of Black river, and another band of 107 have crossed the St. Clair river, and partly joined the colony of British Methodists, nearly opposite to Fort Gratiot. A few of those who have remained on our side have bought farms, and are determined to become citizens; the residue wander about, doing little good, and must, ere long, be removed ~~nowhere~~. They complain earnestly that they have been deceived; both in the letter of the treaty and the bad faith in which it was carried out. The Government will have to extend its bountiful aid to them ere long, else many of them must perish; yet they have great dread of crossing the Missouri. Should the policy of removal west of this river be discontinued, and a new colony established, you will no doubt endeavor to have the plan matured in the course of the ensuing winter. And I hope you will pardon me for suggesting, that it might be well for you to call to Washington some individuals best acquainted with the country, Indian character, &c., so as to have near you the talent and information which so grave a subject demands; and, in my opinion, you can find no man better informed and more capable, in this respect, than Governor Doty, of Wisconsin. If an experienced and judicious missionary could also be consulted, it might be useful, (and would no doubt give much gratification to the Christian community,) especially if a revision of the whole system be in contemplation; and, I presume, the sooner the general policy is laid upon a permanent basis the better.

Several applications have been made at this office, on behalf of the Indians of Grand river, for a sub-agent; and, if they are to be permitted to remain for any length of time in their present locations, one should be appointed (his salary need not exceed \$500) who can act both as agent and interpreter; for there is no person in that region to mediate between them and the whites, although they are in constant contact, and often imposed upon.

The Indians within the sub-agency of Sault St. Marie, who reside near

the village, suffer materially from the baneful effects of ardent spirits; and I am pleased to learn that it is in contemplation to remove the Methodist mission and school to a distance of some fifteen miles from the falls. This would be a decided advantage in every respect; and I have no doubt a considerable settlement would soon be formed around them, of the more respectable, from the different bands; but, in order to effect this desirable movement, they must abandon their present improvements and build anew. This will require some funds, of which they are very short. If the department will pay them next season the appraised value of the old improvements, they will manage to procure whatever more may be necessary. This has been promised by Mr. Brockway, the principal missionary, with whom I have conversed at large on the subject. Your decision on this subject will be earnestly looked for, and I hope it will be favorable.

These Indians, generally, make some progress in the cultivation of the soil and manufacture of maple sugar; which, with their fine fish, might enable them to live comfortably; but, as you have herewith the sub-agent's annual report and accounts, I forbear troubling you with further details.

Herewith are forwarded the annual returns of Mr. Hulbert, the sub-agent of Saganaw. His report indicates that but little change has taken place in the condition of the bands within that district. They are without schools or missionaries, and rather deteriorating, from their over free intercourse with rum dealers, who abound in all the villages around them. Their reserves are secured to them by treaty until July, 1843, when it will become necessary and best to remove them. The sub-agent, &c., is active and faithful in doing all he can for their benefit; but either their moral or physical improvement, where they now are, is hopeless. Their soil is fertile; so that, with the labors of the blacksmith and farmers, they generally live comfortably. * * * * *

These (the Chippewas of Mississippi) Indians have enjoyed general health during the past year, and they would be enabled to live in comparative comfort, were it not for their constant troubles with the Sioux, which keep them in very restless and unfavorable circumstances for advancement towards civilization; and strong efforts will, I hope, be made to put a stop to this exterminating war. * * * * *

Your obedient servant,

ROBERT STUART,
Act'g Sup't Indian Affairs.

HON. T. H. CRAWFORD,
Com. Indian Affairs.

(No. 40.)

OFFICE OF SAGANAW SUB-AGENCY,

Detroit, October 15, 1841.

SIR: In obedience to the regulations of the War Department, I have the honor to transmit a brief report relating to the Saganaw sub-agency for the past year. Little or no changes have taken place in the condition, habits, or occupation, of the several bands, since my last annual report. Some few of the said bands manifested a desire to cultivate sufficient land to supply the necessary vegetables and corn for their own consumption.

For all such, lands were prepared, say seventy acres, which proves very productive.

The appropriation of the \$2,000 for the payment of overseer, of farmers, blacksmith, assistant, &c., together with the aid of the smith's shop, afford abundant means to supply the Indians with all necessary farming utensils, cattle, &c.

The blacksmith and assistant have been constantly employed the past year in repairing all necessary work brought to the shop by Indians, and manufacturing articles useful to the Indians; which are distributed among them as their necessities require, and for their greatest benefit. I am happy to state that general health has prevailed among them during the past year; and my opinion is, that no tribes possess greater facilities to acquire the comforts of life than they, would they improve them. * * *

Very respectfully, your obedient servant,

JOHN HULBURT,
Acting Sub-Agent.

ROBERT STUART, Esq.,
Acting Sup. Indian Affairs, Detroit, Michigan.

(No. 41.)

SAC AND FOX AGENCY, *September 1, 1841.*

SIR: In compliance with those paragraphs of the revised regulations of the Indian department, requiring certain reports and statements to be annually furnished in time to reach the War Department by the 1st day of October, I have the honor to present the following report, in connexion with the account, abstract, estimate, &c., enclosed:

It will be recollected that the Sacs and Foxes were stated, in my last annual report, to have been for some time existing in a state of much discord and domestic embarrassment. These commotions, which found their origin in a dispute as to the mode of payment and subsequent disposition of the annuities due said tribes for the past year, were principally attributable to a rivalry among the trading interest, and the different opinions entertained, by those licensed in the trade, in regard to that mode promising the greatest certainty of payment to themselves, for the credits they had already extended to the Indians to a large amount. The effort to make the payment, soon after attempted, appeared to increase the confusion among them; which, in fact, seemed to find cause for renewed animosity at every occasion on which they were assembled. These dissensions, so injurious to their own happiness, and so perplexing to those charged with transacting among them the business of the Government, have at last, as was specially reported at the time, been happily adjusted; and, although a degree of jealousy is still, at times, seen to manifest itself, I am quite sanguine in the belief that it will become gradually extinct, the Indians having had such ample means of testing the futility of disputes like those which have agitated them.

Much, moreover, may and should be done towards restoring and maintaining a perfect harmony, by judicious efforts, after they shall have acquired a new residence, as must happen from the anticipated treaty, by locating them as much in a body as possible, and by confining all their trading-houses within certain established limits, of no greater extent than absolutely requisite. By this means, and by selecting such a site for their

smith shops and other public buildings as will aim chiefly at their convenience in one particular neighborhood, much of that evil may be remedied which has lately attained among them—of breaking up into small parties, subject to some petty chief, whose motive for so doing is, generally, that some equal has set him the example.

The iniquity practised upon these Indians by those depraved and lawless individuals, who hover upon the confines of their country, engaged in the detestable occupation of providing them with whiskey, seems unabated, but rather, judging from the increased drunkenness among them, is progressing, in the prospect of full remuneration at the treaty. Laws would seem useless, when the ingenuity in evading them is only paralleled by the success, and where the Indians themselves, although advised and urged to pay no accounts incurred in that traffic, yet, from an unwillingness to offend any of those who reside in such close proximity, and from a fear that the further supply might otherwise be prevented, are accustomed to liquidate these demands with a most scrupulous integrity.

Extensive infractions of the intercourse act in that section, prohibiting the surveying, marking of trees, and otherwise designating boundaries within the Indian territory, have been for several months past, and still are, constantly occurring. Information of the intended treaty having become extensively circulated has caused this portion of the country to be visited by large numbers of persons, some of whom occasion much annoyance to the Indians, besides committing acts in direct violation of the laws of the United States. Of the intruders who have settled upon Indian lands, and have been frequently warned to remove therefrom, with most ample assurances of what would be the final result of pertinacity on their part, none have removed since my late special report upon the subject. I earnestly hope, as I then recommended, that no delay will be suffered in taking the necessary measures to convince these people of the potency of the law.

No incident has occurred, of which I have been informed, since my last annual report, tending to disturb that harmony between the Sacs and Foxes and their neighboring tribes, so essential to the repose and safety of our own frontier. An enmity, the origin of which cannot be traced, from its remoteness, still existed between them and the Sioux; and the fact that no recent collision has taken place among them is attributable to the lack of opportunity rather than the want of inclination, or from any evidence of a more friendly spirit. This latter tribe, in fact, seem to be regarded by all their neighbors as an Ishmaelitic race; while the Sacs and Foxes maintain the most friendly relations with every other contiguous tribe, if we except the Winnebagoes. An ill feeling has for some years subsisted against this tribe, engendered by the active part they were induced to take during the Black Hawk war. But the promptitude with which the Government has heretofore interposed its authority, when violence has been resorted to between them, no doubt exerts the principal influence in obviating the frequent recurrence of hostile acts.

Of the two mills erected under the second article of the treaty of 1837 (and both of which were destroyed) one has been since rebuilt. A bolt for the manufacture of flour has been attached to it, and is now almost completed. Much of the wheat raised in their fields last season has been taken to this mill during the summer by the Indians; but, for want of a bolt, it of course produced but indifferent flour. A large quantity of wheat is

expected to be raised upon their farm next season, and, even in view of a previous cession of their lands, it is not probable that their removal will be completed before they will have derived some advantage from their mills in the manufacture of it.

The present appearance and condition of the Indian farm, while it reflects much credit upon the judgment and industry of the worthy individual who conducts it, also promises to afford the Indians much gratification for the outlay it has occasioned, as well as to preserve many of them from much suffering, by a judicious distribution of the surplus produce among the most indigent, according to their necessities. The farm has been much enlarged since last winter, and the entire quantity of ground enclosed, amounting to 177 acres, is now under cultivation, excepting about 17 acres used as pasture. One hundred and ten acres have been broken this season, and upwards of 100 enclosed, requiring nearly 19,000 rails: 75 acres are in corn—30 being what is called sod crop, the remainder upon land cultivated last year. The whole of this last is intended for distribution, and is expected to yield at least 35 bushels per acre, the prospect having been somewhat injured by a severe storm of wind in July. Fifteen acres (of sod, mostly) were sowed in oats, and have yielded about 20 bushels per acre. About 500 bushels of potatoes, and 800 of turnips, will, it is hoped, be spared for distribution. But the cultivation which appears to render greatest satisfaction to the Indians is that of two acres in watermelons. About one-half of those residing on the Des Moines are alternately invited once in each week, and several hundred melons issued to them. As this is, perhaps, the only article which they prefer to whiskey, they readily come several miles to procure them. Two beeves have been killed and three others are fattening for the Indians. Although aware of the intention of holding a treaty with these Indians, I thought it inexpedient to permit so large a portion of valuable land to lie idle during the winter; and, therefore, arrangements were made for seeding 90 acres in fall wheat. In fact, the wheat is already harrowed in upon upwards of 40 acres, and the rest will be completed as rapidly as it can be got in. Should this expected cession be obtained, I hardly presume that the treaty would be ratified, and the land abandoned by the Indians, much before another harvest. Owing to the excessive rains of last fall, it was impossible to raise any wheat, even for consumption of the farm.

The smiths have been appropriately employed at their respective duties. Owing to the proximity of so great a portion of the tribe, they, especially the gunsmith, are generally kept quite assiduously occupied by the Indians.

From want of means other than mere conjecture for obtaining information as to the population of these tribes, I am unable to furnish an accurate statement. I think, however, there can be nothing to cause it to vary much from the estimate reported by me last year. Neither have I astronomical, geographical, or other data, whereon to construct a map, as required by the regulations. This agency is about 17 miles due west from a point one and a half mile south of our post town, (Fairfield.) Three villages are respectively 5, 6, and 7 miles west of this, on the bank of the Des Moines; a fourth, 25 miles distant, north of west, on the same river; a fifth, 10 miles north of the last mentioned, on Skunk river; and the sixth, on the Iowa, from 60 to 70 miles distant from this agency. The Soap-creek mills lie south, across the Des Moines, and seven miles distant.

The Sacs and Foxes, in their manners, their social relations, and their

national customs and peculiarities, are, perhaps, a wilder race, and less reclaimed from their primitive barbarity, than any of the red nations which, with the same advantages of contiguity, have had equal means of imitating the vices and virtues of civilization, and of engrafting its comforts upon their own habits of life. Possessing a delightful country, abounding in great varieties of game, though less valuable than formerly in that respect, it is hardly to be expected that they could be easily persuaded to exchange the gratifications of the chase, so congenial to their minds, and in which much of their time is passed, for the less exciting pursuits of agriculture, of general domestic industry, and of intellectual cultivation. Still, with all their wildness, they are a people possessing many estimable and redeeming characteristic features; and it should be a subject of deep solicitude, that they be efficiently protected from the villany of those who are rapidly wasting and depraving them by the murderous draught of intoxication. That untutored ferocity which, in war and among their enemies, derives the most exquisite delight from the highest refinement of agony and torture inflicted upon their victims, in peace, and among friends, is replaced by the most bland and amiable deportment. They are emphatically a religious community; are, with a rare exception, very honest; and of the sincerity of the friendship cherished by at least the mass of them towards our Government and people there need exist no doubt.

Very respectfully, I have the honor to be your obedient servant,

JOHN BEACH,

U. S. Indian Agent.

His Excellency JOHN CHAMBERS,

Gov. of Iowa, Sup't Ind. Affairs, Burlington.

(No. 42.)

LA POINTE SUB-AGENCY, *September 30, 1841.*

SIR: I have the honor to lay before you, in compliance with the regulations of the department of Indian Affairs, the following report:

La Pointe, the present site of the sub-agency for the Chippewas of Wisconsin, is situated on Magdaline island, the largest of a group consisting of about twenty, called the "Apostles," in Chequamey's bay, 90 miles from Fond du lac, the western extremity of Lake Superior, and about 400 from Sault St. Marie, at the foot of the lake, which is at present the office to which letters are sent, and about 1,700 miles from the seat of Government. The population, exclusive of Indians, is nearly 400 souls, principally Canadians and their descendants. There are two missionary establishments, in one of which a school is constantly taught and instruction given gratuitously, and two places of public worship. There are no buildings or fixed property of any description belonging to the Government. Annuities to the amount of \$31,000, in money, goods, provisions, &c., are paid here annually, to "Chippewas of Mississippi," who number about 3,000 souls. These annuities are of great importance to the Indians; but I regret to state that, in consequence of being called together to receive them, some of them from great distances, so late in the season, the benefits they might otherwise derive from these payments are in a great measure lost. In many cases there is ample evidence of its being a decided injury to the recipients. The autumn is to them the most important season; and, if they fail then to make

the necessary provision to meet the rigorous winters of this latitude, their sufferings are often very severe. Depredations on the property of whites, which have latterly been much complained of, generally have their origin here.

The Indians attached to this sub-agency have, during the year, been engaged in their customary pursuits, and it has been a general time of health with them. Hostile collisions with their old enemies, the Sioux, have been frequent as heretofore, and these serve to keep the border in a continued state of excitement. An attack made by the latter in May last on the little band at Pokagoma, the details of which, contained in the copy of a communication from J. Russell, were transmitted to your office on the 20th July last, has almost wholly dispelled the hopes which, from the desire they and a few others in their vicinity had recently expressed for the adoption of civilized pursuits, were deemed well founded, that much might be done by the means within our reach to ameliorate their condition, and that their example might have a beneficial influence on other portions of the tribe. Many, among whom are those who had previously manifested strong aversion to the *white man's habits*, assembled there in the spring, for the purpose of availing themselves of the assistance of the farmer in preparing ground and planting; and he was directed, in case the team furnished him and his own services were insufficient to prepare land for all who desired it, to hire such additional teams and hands as would be necessary, and to afford them every facility and encouragement in his power. By his and the kind and gratuitous aid of the missionaries, many new fields were fenced and broke up, and considerable quantities of corn, potatoes, and other vegetables planted. The Indians, considering their previous habits, went to work with a degree of cheerfulness and energy highly creditable. The season was favorable, and gave promise of an ample reward to their exertions. But these flattering prospects were doomed to be blighted in the bud. In an evil hour the enemy came upon the unsuspecting little colony, and drove them from their peaceful homes, again to seek in former haunts a precarious subsistence from the chase. This attack on the Chippewas, I have no doubt, was made in retaliation for one made by them on the Sioux at St. Peter's a few weeks before, in which a chief and his son, of the latter tribe, lost their lives. Though, according to a recognised rule of justice, as practised among the Indians, which discriminates not between the innocent and guilty, it is much to be regretted the act should have been expiated on this inoffensive little band; the more, as no assurances that can be given them of protection for the future can induce them to return to their homes; and I know of no other suitable place, promising greater security, where they can be located. They have taken no part for several years in the unhappy affrays between their tribes and the Sioux, though they have been frequent sufferers thereby.

Considerable damage was done to the property of white people at Pokagoma by the Sioux; and a Chippewa half-breed, living like a white man, was fired at several times, and badly wounded, besides losing considerable of his property. I have understood it to be the intention of the half-breeds, who have recently held here several meetings on the subject, to fit out a war party to avenge this injury, in case it fails to elicit the notice of the public authorities. In view of these facts, some action seems to be called for on the part of the Government, if for no other reason than to prevent a repetition of such acts in future.

The fishing trade, which has been extensively carried on for a few years past by the American Fur Company and others on Lake Superior, has this year been in a great measure abandoned, in consequence of the great decline in the price of the article. The effect will be severely felt by the Lake Indians, who had, from the rapid impoverishment of game and the general inadaptation of their lands to cultivation, been forced to resort to fishing. The equitable manner in which this traffic was conducted had a highly favorable influence on the nation, and I have no doubt contributed more than any other cause towards the improvement observable in their condition within the last few years. So rapidly is the game diminishing throughout this region of country generally, that the Indian is no longer able to provide himself with necessaries by hunting, as formerly; and he will no doubt in a few years be forced to change his habits or location. In either case, the inexhaustible fisheries of Lake Superior will afford him the means of a livelihood the most consonant to his habits and feelings; and the tendency of the change would be, judging from the experience of the past, gradually to raise him from his present degradation.

It would have a beneficial effect, it is believed, to extend the purchase contemplated to be made from the Indians, of the remainder of their country in the State of Michigan, so as to include that claimed by the bands of Vieux Deserte, La Pointe and Fond du Lac, in Wisconsin. If it is contemplated ever to extinguish their title, a more favorable time could not be chosen to effect it, as they are now very desirous of selling, and they are all more or less connected with the bands of the Auce and Outanagon. The extent of country claimed by each is very equally proportioned to their numerical strength; so that the provisions of a treaty might equitably be made to extend to all alike, without reference to geographical distinctions.

I have not, in consequence of the postponement of the payment to these Indians to so late a day, been able to obtain a correct list of their numbers in time to accompany this report. In 1839, from actual returns and estimates, they were reported at 5,532 souls; but, from later, and, as I believe, more correct information, the number is supposed to be much greater, and will reach about 6,500. Two or three bands which were then supposed to be within the limits of Michigan were not returned; and some of those more remote, whose numbers were estimated, were stated much too low. The acting superintendent of Michigan, on the 30th September, 1840, reports 2,200 Chippewas in that superintendency west of Chocolate river—the boundary of the cession of 28th March, 1836, viz: 200 on the Isle Royal, and 2,000 on the peninsula. The report of the sub-agent at St. Marie, for the same year, shows the latter, consisting entirely of the Auce and Outanagon bands, to amount to 300 souls; and, judging from personal observation, the number is believed to be stated correctly. Isle Royal was first resorted to as a fishing station in 1837, and since then has been used in the autumn and spring by the white and half-breed population in this vicinity as such; but has never been inhabited by the Indians. Indeed, a barren, rocky island, of 45 miles in length by about 8 [in breadth,] 15 miles from the main land, covered with small scrubby timber, destitute of game, with the exception of a solitary herd of reindeer, and almost of soil, it is incapable of supporting even an Indian population.

* * * * *

Very respectfully, &c.

D. P. BUSHNELL.

(No. 43.)

ST. PETER'S AGENCY, IOWA TERRITORY,

September 30, 1841.

SIR: I have the honor to report that the situation of the Indians within this agency remains much the same as former reports on the state of this agency place them. If any change is perceptible, it is for the worse. Since the specie annuity payment last May, some of the villages of the Medawakanton Sioux have indulged to excess in the use of whiskey and other intoxicating liquors. After expending a large share of their money, some have sold a great part of their flour, pork, and nearly all the corn furnished them under the treaty of 1837, for whiskey. This year the farmers report very favorably; and most of the villages interested in the treaty of 1837, under which they receive of Government five thousand five hundred dollars in provisions, request that some other articles of provisions be substituted in place of corn, of which they have raised more than sufficient for their families for the next season. They express a wish for sugar, coffee, and tea, in place of corn. In my estimate for provisions, the requisite change will be made, to meet the wishes of the Indians. The specie annuity of this year has not yet come to hand; there are also two thousand dollars in goods still back, and, owing to the very low stage of water, I am apprehensive they will not be up this season. All articles of freight for this agency should be sent up as early as the month of July, for after that time the river is so low that only the small-sized boats can get up here; and, in fact, the boats have generally, in the latter part of the season, to stop some forty miles below, and forward their freight in keels. The prices charged are also double, and often treble, the amount charged early in the season. The blacksmith and his assistant, under the treaty of Prairie du Chien of 1830, were discharged last June. The two smiths, under the treaty of the 29th September, 1837, have been and are employed in repairing and making such articles as the Indians require. Should the treaty made by his excellency Governor Doty be approved and carried into effect, it may save the Sioux, as they will be removed further from the influence of whiskey and white settlements, both of which have a demoralizing effect on the savages. This treaty [was] made by his excellency Governor Doty with the Sissetons of Lake Travare and Sleeping-eyes band, Wahpaton of Little Rapids and Lac-qui-parle, the Wahpacootas of Blue Earth and Cannon river, and the Medawakantons, by which it is estimated that from twenty-five to thirty millions acres of land will be acquired to the United States. The two lower bands of Sioux, who declined treating with Governor Doty, (should they not hereafter sell,) I would advise the removal of them back from the Mississippi river to a point on the river Embaratz, about thirty miles south of Wahcoota's village, or Red Wing's, and establish a manual-labor school and smith's shop near them. This place would, in a great measure, secure them from the attacks of the Chippewas; the Winnebagoes would be between them and the Sac and Fox Indians, and the whiskey trade would be in a degree cut off. The manner in which the trade with the Sioux is to be regulated by the treaty will be decidedly beneficial to the Indians. I am of opinion that the one-third of the interest on the three hundred thousand dollars, or five thousand dollars per annum for twenty years, to be expended for the benefit of the Sioux in any manner the President of the United States may direct, should be appropriated in establishing a manual-labor school, and that at or near the place to which the

Sioux will be removed, should the last treaty be confirmed. [In] my report made to your excellency this summer, you are informed of the situation and number of the Sioux, as far as they [can] be ascertained. The Chippewas still continue their attacks on the Sioux. On the night of the 27th, a small party fired into the lodges of a few Sioux encamped on the bank of the St. Peter's, within half a mile of the fort, and immediately in front of the agency house, fortunately without doing any injury to the Indians within the lodges.

The report of Mr. W. B. Kavanaugh, superintendent of the mission school at "Little Crow's village," is herewith transmitted, and marked A.

Very, &c.

AMOS J. BRUCE,

U. S. Indian Agent.

His Excellency JOHN CHAMBERS,

Supt. Ind. Affairs, Burlington, Iowa Territory.

(No. 44.)

Extracts from a report from D. D. Mitchell, Esq., superintendent Indian affairs at St. Louis, dated 3d November, 1841, to the Commissioner Indian Affairs.

SIR: Having been only a few days in the discharge of the duties of this office, and no annual reports, except one from Mr. Cooper, having been sent in, I have little or no official data upon which a satisfactory report could be founded.

The long vacancy which occurred in the superintendency of this district, together with the lateness of the season at which the annuities were sent, and the consequent absence of the agents and sub-agents, furnish a plausible reason for their omissions. My previous knowledge of the situations of most of the tribes, together with what information I have been able to collect from the records of this office, enables me to furnish such information as it is hoped will suffice for the present.

Where treaties do not specially provide for the payment of annuities, or any portion thereof, in goods, the wants and wishes of the Indians should be respected, and the payment made in whatever manner they may choose to require. The expense to the Government would be the same, and much trouble to the agents and ill feeling on the part of the Indians, avoided.

The annuities of the Omahas having expired by limitation leaves that band in the most abject destitution. They are exceedingly anxious to sell a portion of their lands, which it might perhaps be of importance to the Government to obtain. A portion of these lands are well adapted to agricultural purposes; and, should it be found expedient hereafter to locate any of the tribes now living north of the Missouri to the south of that river, the lands which might be thus acquired would prove a desirable residence, and one to which they would cheerfully remove.

The attention of the Government has been so often called to the free introduction of spirituous liquors into every part of the Indian country, that any remarks on that subject, in a report of this kind, will perhaps be deemed superfluous. It is nevertheless an evil which continues to be loudly complained of, and demands the most serious attention of the department. Many years' experience in the Indian trade has served to convince me that the existing laws regulating our intercourse with the Indians are wholly inadequate to prevent or even check a traffic which has been found ruinous

to the Indians, disgraceful to the Government, and highly injurious even to the traders. I will, if agreeable to the Department, prepare and recommend a plan for the reorganization of the Indian trade, which, if adopted, will, I think, correct the evils of the present system, go far towards regenerating the Indians, and certainly prove honorable to the administration.

* * * * *

(No. 45.)

COUNCIL BLUFFS SUB-AGENCY, October 2, 1841.

SIR: In compliance with the regulations of Indians affairs, I have the honor to submit my annual report of the condition of the united nation of Chippewas, Ottawas, and Pottowatomies, within the Council Bluffs sub-agency.

The civilization of these tribes has made but little progress within the last year. There is neither farmer nor school teacher employed by the Government within this agency, and but one blacksmith and his assistant—a half-breed. They cannot supply near all the wants of the Indians, and their shop and dwelling are in bad condition, the Government having furnished no means for the erection of those buildings.

The principal reason of these people not progressing faster in civilization is *ardent spirits*, which are kept along the line of the State of Missouri, and conveyed into the Indian country by the half-breeds.

The whiskey trade has increased double this season, and cannot be prevented by your Indian agents, unless they can have aid from the Government. The Indian will sell any thing for liquor; not unfrequently bartering off his horses, guns, and blankets, for whiskey. This practice is increasing rapidly, and the ruin of the nation certain unless a stop can be put to the introduction of spirituous liquors. The difficulties between these people and the Sioux still continue. They have lately held a talk with the Rev. Isaac McCoy on that subject, of which I suppose you will be fully advised. Notwithstanding the troubles above referred to, their women have raised a considerable quantity of corn and vegetables, and, if they do not barter them off for whiskey, and are not prevented from making their winter's hunt by the Sioux, will have enough to supply their wants. The traders keep a sufficient supply of all kinds of Indian goods, and some provisions, from whom they could be well supplied if they would lay out their money prudently. The chiefs complain that their treaty stipulations have not been complied with, and in consequence of which they have built a saw and grist mill at their own expense. That is doing a tolerably good business. Billy Caldwell, the principal business chief of this nation, and who drew a life annuity of \$1,000 per annum, died on the 27th ult. The Indians at this time are generally collected near the trading-houses, waiting for their annuity, the lateness of which prevents them from starting on their hunt as early as they otherwise would. I would respectfully suggest to your department the propriety of those payments being made earlier, as then the Indians would leave their villages for the hunting ground as soon as they get their crops secured, which is generally by the 14th September, and avoid much dissipation, by being out of the reach of those *whiskey dealers*.

* * * * *

Very respectfully, &c.

STEPHEN COOPER,
Indian Sub-Agent.

(No. 46.)

MIAMI SUB-AGENCY, INDIANA, *Sept. 30, 1841.*

SIR: Under the regulations of the department, it becomes my duty to report the situation of the Miami tribe, under the care of this sub-agency. In the month of August last, the Miamis lost their head chief, in the death of John B. Richardville. This tribe have suffered a loss, to them irreparable. His talents were of the first order. It is but necessary to refer to the treaties made by him, to see with what ability he managed the affairs of his tribe. His influence with the Indians has been unbounded. With the citizens, his stern honesty and strict punctuality, as well as dignified bearing, commanded universal respect. He ardently desired his life to be prolonged, to enable him to aid in the removal of the Miamis to their new homes.

The tribe are diminishing yearly. More than half the adults who die perish by the hands of their fellow-Indians. Frequently members of the same family destroy each other during their scenes of drunkenness and riot. Nor will these murders cease until a public example is made, which would deter in a great measure others.

These Indians manifest a total unwillingness to have their numbers taken. During the council, preparatory to the payment, the chiefs or head men of each party, in an assembly of their chiefs and leading men, named the individuals composing their respective parties, so that a proper distribution can be made of their annuity. An excess of numbers is frequently discovered in some of the parties during this council; notwithstanding which, I feel assured the aggregate thus taken exceeds their number. In no case have they presented a less number than 800, while I feel assured that the whole tribe does not exceed 600 souls.

The Miamis are unwilling to encourage schools. Attempts have been made to alter their views in this matter, without success.

At each of their villages some corn, pumpkins, and potatoes, are cultivated. The labor is performed by white men. The Indians perform no labor. Not even the amusement of the chase arouses them from their inactivity and indolence. Their credit has been so unlimited that all their wants and desires were gratified, and every excess which they chose to indulge in within their reach.

The iron, steel, salt, and tobacco, furnished those Indians under treaty stipulations, do them much good. Their blacksmith is kept constantly employed in working for them, principally shoeing horses, of which they have a great number.

The two hundred dollars worth of farming utensils, furnished annually under treaty stipulations, have been sought after, by those of the Indians who have farming carried on, with much anxiety.

I cannot conceive of any method to mitigate the condition of this tribe until they are removed to a country where they can be kept from the use of ardent spirits. Owing to the too frequent use of this baneful poison, we may attribute their present degraded state, their frequent murders, and rapid diminution of numbers.

But little use is made of their mill; indeed, they are too indolent to carry to or from it. I am, sir, very respectfully, your obedient servant,

ALLEN HAMILTON, *Sub-Agent.*

T. HARTLEY CRAWFORD, Esq.

Commissioner Indian Affairs, Washington City.

No. 12.

REPORT ON A NATIONAL FOUNDRY.

ORDNANCE OFFICE,
Washington, November 1, 1841.

SIR: Agreeably to your instructions of the 27th ultimo, requiring the opinion of the Ordnance department on the subject of establishing a national foundry, I have the honor to report:

The establishment of a national foundry has been repeatedly recommended by this department, and its opinion of the expediency of such a measure remains unchanged, and is strengthened by the results of the observations made by the members of the ordnance board who were sent last year to Europe for the purpose of examining the foundries for ordnance in several foreign countries.

The objects of a national foundry in the United States would be, chiefly:

1. To afford the means of testing and comparing the various kinds of iron and other materials used in the manufacture of ordnance, and the results of various processes of manufacture. Under this head would be embraced, the trial of different kinds of iron ore, and of different kinds of fuel, &c., used in reducing them; the effect of mixing various kinds of ore and of iron together; experiments on making iron cannon from certain ores, with metal from the first fusion, as is practised successfully in Sweden; a comparison of the merits of different alloys, and different modes of moulding and casting, in the manufacture of *brass* ordnance.

2. To furnish the means of making suitable experiments in establishing the best patterns for ordnance, and in adopting new kinds of cannon, either for the land or sea service.

3. To establish a standard of quality and proof in the manufacture of ordnance, for the purpose of exercising the necessary control over private contractors in these respects, as well as in regulating their prices for work.

In order to be capable of accomplishing these objects, and at the same time of producing a useful quantity of work, without engrossing the manufacture of ordnance, the establishment should include—

1 blast furnace, with blowing machinery, roasting kilns, coal houses, &c.;

4 air furnaces for iron, in two pairs;

2 air furnaces for brass;

1 cupola furnace, with bellows;

2 drying ovens, cranes, and other appendages to a foundry building;

4 boring beds for heavy cannon;

2 boring beds for light cannon;

1 trunnion lathe;

Finishing shop,

Pattern shop,

Smiths' shop;

} Foundry.

} Boring mill.

} with lathes and other machinery;

Store-houses ;

Dwelling-houses for officers and principal workmen.

These buildings and fixtures should be so arranged that the establishment might be capable of enlargement, as the wants of the country might hereafter require.

The cost of such an establishment would depend very much on the site which might be chosen for it : if placed in the vicinity of a village, or in a populous country, little expense need be incurred for dwelling-houses belonging to the establishment. The site should necessarily be such as to afford ready means of receiving materials, and of distributing the products of the manufacture. If to these advantages could be joined that of the immediate vicinity of beds of iron ore of established excellence, the value of the site would be much enhanced. And, on the other hand, it may be remarked that, if the means of transportation are easy, the smelting furnace need not constitute a part of the establishment, but may be placed, as convenience may require, at a distance from the foundry. It is also well worthy of consideration whether the foundry may not be attached to one of the existing arsenals—an arrangement by which the cost of establishing it, and the time required for putting it in operation, might be much diminished.

Independently of the cost of the site and of erecting dwelling-houses, the following may be taken as an approximate estimate of the cost of such an establishment as is above proposed :

1 blast furnace, with machinery and appendages	-	\$45,000
1 foundry building	-	\$10,000
6 air furnaces	-	12,000
1 cupola furnace, with fixtures	-	2,000
2 drying ovens, cranes, flasks, and other appendages to a foundry	-	6,000
		30,000
1 boring-mill building	-	10,000
Moving power and gearing	-	15,000
6 boring beds	-	8,000
1 trunnion lathe	-	1,000
		34,000
Railways for moving guns, &c.	-	5,000
Finishing shop, with lathes and other machinery	-	15,000
Pattern shop, do. do.	-	6,000
Smiths' shop	-	10,000
Store-houses	-	15,000
		160,000
Total	-	-

As all the details of the establishment must conform to the site which may be chosen, the only action on the subject which would seem to be now expedient is, to procure authority and means to select and purchase a site, for which purpose the sum of \$25,000 would probably suffice.

Respectfully submitted. By order:

A. MORDECAI,

Capt. Ord., and Assistant to Col. of Ord.

Hon. J. C. SPENCER,
Secretary of War.

ENGINEER DEPARTMENT,

Washington, November, 17, 1841.

SIR: I have attentively perused the accompanying report from the Ordnance department, (on the subject of a national foundry,) transmitted to me with your note of the 15th instant, and I concur fully with the writer of that report as to the necessity and importance of such an establishment, and as to the particular purposes to which it should be applied, so far as he has enumerated them. Having studied brevity, the writer alluded, merely, to some topics on which, but for the restriction, his argument might, and no doubt would, have been pointedly enforced.

I will adduce one instance:

An iron gun is occasionally produced, which almost defies the power of gunpowder to break it; while the very next fruits of the same metal, the same fire, and the same hands, will fly to pieces at the first trial. No circumstances can be conceived which would impart to the first gun a strength greater than belongs to the metal of which it was formed—it was, after all, merely an iron gun. We can, however, imagine many causes of inferiority to exist in the second gun, not known to or not under the control of the founder. The first gun is strong by accident, in spite of the ignorance of the founder; the second is weak because of his ignorance. And this is the actual state of the art.

While this state continues, the Government will of course order very heavy guns, with a view to save the lives and the courage of their men, as well as to save the guns. And as the profit of the founder is the greater as the gun is heavier, his interest is adverse to a reduction of weight—to that improvement in the art on which so immense a saving to the Government depends.

Owing, not to the weakness of iron, but to the uncertain strength of iron guns, the field train (required to be light) is now made of brass in most services, at a cost four or five times greater than iron. And an occasional fortunate casting shows that the dimensions of our iron guns are much greater than, in a more perfect state of the art, would be necessary.

Many considerations, illustrating, with similar detail, the points presented in Captain Mordecai's report, might be brought forward by a person familiar with the subject, all showing the great importance of the contemplated establishment; and I know of nothing in opposition to such an establishment but the interest of private founders.

I must, however, advert to one matter, which should not be lost sight of. The establishment should be *national* in every sense; it is necessary to the militia; it is as much demanded by the wants of the naval as by those of the military service. Its magnitude, its location, and its organization, should have reference to this triplicate function.

I have the honor to refer you to the following papers relating to the subject:

Annual report of Secretary of War, December, 1831; 1st session 22d Congress, vol. 1, doc. 2, page 23.

Annual report of Secretary of War, December, 1836; 1st session 24th Congress, vol. 1, doc. 1, page 47.

Report of Gen. Wool and Col. Talcott, February, 1836; 1st session 24th Congress, vol. 3, doc. 106.

No. 13.

REPORT ON A DEPOT FOR GUNPOWDER.

Report of the board of officers which convened by virtue of the following orders, and for the purposes specified therein.

HEADQUARTERS OF THE ARMY,
Adjutant General's Office, Washington, October 28, 1841.

GENERAL ORDERS—No. 66.

I. The following instructions have been received, through the Secretary of War, from the President, and are published for the guidance of all concerned:

“Major General Scott, Colonel Totten of the Engineers, and Lieutenant Colonel Talcott of the Ordnance, will compose a board to inquire into and report upon the propriety of establishing some safe depot for the preservation of the gunpowder of the United States, where it shall not be exposed to the ordinary accidents of a neighborhood, and where no injury could be sustained by other buildings or persons in case of explosion.

“The board will examine Constitution island, in Hudson river, near West Point, and such other positions as may be deemed expedient, and give an opinion which should be preferred. A statement of the quantity of powder to be stored, and an estimate of the expense of establishing and maintaining the depot, will accompany the report.”

II. The board will assemble on the 8th November next, at West Point, New York, and Captain Schriver, A. A. General, is detailed to record its proceedings.

By command of Major General SCOTT:

L. THOMAS,
A. A. General.

WASHINGTON CITY, November 27, 1841.

Agreeably to the above order, the board met at West Point on the 8th instant, and on the 9th made a careful reconnoissance of Constitution island, and also of Washington's valley, in the vicinity of West Point.

The island presents a very irregular, broken, and rocky surface, with several dells, where large magazines could be placed in such positions as would secure the neighborhood in some degree from the immediate effect of explosions. Such injury as might result from bricks and stones thrown high into the air, and the reaction or rush of air to fill the vacuum caused by the explosion, cannot be effectually prevented; and the unroofing of almost every building connected with the military academy would probably be a consequence of the possible explosion of only a few thousand barrels of powder on this island. The expense attending the use of this site would be very great, both for the first cost and the preparation of the ground for building.

Most of the objections to Constitution island, except the cost of land, apply equally to Washington's valley, and both situations are almost inaccessible for several months in winter. Expensive roads would be necessary, ten or twelve miles either east or west of the Hudson river, to reach the avenues of communication by land north and south.

Polypel's island, besides being too limited in extent, labors under the same objections as Constitution island and Washington's valley.

The serious objections to all the above-mentioned sites induced the board to visit the sandy plains or waste lands west of the city of Albany, where a tract of land could be found of any required extent or form, and at such a distance from population as might be desired. Four positions, varying from three and a half to seven miles from the city, were viewed, and it was found that a square mile, or a tract of any other reasonable size, could be obtained at a fair price, (thirty dollars per acre.)

In relation to the advantages of a location near the city of Albany, the board cannot better express them than by quoting, from document 206, H. R. 26th Congress 1st session, that part which relates to the defence of the Northern frontier. This position, as regards the Northern and Atlantic frontiers, possesses the opposite qualities of being at the same time remote and proximate—far as to distance, but near as to time; which, while it brings a portion of the military resources of the country to the support of the inland frontier, whether defensive or offensive, at the same time takes them not away from the seacoast. In a word, Albany is a great central position, from which radiate the principal lines of communication to the North, to the South, to the East, and to the West.

The cost of constructing will be at as low rates as at any other place in the country. The soil is dry, and the surface well suited to such buildings.

The positions examined may be seen by reference to the accompanying sketch.

No. 1 is considered too near to Albany, and presents no peculiar advantages to compensate for an increase of price.

No. 2 is an extensive plot, with an undulating surface, embracing a greater extent of ground than is required, from which a square mile can be selected.

No. 3 is about equal in extent to a mile square, and has most of the features of No. 2. It is also in an isolated position. One point, however, pertaining to this plot does not belong to the others—it lies within the chartered bounds of the city of Albany.

No. 4 lies between the railroad and turnpike, and is less than a mile in width. This fact, together with its higher price, induces the board to reject it.

A careful topographical survey should be made, and the levels of the high and low points ascertained, to adjust the drainage, &c. This accomplished, a selection can be made from the two deemed most eligible.

Some kind of road will be necessary, and a railway to intersect the Mohawk and Hudson river railroad at a convenient point would be preferable, for this kind of road will admit of packing the powder in cars specially made for the purpose, in which it can be safely transported.

The storage, or room necessary to contain the gunpowder, will depend on the quantity required for future service. To ascertain this, we refer to tabular statements published in the document before adverted to.

The quantity of powder required to provide the forts now built, and to

be hereafter constructed on all the frontiers, with one hundred rounds of ammunition per gun, is as follows:

	Pounds.	
On the Atlantic frontier	6,496,280	
On the Northern frontier	197,600	
		6,693,880
On the Western frontier	25,250	
On the Gulf frontier	940,665	
		965,915
		<u>7,659,795</u>

the whole being equal to about 76,600 barrels—or 66,939 barrels for the Atlantic and Northern frontiers, and about 9,660 barrels for the Gulf and Western frontiers.

For the supply of a suitable quantity of ammunition to troops which may be deemed necessary to act in the field, there will also be required 12,040 barrels; making, with the above, a total of about 88,640 barrels.

It may be assumed that 10,000 barrels of this quantity should be deposited west of the Alleghany mountains; and a like quantity near Augusta, Georgia, to supply the Southern and a portion of the Gulf coast; and at a suitable time, or when the quantity manufactured shall warrant the measure, two depots should be provided for these supplies.

Of the whole quantity required on the Atlantic frontier, a large portion (say 20,000 barrels) must pass through the various arsenals and ordnance depots, to be issued in the shape of ammunition prepared for service; and as the manufacture cannot be expected, in time of war, to exceed the current consumption, it will be sufficient to provide storage for 60,000 barrels.

The gunpowder now deposited at the several arsenals and ordnance depots, independent of that at the forts, amounts to 13,250 barrels, of 100 pounds each.

There is also a quantity of saltpetre, sufficient for the manufacture of 13,250 barrels. Total, 29,500 barrels, of 100 pounds each.

For the convenience of constructing them, it is believed that twelve magazines, each capable of containing 5,000 barrels, will better suit the purpose intended than a less number of larger dimensions. This plan has also to recommend it, the fact that two or more may be erected at once, and the remainder postponed till wanted; taking due care so to locate those built as to conform to the general design, embracing the whole number to be ultimately constructed.

The proposed structures will be 136 feet 8 inches long, and 41 feet wide in the clear, with groined arches of brick resting on the walls, and two rows of piers; the walls and foundation to be of stone; the roof of timber and plank, covered with slate; the doors and windows, for ventilation, to be double, and covered with copper.

The cost will be governed in some degree by the peculiarities of the ground selected; but it may be assumed that one building of the above description may be erected for \$17,000.

The maintenance of a guard, if taken from the army, (and that is recommended,) will be no additional expense.

The board recommend the purchase of a tract of one mile square, (640

acres,) and the erection ultimately of three magazines in each of the four angles; three of the whole number (twelve) to be commenced at once, and in different angles.

The estimate of cost is annexed, and the whole respectfully submitted.

WINFIELD SCOTT,

President of the Board, and Major General.

JOS. G. TOTTEN,

Colonel of Engineers.

D. TALCOTT,

Lieutenant Colonel of Ordnance.

E. SCHRIVER,

A. A. General and Recorder.

Hon. J. C. SPENCER,

Secretary of War.

Estimate of the expense of establishing and maintaining the depot.

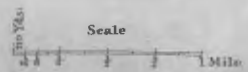
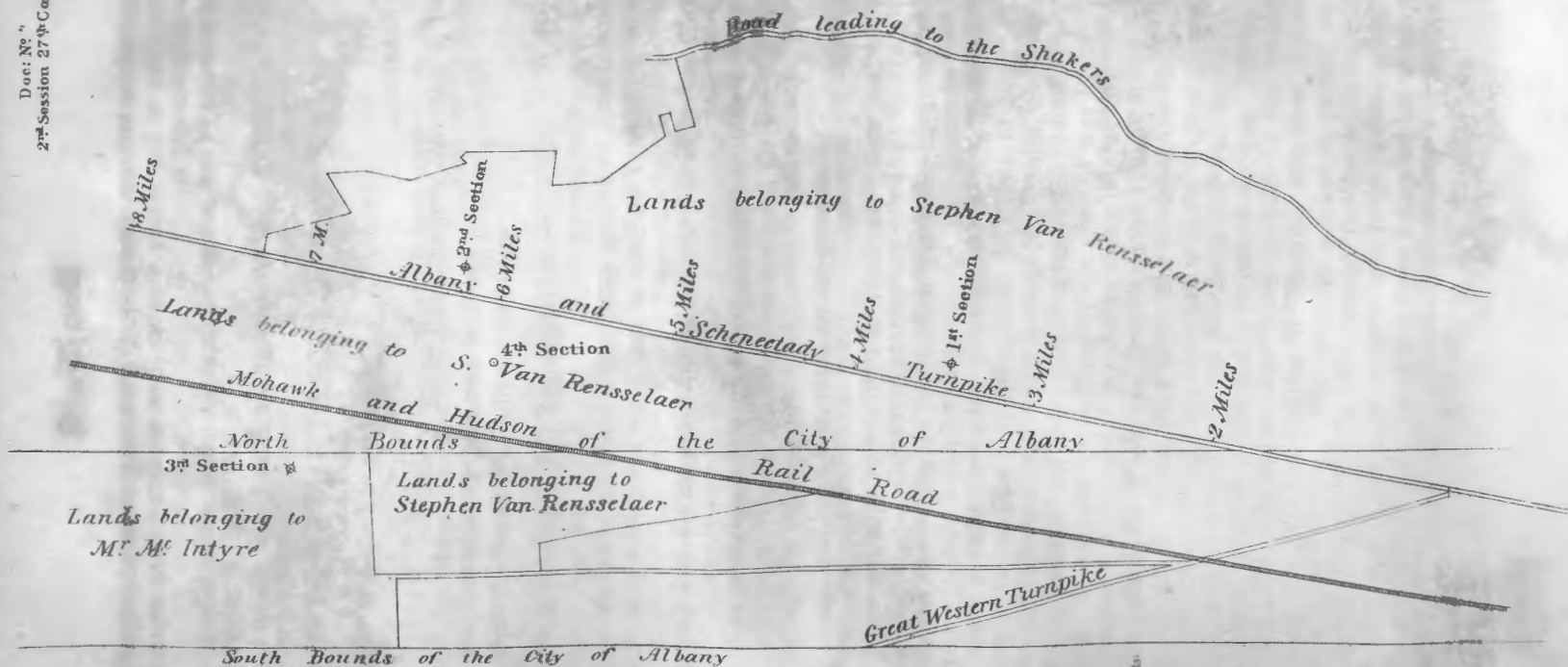
For a topographical survey	-	-	-	-	\$500
640 acres of land, at \$30 per acre	-	-	-	-	19,200
3 magazines, at \$17,000 each	-	-	-	-	51,000
Barrack for the guard	-	-	-	-	2,500
A structure to be used for emptying and filling barrels, and also for cooerage	-	-	-	-	1,000
A railroad, including branches to the several magazines, and powder cars	-	-	-	-	30,000
An enclosing wall, six feet high, for the whole tract	-	-	-	-	50,000
					<hr/>
					154,200
					<hr/>

There will be an annual expense, as follows :

For wages, subsistence, clothing, &c., for four laborers, at \$365 per annum	-	-	-	-	\$1,460
Compensation to a storekeeper—pay and emoluments of that office	-	-	-	-	1,050
					<hr/>
					2,511
					<hr/>

Authentic :

E. SCHRIVER, *Recorder.*



REPORT
OF
THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December 4, 1841.*

To the PRESIDENT OF THE UNITED STATES:

SIR: I have the honor to submit the following

REPORT:

The navy of the United States is composed of—

Eleven ships of the line; of which one is rated for 120 guns, and ten for 4 guns.

Fifteen frigates of the first class; of which one is rated for 54 guns, and fourteen for 44 guns.

Two frigates of the second class, of 36 guns each.

Eighteen sloops of war; of which eleven are rated for 20 guns, two for 18 guns, and five for 16 guns.

Two brigs and four schooners, rated for ten guns each.

Four steamers; besides

Three store-ships, three vessels used as receiving vessels, and five small schooners.

At the date of the last annual report from this Department, the ships in commission were employed as follows:

In the Mediterranean, the *Ohio*, of 74 guns, Captain Lavallette; the *Brandywine*, of 44 guns, Captain Bolton; and the *Cyane*, of 20 guns, Commander Percival, who was relieved on account of ill health, and succeeded by Commander Latimer; the whole squadron under the command of Commodore Hull. The *Cyane* was relieved by the sloop of war *Preble*, Commander Voorhees, and returned to the United States in May last, her cruise having been performed. The *Ohio* returned on the 17th of July last, and the *Brandywine* on the 9th of May last. The return of the *Brandywine* was owing to particular causes, not connected with the original purposes of her cruise; and, as her presence in the Mediterranean was important, she was ordered back, under the command of Captain Geisinger. In July last, the sloop of war *Fairfield*, Commander Tattnall, sailed for the Mediterranean, taking out Commodore Charles W. Morgan, who now commands the squadron on that station. The squadron consists at present of the *Brandywine*, *Fairfield*, and *Preble*. The honor of the flag, in its intercourse with those of other nations, appears to have been properly sustained by this squadron; a due support and countenance have been afforded to our mercantile interest, and the amicable relations of our country with foreign nations have been respected and preserved.

In the Pacific ocean, the frigate Constitution, Captain Turner; the sloop of war St. Louis, Commander French Forrest; the sloop of war Yorktown, Commander Aulick; the sloop of war Dala, Commander Gauntt; and the schooner Shark, Lieutenant Bigelow; the whole under the command of Commodore Alexander Claxton. Commodore Claxton died at Talcahuana in March last, to the great loss of the service and the just regret of the country. Upon that event, the chief command of the squadron devolved on Captain Daniel Turner, who returned to the United States with the Constitution on the 31st of October last, the time of her cruise having expired. Commodore Thomas Ap C. Jones, having been appointed to the command of that station, will sail in the frigate United States in the course of the next fortnight. The sloop of war Cyane, Commander Stribling, sailed for the same station early in November. Upon the arrival of Commodore Jones, the squadron in the Pacific will consist of the frigate United States, the sloops of war St. Louis, Yorktown, Cyane, and Dale, and the schooner Shark.

Orders were given to Commodore Claxton to employ one of his vessels in cruising in the Gulf of California and along the northwest coast of America, and, if circumstances should permit, to despatch another to visit the Sandwich and Friendly islands, in order to afford protection and assistance to our citizens engaged in the whale fisheries. In obedience to this order, the sloop of war St. Louis, Commander French Forrest, was ordered to cruise in the Gulf and along the western coast of California. This duty was performed in a manner highly creditable to Commander Forrest. The atrocities committed on American and English residents at Monterey and its neighborhood, by the Mexican authorities, are well known. Under the unfounded pretence of a conspiracy among the foreigners to wrest the country from Mexico, and to set up a separate and independent Government of their own, they were attacked by armed soldiers in the night, wounded, beaten, imprisoned, sent in chains to a distant place, and their property destroyed, without even the forms of trial. In the midst of these outrages, Commander Forrest arrived upon the coast, and by his prompt and spirited interposition, vindicated and secured the rights not only of American citizens, but of British subjects resident in Upper California. For these services Commander Forrest received, and appears to have well deserved, a formal expression of the thanks both of American and English residents.

In consequence of the civil disturbances in Upper Peru, it was deemed proper to despatch the Shark, under the command of Lient. A. Bigelow, to cruise upon that coast. The movement was judicious and well timed, and the delicate trust reposed in Lieutenant Bigelow was discharged in a manner highly satisfactory to this Department. The property of American citizens, exposed to the rapacity and lawless violence of contending factions in the midst of civil war, was effectually protected, whilst all who witnessed the operations of the Shark were inspired with increased respect for the American flag. It is highly gratifying to observe, that Lieut. Bigelow, as well as Commander Forrest, extended the protection of our flag to the citizens and subjects of other countries as well as to those of our own.

In further execution of the orders of the Department, the sloop of war Yorktown, Commander Aulick, was despatched in May last to the Sandwich and Friendly islands, with a view to render such assistance as might be necessary to our whale fishers and other citizens trading in that part

of the Pacific. No intelligence has been received from her since she left Valparaiso.

The conduct of this squadron, as well under the command of Commodore Claxton as under that of Captain Turner, has been highly satisfactory to the Département. No disorder nor failure in duty has yet been reported to me, calling for my censure or disapprobation. On the contrary, the strictest regard appears to have been paid to the honor of the flag, and to the duties which it owed to the country and its citizens. Captain Turner very properly availed himself of an opportunity to show respect to a friendly Power, by receiving on board the Constitution, at Callao, and conveying to Rio, the Brazilian chargé d'affaires. For this act of courtesy he received the thanks of the Imperial Government.

I would respectfully solicit your attention, in a particular manner, to the situation of American interests in the Pacific ocean. According to an estimate made by an intelligent gentleman lately returned from the Pacific, there are at this time not less than forty millions of dollars engaged in the whale fisheries alone, of which the greater part is American. I have great confidence in the accuracy of this estimate; but, even if it be too large, there will remain, after all reasonable deductions, an interest of vast magnitude and importance. American merchants have formed establishments in different parts of the coast, from Chili to Columbia river, some of them very extensive and important, and all of them worthy the attention of Government. In Upper California there are already considerable settlements of Americans, and others are daily resorting to that fertile and delightful region. Such, however, is the unsettled condition of that whole country that they cannot be safe, either in their persons or property, except under the protection of our naval power. This protection cannot be afforded in proper degree and with suitable promptness by so small a squadron as we have usually kept in that sea. To cruise along so extensive a coast, calling at all necessary points, and at the same time to visit those parts of the Pacific in which the presence of our ships is necessary for the protection and assistance of our whale fisheries, requires twice the number of vessels now employed in that service. It is highly desirable, too, that the Gulf of California should be fully explored; and this duty alone will give employment for a long time to one or two vessels of the smallest class. For these reasons I have caused estimates to be prepared for a large increase of the Pacific squadron.

I also respectfully submit to your consideration the propriety of establishing, at some suitable point on our territory bordering that ocean, a post to which our vessels may resort. Many positions well adapted to this object may be found between the mouth of Columbia river and Guayaquil, which, it is presumed, may be procured, if they be not to be found on our own territory. Our public vessels cruising in that ocean are generally absent from the United States not less than four years; within which time they necessarily require a variety of supplies which cannot now be obtained without very great difficulty and expense. Any considerable repair is almost impossible, with all the means which can be furnished by all the nations of the coast. Such a post would also be of incalculable value as a place of refuge and refreshment to our commercial marine. I need not enlarge on the many and great benefits which might be expected from the establishment of some general rendezvous for all our vessels trading and cruising in this distant sea.

In addition to this, a naval depot at the Sandwich islands would be of very great advantage. It is a central point of the trade carried on in the Pacific, and possesses many peculiar recommendations of climate and local conveniences and accommodations.

On the coast of Brazil, the frigate *Potomac*, of 44 guns, Captain Storer; the sloops of war *Concord*, Commander Boerum; *Marion*, Commander Belt; *Decatur*, Commander Ogden; and schooner *Enterprise*, Lieutenant Goldsborough; all under the command of Commodore Charles G. Ridgely.

Commodore Ridgely, having desired to be relieved in consequence of ill health, and having been informed that his successor would soon leave the United States, returned home in the *Constitution*, leaving the squadron under the command of Captain Storer. This was in nowise injurious to the service; and the reasons assigned by Commodore Ridgely for his return before the arrival of his successor are altogether satisfactory to the Department. On the 1st of November the *Delaware*, of 74 guns, Captain C. S. McCauley, having on board Commodore Charles Morris, left Hampton roads for this station. On her arrival, the squadron will consist of the *Delaware*, *Potomac*, *Concord*, *Marion*, *Decatur*, and *Enterprise*, all under the command of Commodore Morris.

Nothing of particular interest has occurred in the operations of this squadron. The friendly relations of our country with the Governments of the coast have been strictly maintained, and the rights of our citizens have been duly respected by the local authorities.

In the West Indies, the *Macedonian*, of thirty-six guns, Commodore Jesse Wilkinson; the sloops of war *Levant*, Commander Fitzhugh; and *Warren*, Commander Jamesson. This squadron was ordered to return to the United States, to avoid the hurricane season in the West Indies, and is still here. The sloop of war *Vandalia*, Commander Ramsay, will take the place of the *Levant*, and the whole squadron will be ordered back to its station as soon as the vessels can be supplied with crews.

In the East Indies, the frigate *Constellation*, of thirty-six guns, Commodore Laurence Kearny, and sloop of war *Boston*, Commander Long, all under the command of Commodore Kearny. The latest despatches from this squadron are dated at sea, off the Cape of Good Hope, 31st July, 1841. At that time the officers and crews of both vessels were in good health, and they were making the best of their way to the place of their destination.

The exploring squadron, under the command of Lieutenant Charles Wilkes, consists of the sloop of war *Vincennes*, commanded by that officer; the *Peacock*, Lieutenant Hudson; the brig *Porpoise*, Lieutenant Ringgold; and the schooner *Flying-fish*, as a tender to the squadron.

Intelligence down to the 6th of April, 1840, has been communicated in previous reports from this Department. At that time the squadron was in New Zealand. In further prosecution of his cruise, Lieutenant Wilkes visited the Fijee islands, and succeeded in establishing useful regulations of trade and intercourse with some of the principal chiefs. His surveys of this group were prosecuted with great care and industry, and have served to ascertain the positions of a large number of dangerous reefs, and to indicate many secure and convenient harbors. This will be of great value to our citizens trading with that group, and particularly to the whalers. In many of the harbors in which hitherto it was considered too dangerous to enter, whales abound, although very few are to be found in the neighboring sea.

The melancholy tragedy which has already been announced in the public journals was enacted at this group. Lieutenant Joseph A. Underwood and Midshipman Wilkes Henry, while engaged in surveying, were treacherously assailed by the natives, and, after a brave but ineffectual resistance, were murdered, before it was possible to relieve them. Their bodies were rescued and properly interred, and Lieutenant Wilkes inflicted on the offending savages a severe chastisement, which will probably deter them from similar outrages in future. He was also fortunate enough to capture a noted chief, who instigated the massacre of a greater part of the crew of the brig Charles Dagget, of Salem, in 1834. This chief he proposes to bring to the United States, to be dealt with as the Government shall direct.

At the last dates, 24th November, 1840, the squadron was at the Sandwich islands, undergoing repairs. It was the intention of Lieutenant Wilkes to visit the northwest coast of America, and to return to the United States early in the summer of 1842.

A squadron of small schooners, under the command of Lieutenant John T. McLaughlin, has for some time been co-operating with the army in Florida. This force has been increased, since the last annual report from this Department, by the addition of three revenue cutters placed under the direction of the Department for that purpose, by the Secretary of the Treasury, and a new schooner built under the direction of the War Department. The whole force now consists of seven schooners.

Important assistance has been rendered by this little squadron, in the military operations in Florida. It has furnished the means of penetrating the interior of the country and attacking the enemy in his fastnesses. ~~Lieutenant~~ ^{Lieutenant} McLaughlin has manifested great ~~bravery, energy, and zeal,~~ ^{bravery, energy, and zeal,} and much credit ~~is due to him, and to the force under his command,~~ ^{is due to him, and to the force under his command,} for the handsome manner in which they have acquitted themselves.

In obedience to the act of July, 1840, the brig Consort, under the command of Lieutenant Powell, has been diligently engaged in the survey of the coast, from the bay of Appalachicola to the mouth of the Mississippi. This survey was completed in June last, and Lieutenant Powell has since been engaged in the survey of the South shoals of Nantucket.

The brig Dolphin, Commander Bell, and schooner Grampus, Lieutenant Paine, returned, the former in May, and the latter in August last, from their second cruise on the coast of Africa. These vessels have been actively and efficiently engaged in the suppression of the slave trade, and in the protection of our citizens engaged in commerce on that coast. I regret to say that their officers and crews have suffered severely from the diseases of the climate; and it is owing in a great degree to the constant vigilance and prudent precautions of the commanders, that their sufferings were not still greater. Notwithstanding the extreme sickness of the climate, it is impossible to dispense with a squadron on that coast. In addition to the interesting duty of suppressing the slave trade, which could not be otherwise effected, the lawful commerce of our citizens with all parts of the coast is rapidly increasing, and already employs a very large capital. This trade is an object of so much importance, and is contended for in so strong a spirit of rivalry by traders of different countries, that the presence of national vessels is absolutely necessary to protect them in their just rights, and to prevent those outrages, unfriendly to the harmony of nations, to which men are often driven by the thirst of gain. It is also worthy of considera-

tion, that the presence of our public vessels is of great importance to our colonists, by giving them consequence in the eyes of the neighboring native tribes. These views give great interest to this squadron, and render it desirable that it should be placed upon the most effective footing. Many additional precautions, however, are necessary, in order to protect the crews from the fatal diseases of the climate, and thus to enable the squadron properly to discharge its duties. I have taken measures to obtain the requisite information upon this point, and hope to be able to avail myself of it when a new squadron shall be appointed to that service.

The operations of these vessels have been highly valuable in protecting the rights of our citizens engaged in trade, and in preventing the traffic in slaves. They have performed all that could have been reasonably expected of so small a force. An additional number of vessels, some of which should be of larger size, will undoubtedly be necessary for the security of our increasing trade in that quarter, and for the effectual suppression of the slave trade. This trade, I regret to say, is still carried on to a considerable extent, notwithstanding the vigilance of our cruisers, aided by the active co-operation of those of England.

Representations having been made to the Department of an act of unlawful violence committed against American citizens on the coast of New Grenada, the brig Dolphin, under the command of Lieutenant McKean, was despatched to that quarter in September last, with such instructions as were deemed necessary to redress the wrong, and to guard against the commission of similar outrages in future. Intelligence has been received as late as 15th October, at which time she had reached her place of destination. The particular outrage complained of was not committed upon an American vessel: but the presence of the Dolphin was nevertheless considered by our consular agent highly advantageous to American interests, in the then disturbed state of the country.

The steamships Missouri and Mississippi, built under the act of 3d March, 1839, the former at New York, and the latter at Philadelphia, are nearly ready for service, and will form a part of the home squadron.

Orders have been given for the construction of three steamers of medium size, under the act of 3d March, 1841: one at New York, one at Philadelphia, and one at Norfolk. In addition to these, Captain R. F. Stockton, is superintending the construction, at Philadelphia, of a steamer of 600 tons, to be propelled by Ericsson's propeller; and Lieutenant W. W. Hunter is engaged in like manner at Norfolk with one of 300 tons, to be propelled by submerged water wheels, invented by himself. Very valuable results are anticipated from these experiments.

Orders have been given to build a first class sloop and three small vessels of war, and to finish the frigates Cumberland, Savannah, Raritan, and St. Lawrence.

The balance in the Treasury to the credit of the navy hospital fund is \$217,907 53. This fund is gradually increasing, from the assessment of 20 cents per month upon the pay of officers, seamen, and marines, so that a continuing surplus may be expected. I recommend that authority be given to invest these surpluses, as they accrue, in some interest-bearing fund. So much of its annual increase as may not be needed for the particular purposes of the fund may be advantageously applied, in other forms, to the comfort of our seamen. The average annual increase of this fund, from the 1st January, 1836, has been \$27,223 67; which, if it had been

invested in 6 per cent. stock, would have added to the amount \$57,482 04 on the 1st of January next.

Of the appropriation for the "suppression of the slave trade," there remains unexpended the sum of \$4,365 14, which has been carried to the surplus fund. I recommend that it be reappropriated, and the further sum of \$3,000 be added, in order to meet outstanding liabilities of this fund.

Under the head of "contingencies not enumerated" there remains, of the appropriations of the last three years, the sum of \$9,246 76; of which \$3,246 76 will be carried to the surplus fund on the 1st of January next, if not previously applied to the proper purposes of the fund.

For the condition of the "navy pension fund," I respectfully refer you to the annexed report of the Commissioner of Pensions.

The operation of the apprentice system continues to be highly encouraging. Complaints are occasionally made that the pledges of the Government are not redeemed, but no sufficient evidence has yet reached the Department of the existence of any serious abuse. Great interest is felt in the success of this experiment, and every effort is used to secure to the apprentices all the benefits and advantages promised by the terms of enlistment. The vigilance of the Department will be constantly exerted to guard against all abuses, and to introduce into the system every practicable improvement. The number of apprentices now enlisted is about 1,000. This is not so favorable a result as might have been expected. An extension of the system is contemplated, so as to give to boys in the interior of the country an opportunity to join the service, without subjecting them to the expense of a journey to the rendezvous on the seaboard.

Great difficulty is experienced in the enlistment of seamen. To what cause this should be attributed, I am unable to say; and, consequently, I am not prepared to suggest any remedy. It is, however, probably true that the *mere seaman* is of too little consideration in the general estimate of the service. Laws and regulations securing to him the enjoyment of his just rights, liberal wages punctually paid, and a strict application, if not an extension, of the benevolent policy which provides for him or his family when he is disabled or killed in the service, would probably secure for our ships of war the preference in most cases over those of the merchant service.

Experiments in gunnery and projectiles, which have been conducted for several successive seasons, under the direction of Captain M. C. Perry, in the vicinity of New York, have been continued on board the United States steamer *Fulton*, Captain John T. Newton, but under the general control of Captain Perry. In testing a gun in the usual mode, it unfortunately burst, killing several men and wounding others. I have caused the subject to be investigated by a court of inquiry, whose finding shows that, however distressing and deplorable the accident may have been, no just censure can be attached to the officers who conducted the experiment.

Measures have been adopted, and are now in process of execution, for supplying the navy with the requisite guns. Less progress has been made than was desirable, because of the great pains which have been taken to obtain the *best* guns which could be procured in the country. In a short time they will be furnished, of the various descriptions used in the service, including the Paixhan guns.

Under the appropriation of the last session, for the purpose of "making experiments to test the value of improvements in ordnance, in the con-

struction of steamers and other vessels of war, and *in other matters connected with the naval service and the national defence,*" nothing has yet been actually paid. Some experiments, however, have already been authorized, and others are now under the consideration of the Department, from which very beneficial results are confidently anticipated. It is not proper, however, to make them public at this time. So many scientific and practical men, throughout the country, are now turning their attention to this subject, that we may reasonably expect great advantages from a judicious use of this appropriation.

I have, under your directions, taken measures for the construction of a steamer on Lake Erie, in compliance with the act of 9th September, 1841.

I regret to say that the measures which have been adopted for the preservation of live oak and red cedar timber, under existing laws, have not been attended with the desired results. Whether this is owing to inefficiency in the laws themselves, or to want of due vigilance and fidelity in the agents employed, I am unable to say; but I have the most conclusive evidence that the timber is daily taken in large quantities from the public lands, without authority and contrary to law. This is a serious mischief, and one which calls for prompt remedy. It is confidently believed that the agencies now authorized by law will not answer the purpose. The lawless bands who are engaged in these depredations pay no respect to the unsupported authority of the agents; and, as it is almost impossible to bring them to justice through the ordinary forms of trial, they are left to plunder unrestrained. The presence of a military force, charged with that especial duty, is believed to be absolutely necessary to preserve this most valuable timber. A very small force would answer the purpose. A single steamboat, with her ordinary crew and a few marines, under the command of an active and judicious navy officer, would be able to pass rapidly from point to point, and extend full protection to every timber district which is accessible by water. The co-operation of revenue cutters might be afforded, if required. This would be at once the most effectual and the *cheapest* expedient. Agents might still be employed to watch the interior districts, and to give notice of all trespasses committed on them. Power should be given to arrest offenders, and to bring them before the proper tribunals for trial. The penalties and forfeitures prescribed by the acts of 1817 and 1831 are supposed to be sufficiently severe; the only difficulty now is to detect offenders and bring them to justice. Additional legislation, also, is probably necessary, to define accurately the limits of the reserved districts, and to prevent all interference with private rights. The whole subject is respectfully submitted, as one which claims the early and serious attention of Congress.

Every effort has been made, in compliance with the law, to obtain water-rotted American hemp for the use of the navy, but hitherto without success. One contract has been made, but the contractor has been unable to comply with its terms. We are therefore, for the present, thrown upon our former resources for a supply of this article; but I shall continue to use all possible exertions to carry out the wise policy of Congress upon this point.

That *reform* is necessary, in every part of our naval establishment, is on all hands admitted; and it is a subject of general regret that it has been so long delayed. The delay has been in the highest degree injurious to the service, and is daily rendering reform more and more difficult, as it be-

comes more and more indispensable. Impressed with this truth, and anxious that no time should be lost in commencing this important work, I respectfully bring it to your notice at the earliest day. I do not propose, however, to present at this time more than the mere outlines of the many important subjects to which I desire to invite your attention. It is presumed that Congress, if it should act upon the subject at all, will refer it to committees of their own body, before whom I hope to be prepared to lay all the information that may be required.

The first step ought to be the preparation of a full code of laws and rules for the government and regulation of the naval service. Without this, every other measure of reform will be unavailing. It is of the essence of free government, that the rights, the duties, and the responsibilities of all men, in all conditions, should be ascertained and accurately defined; and it is of the essence of tyranny, that men should be punished for imputed offences, or at the arbitrary discretion of their judges. This truth applies with peculiar force to those who are engaged in military service. The strict discipline which that service requires renders necessary a great variety of rules which would be useless in the ordinary conditions of society, which involve no moral nor social crime, but which, nevertheless, it is often necessary to enforce by the most rigorous sanctions. It is in the highest degree unjust in itself, and violative of the spirit of our institutions, that these new and peculiar responsibilities should be in any respect uncertain. And yet it is in many cases extremely difficult to determine, according to existing rules, what is and what is not an offence in our naval service; and in a great variety of cases it is altogether uncertain and dependent upon the arbitrary will of courts martial, in what mode and to what extent offences, real or imputed, shall be punished. A short review of our legislation upon this subject will serve to present it in its proper light.

By the act of Congress approved 23d April, 1800, certain general rules and regulations were enacted, embracing the most prominent and important subjects relating to the service. These are still in force; but although they are of a character to apply to the navy, in whatever condition it may be placed, and were deemed altogether sufficient for it in its then infant state, they are too few in number, and enter too little into details, to answer their purpose at the present day. Acting upon this idea, the Board of Navy Commissioners, soon after its establishment in 1815, compiled "Rules, Regulations, and Instructions, for the Naval Service of the United States," with the consent of the Secretary of the Navy, in obedience to an act of Congress passed 7th February, 1815, entitled an act to alter and amend the several acts for establishing a Navy Department, by adding thereto a Board of Commissioners." This compilation, commonly called the Blue Book, is still *practically* in force, and, together with the act of 1800, constitutes the only system of rules and regulations for the government of the navy.

By the act establishing the Board of Navy Commissioners, it is provided "that the said Board of Commissioners, by and with the consent of the Secretary of the Navy, be, and are hereby, authorized to prepare such rules and regulations as shall be necessary for securing an uniformity in the several classes of vessels and their equipments, and for repairing and refitting them, and for securing responsibility in the subordinate officers and agents; which regulations, when approved by the President of the United States, shall be respected and obeyed, until altered and revoked by the same au-

thority ; and the said rules and regulations, thus prepared and approved, shall be laid before Congress at their next session." Whether or not the Blue Book (which derives its authority from this law alone) was ever approved by the President of the United States, or laid before Congress, I have no means of ascertaining. The probability is that it was *not* approved, as the book itself contains no evidence upon the subject. But, even if both these formalities were observed, it is altogether clear to my mind that the Commissioners acted without authority in prescribing many of the rules and regulations contained in that book.

The obvious intention of the act of Congress is to make the Navy Commissioners the ministerial agents of the Secretary of the Navy, for certain purposes. He has no authority to employ any *other* agents for those purposes. Among other things, it is their duty, under the second section of the act, "by and with the consent of the Secretary of the Navy, to prepare such rules and regulations as shall be necessary," in the execution of the specific duties therein assigned to them, and for "securing responsibility in the subordinate officers and agents" *employed in those duties*. There is nothing in the terms of the act, and nothing in its plain purpose and intention, to authorize the Commissioners to prepare a *general* code of rules and regulations for the government of the navy. They were strictly confined to the purposes mentioned in the act, to wit: "securing an uniformity in the several classes of vessels and their equipments, and repairing and refitting ~~them~~." For these purposes, and for no other, they had authority to prepare, by and with the consent of the Secretary of the Navy, such rules and regulations as they might deem proper ; and, as a necessary incident of this authority, to prepare additional rules for securing responsibility in ~~their subordinate agents~~.

That this is the true meaning of the act of Congress is so apparent that I deem it wholly unnecessary to enter into a more critical examination in order to prove it.

But the Blue Book is not confined to these objects. It contains a great variety of rules and regulations applying to every department of naval duty, and to every officer and man connected with the naval service. It is designed as a general code of rules and regulations for the government of the navy, and, as such, it is universally received, and daily acted on.

Under this code, thus questionable in its authority, and altogether insufficient in itself, the navy has been governed for twenty-three years ! There is, in truth, no law upon the subject—no obligatory rule whatever, except what is found in the act of 1800 ; and that is altogether imperfect and inadequate.

This subject was brought before Congress in 1832. A law was passed in that year, authorizing the President to constitute a board of naval officers, to be composed of the Navy Commissioners and two post captains, whose duty it should be, "with the aid and assistance of the Attorney General, carefully to revise the rules and regulations governing the naval service, with the view to adapt them to the present and future exigencies of the service ; which rules and regulations, when approved by him and sanctioned by Congress, should have the force of law, and stand in lieu of all others theretofore enacted." The board, thus constituted, convened in November of the same year. In November, 1833, they submitted the result of their labors to the Secretary of the Navy, and on the 23d of the following month the rules and regulations thus prepared were approved by the

President of the United States, and submitted to Congress. On the 7th February, 1834, the chairman of the Naval Committee of the House of Representatives moved that 1,000 additional copies be printed, which was directed on the following day. On the 1st May, 1834, the President submitted to Congress "certain proposals for amending the present laws in relation to the naval service." Whether or not these were the same proposals which he had previously submitted, (viz: on the 23d December, 1833,) I am not informed, nor is it of any importance in itself. The probability is, that some amendment of the rules originally prepared was presented in May, 1834. On the 8th of the same month, the chairman of the Naval Committee of the House of Representatives reported a resolution for the printing of 1,000 additional copies of the *amended* rules and regulations for the government of the navy. No further action was had upon the subject, and Congress adjourned on the 30th of the following month.

From this statement it appears that this important subject has been before Congress ever since the year 1832, and that nothing effectual has yet been done to accomplish the object of the act of that year. Soon after the appointment of Mr. Paulding as Secretary of the Navy, he took the subject up, and urged it with all proper zeal. Such, however, was the pressure of other duties upon the Board, that it was impossible for them to attend to the revision of the naval code, as Mr. Paulding desired, until December, 1840. On the 19th February, 1841, they submitted their report to the Secretary of the Navy, who approved thereof, but did not lay it before Congress, as the act of 1832 directed. Neither was this done at the called session of May last. I have now the honor to lay this report before you, and to ask that it be submitted to Congress.

I cannot recommend the approval of these ~~and regulations~~. I believe them to be objectionable in many important respects; and, as the further action of Congress in regard to them is necessary, I recommend that they be again submitted to revision. I would respectfully suggest that the preparation of rules and regulations for the government of *all* classes and grades in the navy ought not to be intrusted to any *one* of them exclusively. A mixed commission, embracing the civil as well as the military departments of service, would, it is believed, be best qualified to adapt to every part of the service the proper laws and rules for the government and regulation of it. Such a commission might, with the aid of the rules now submitted, easily report to Congress in time for its action during the present session.

The evils resulting from the want of a proper naval code are of the most serious character, and will, if not remedied, ultimately ruin the naval service of our country. What can be expected of a community of men, living together under circumstances tending to constant excitement and collisions, with no fixed law to govern them, and where even rank and station are imperfectly defined? The necessary consequence of such a state of things must be, disputes, contests, disorder, and confusion. Sometimes unauthorized power will be assumed, and at other times lawful authority will be disobeyed. It is impossible that a wholesome discipline can prevail in this uncertain condition of official rank and authority. The same uncertainty prevails in regard to punishments. The unbounded latitude of discretion allowed to courts martial in this respect is of most evil consequence, and calls loudly for correction. It invites to the indulgence of prejudice and favoritism—subjecting light offences to undue punishment, and suffer-

ing great offenders to escape with trivial penalties. And, even if no such improper bias could be supposed to exist, it is not to be expected that all courts will look upon all offences with the same eye. Men of lenient and indulgent feelings will punish lightly the same offences which those of a different character will punish with the most rigorous severity. Hence an inequality of punishment will prevail, odious in itself, calculated to excite discontent, to bring courts martial into disrepute, and to destroy the just influence of their sentences, as a means of preserving the honor and discipline of the service. To prevent these evils, to remedy the disorders which now prevail, and to place the navy in a healthy and efficient condition, it is absolutely necessary to provide for it a code of laws and rules which shall accurately define rank and authority, plainly prescribe duties and responsibilities, and ascertain crimes and their punishments. And I would respectfully urge upon the proper departments of the Government the indispensable necessity of entering upon this important work without loss of time.

The subject next in importance is the reorganization of the Navy Department. I have had but a short experience in this Department; but a short experience is enough to display its defects, even to the most superficial observation. It is, in truth, not organized at all. The labor to be performed must, under any circumstances, be great and onerous; but it is rendered doubly so by the want of a proper arrangement and distribution of duties. At present, a multitude of duties are imposed upon the head of the Department, which any one of its clerks could discharge as well as himself, but which, from their pressing nature, he is not permitted to postpone. Hence his whole time is occupied in trifling details, rendering it impossible for him to devote the requisite attention upon more important subjects, involving the great interests of the service. These details are indeed so numerous and multifarious as to constitute in themselves an amount of duties fully equal to the powers of any one man. In addition to this, the present want of proper arrangement is extremely unfavorable to that direct individual responsibility which it is so necessary to impose on every public officer. The same cause occasions delays in the operations of the Department, by rendering necessary a variety of tedious official forms, and consequently preventing that promptness of action which is indispensable to its due efficiency. And it is not the least among the evils of this state of things that the precise condition of the several branches of the service cannot be ascertained without much time and labor; thus adding to the cost of the Department, while it diminishes its usefulness. These inconveniences and embarrassments, and many others which are daily felt, in the administration of the Department, would in some degree be removed by a mere rearrangement and proper distribution of the labor now employed in it; but additional labor is absolutely necessary, in order to enable it to discharge its functions in the manner required by the interest of the service. It would not be proper to enter into all the details of the subject in this report. It is already before Congress, and will doubtless receive the early attention of that body. A resolution was adopted by the House of Representatives on the 19th February, 1839, directing the Secretary of the Navy to "report to this House, at the commencement of the next Congress, a plan for the reorganization of this branch of the public service, adopting as the basis of his plan the division of the duties now performed by the Board of Navy Commissioners, and their assignment to separate bureaux." In obe-

dience to this resolution, Mr. Paulding, the then Secretary, submitted, on the 30th December, 1839, a long and elaborate report, "based on the principle presented in the resolution." To this report I respectfully refer. In most of its views, and in all of its more important conclusions, I fully concur. I do not, however, adopt his plan precisely as he has proposed it. Some change in the principles, and some additional provisions, will probably be necessary, which the experience of the Department will enable it to suggest, in arranging the details of the law. I earnestly invoke immediate attention to the subject, firmly believing that the proposed reform is indispensable to the due administration of the Department, and that it cannot be longer delayed without serious injury to the service.

There is reason to believe that it is now the settled policy of the Government to increase the navy as rapidly as the means at its disposal will admit, and it may therefore be unnecessary that I should offer any suggestions upon that subject. I should not feel, however, that my duty was properly discharged, if I should fail to add whatever influence my own recommendation may possess to the many considerations which suggest this as our true policy.

We may safely estimate the mercantile property of our citizens annually afloat on the ocean, and employed in foreign trade, at not less than one hundred and twenty millions of dollars; and to this is to be added the value of the vessels in which that property is conveyed, and the value of American interests vested in mercantile establishments abroad, and dependent on American trade. The coasting trade, not including such articles as are exported, cannot be accurately estimated, but it certainly amounts to many millions of dollars. Taking the aggregate of all property annually exposed to an enemy on the ocean, on the lakes, and on our principal bays and rivers, it will probably be found that it does not fall short of one hundred and fifty millions of dollars. So large an interest is entitled to demand, and justly expects to receive, the most certain and ample protection. This is due alike to the citizen whose property is thus exposed, and to the Government whose revenues are derived principally from the duties which that property pays. But that protection can be found only on the ocean. Trade is never secure, unless it can, at all times and in all places, appeal for support to the national flag; and it ought to feel that it is safe wherever that flag is displayed.

Every nation engaged in foreign commerce to any valuable extent provides, as a part of its established policy, an adequate military marine. Our own country is far behind all the considerable nations of the world in this respect. As compared with England and France, the two principal commercial nations of Europe, it is found that England, with much less than twice our foreign tonnage, has more than eight times as many vessels of war, exclusive of her steamships; France, with only one-third of our foreign tonnage, has more than five times as many vessels of war. The comparison might be still further extended, scarcely less to the disadvantage of our own country. It may well excite surprise that, with so large an interest at stake, and with a certainty that it will rapidly increase from year to year, so little preparation should have been made for its protection and security; and this surprise will not be diminished when we reflect on the vast interests which are connected with, and dependent upon, our foreign commerce, and which must necessarily flourish or decay along with it. The farmer, the planter, the mechanic, the manufacturer, and even the day

laborer, depends, in a greater or less degree, upon this for the success of his own peculiar branch of industry ; and even the fine arts themselves are not exempt from the same influences. Commerce may be regarded as our principal interest, because, to a great extent, it includes within it every other interest.

Wars often arise from rivalry in trade, and from the conflicts of interests which belong to it. The presence of an adequate naval force, to protect commerce, by promptly redressing the injuries which are done to it, is one of the best means of preventing those disputes and collisions which are so apt to interrupt the peace and harmony of nations.

But these views, although sufficiently important in themselves to justify and require a very large increase of our naval force, are by no means the most interesting which the subject suggests. Ranking in the first class of nations, we are under an absolute necessity to regulate our policy, in some degree, by that of other countries, so far as their policy may affect us. All the considerable maritime Powers have, within late years, added greatly to their naval forces, and are at this moment actively engaged in the same work. This fact alone would seem to render it absolutely necessary that we should make similar preparation on our part. In proportion as other countries multiply the means by which they may annoy us, we ought, in common prudence, to add to our own defences and to our own means of resisting insult and injury. Any other course will only invite aggressions upon our rights, which will continue to increase so long as we shall patiently bear them, and which must ultimately force us to resistance, at the precise time when we are least prepared to make it successfully.

Free Governments, which are necessarily more embarrassed in their councils, and slower in their action, than those which are not bound to observe the necessary *forms* of free government, have a peculiar interest to guard their soil from invasion. The nature of our institutions presents a very strong appeal upon this point. A war between the United States and any considerable maritime Power would not be conducted at this day as it would have been even twenty years ago. It would be a war of incursions, aiming at revolution. The first blow would be struck at us through our own institutions. No nation, it is presumed, would expect to be successful over us for any length of time, in a fair contest of arms upon our own soil ; and no *wise* nation would attempt it. A more promising expedient would be sought, in arraying what are supposed to be the hostile elements of our social system against one another. An enemy so disposed, and free to land upon any part of our soil which might promise success to his enterprise, would be armed with a four-fold power of annoyance. Of the *ultimate result* of such incursions, we have no reason to be afraid ; but, even in the best event, war upon our own soil would be the more expensive, the more embarrassing, and the more horrible in its effects, by compelling us, at the same time, to oppose an enemy in the field, and to guard against attempts to subvert our social systems.

Heretofore, we have found in the shallowness of *many* of our waters security, to a certain extent, against invasion by sea. So long as maritime wars were conducted in vessels of large size and great draught, we had little to apprehend from them except at a few points, and those were susceptible of adequate defence on land. But this security can no longer be relied on. The application of steam power to vessels of war, and the improvements which have recently been made in artillery, are destined to

change the whole system of maritime war. Steamboats of light draught, and which may be easily transported across the ocean in vessels of a larger class, may invade us at almost any point of our extended coast, may penetrate the interior through our shallow rivers, and thus expose half our country to hostile attacks. The celerity with which these movements could be made, the facility with which such vessels could escape, and the promptness with which they could change the point of attack, would enable an enemy, with a comparatively inconsiderable force, to harass our whole seaboard, and to carry all the horrors of war into the securest retreats of our people. The effect of these incursions would be terrible every where, but in the southern portion of our country they might, and probably would, be disastrous in the extreme.

It is obvious that a war thus conducted must be successful to a very great extent, in spite of all the defences on land which we could contrive. Nothing less than the conversion of half our country into a military garrison, could protect us against it. Such is the exposed condition of our country, such is the character of our institutions, and such the position of our people, that a population of twice our present number, under the best possible military organization, would avail us but little. Whilst the combined Powers of the world could not subdue us; even a secondary naval Power could avoid our land defences, set our armies at defiance, and prosecute against us a war intolerably harassing and disastrous.

The single question, then, which we have to decide, in reference to this subject, is, where and by whom shall those battles be fought, which may hereafter become necessary in defence of our property, our institutions, our honor, and our lives? Shall we meet the enemy upon the ocean, with men trained and disciplined for the contest, or suffer him to land upon our shores, trusting to a scattered and harassed people, to expel him from their farms and their firesides? This question admits of but one answer. But it is worse than idle to suppose that all those high interests to which I have alluded, can be adequately protected by our present naval force. Four thousand miles of exposed sea and lake coast, a foreign commerce scattered through the most distant seas, and a domestic trade exposed alike upon the ocean and upon our interior waters, are, in effect, surrendered to the enemy, when they are intrusted to the protection of some twenty ships in commission.

If these views be not altogether deceptive, the policy of increasing our navy, without further delay, is obvious. *How far* it shall be increased, the wisdom of Congress will decide. Looking to it as the chief if not the only adequate defence of our country against those wars of incursions from which so much evil is to be apprehended, I respectfully suggest that we cannot safely stop short of half the naval force of the strongest maritime Power in the world. Our policy is peace, and we do not propose to ourselves a war of aggression in any case, except so far as it may be necessary as a measure of defence. It is not probable that any nation could detach from other service more than one-fourth of its whole naval force, to attack us upon our own coast; so that, after deducting such part of our own force as we could not employ at all, and such part as we should be compelled to employ elsewhere, we might reasonably hope to repel from our shores any maritime Power, with only half its force in ships. With less than this, our fleets would serve only to swell the triumphs and feed the cupidity of our enemy. It is better to have none at all than to have less than enough. I

am aware that this great increase of our naval power, cannot be effected in any short time. I propose it only as the object at which our policy ought to aim, and towards the attainment of which your measures ought to be steadily directed. An annual appropriation, as liberal as the means of the Treasury will allow, will in a few years accomplish all that is desirable.

Of what descriptions of vessels our navy ought to be composed, is a question of great importance, and one which we are compelled to decide with reference to the practice of other countries. Doubtless, a very large part of it ought to consist of steamships. Experience has shown that these vessels may be rendered perfectly safe at sea, and that they may be so constructed as to adapt them, in other respects, to purposes of war. Of their great usefulness, the world has had a striking proof in the recent operations of the British squadron on the coast of Syria—troops were transported a distance of two thousand miles over the ocean, and were engaged in battle in Asia Minor on the sixteenth day after leaving England. This and other facilities, afforded by this class of vessels, were so great and effective, that the admiral declared that “his success was owing to the efficiency of his steamers.” We may well profit by the lesson thus taught us. I respectfully suggest, however, that it would not be wise in us to engage very extensively in the construction of steamships of war of the largest class, at this time. Imitating the example of England, our wisest policy would be to aid the private enterprise of our citizens in constructing packet ships, to ply between this country and foreign ports. These should, of course, be so constructed as to fit them for war purposes, and should be held subject to the demand of the Government, upon equitable conditions. There will, in all probability, be enough of such vessels to answer all the purposes for which steamships of the largest class would be required, and they would be furnished at a comparatively small cost to the Government. Improvements are daily made, not only in steam machinery, but in the propelling power applied to steam vessels. Experiments are now in progress which promise important results in these respects, and it would probably be judicious not to expend large sums in the construction of steamships for distant cruises, until these results shall be made known. But the same reasoning does not apply to steam vessels of a smaller class, destined for the defence of our own coast and harbors. These ought not, under any circumstances, to be delayed. They would be particularly useful on the lakes and in the Gulf of Mexico. On the lakes they might be advantageously employed, under proper regulations, in the revenue service. They would be peculiarly adapted to the Gulf of Mexico, in consequence of the calms and currents which prevail there, and of their greater facility in making harbor in the violent tempests which are common in that latitude. There is, in truth, but the single harbor of Pensacola, in which a ship of large draught can find shelter, although there are many which afford sufficient depth of water for steam vessels of the proper size. These vessels should be built of white oak, reserving the live oak for those of a different class.

Steamships have been built in Europe altogether of iron. As far as the experiment has been made, it is understood to have been successful. I recommend that it be made here also, with at least one vessel of medium size, sufficiently large to afford a fair test, without exposing too much to the hazard of failure. The great abundance of that material, found in all parts of our country, affords us every facility which can be desired; and our

workmen will soon acquire, if they do not now possess, the requisite skill in converting it into vessels. We may thus acquire a cheap and almost an imperishable naval force, while, at the same time, we afford encouragement to some of the most useful branches of our home industry.

In my opinion, there is no necessity at present to increase the number of our line-of-battle ships. Some of those which we now have, would be more useful if cut down to frigates of the largest class. There is, even in the present condition of the service, a pressing demand for sloops of war, brigs, and schooners; and I recommend that a suitable number of them be immediately built. Not less than ten are necessary, even in the present condition of our navy. One of them should be kept in commission and ready for service at each of our principal ports; and this may be done without any considerable additional expense, because they will always be prepared to perform a variety of duties for which the Government now pays high prices to merchant vessels. Moreover, they may be built out of such timber as is rejected in the construction of larger vessels. It is proper that we should have some of our vessels always ready for sudden emergencies, and none are so cheap or so convenient as brigs and schooners.

In view of any considerable increase of the navy, a large addition to our frigates of the first class ought to be made. Our present 44-gun frigates would not encounter, upon equal terms, the modern frigates of the first class of England and France. To enable us to contend successfully with these, the principal maritime Powers of Europe, we must not only increase our general naval force, in proportion as they increase theirs, but we must also build vessels of corresponding size and description with those which they will use against us.

I renew, with anxious desire for its success, the recommendation so often made by my predecessors, for the establishment of higher grades in the naval service. This will be absolutely necessary, if the navy should be considerably increased, and would be highly useful, even in its present condition. The rank of admiral is known in all the navies of the world except our own; it has existed through a long course of past ages, and has been fully tested in the experience of all nations. *It still exists, and is still approved.* I can perceive nothing in our peculiar situation to prevent us from profiting by the lesson thus afforded. That which has been found valuable in the naval service of other countries, we have good reason to believe, will be equally valuable in our own. But, apart from this view of the subject, there are many reasons, of a positive character, why we should no longer delay to place ourselves upon an equality, in this respect, with all the considerable nations of the world.

It is, as a general rule, wise and politic to establish as many grades as possible in military service. The officer should always have before him some station, yet to be reached, and worthy of a high and generous ambition. He who has attained all that is attainable, has no need of any further exertions than just enough to sustain him where he is; all beyond this is supererogatory, for he is not permitted to hope that either the utmost exertion of his powers, or the most generous self-sacrifices in the public service, will ever raise him one grade higher in the ranks of his countrymen.

A captaincy in the navy is of very difficult attainment, according to our slow rate of promotion; yet all those who are fortunate enough to reach it

continue to feel, in no less degree than before, the depressing influences to which I have alluded. They daily see, in the navies of other countries, men, not older in the service than themselves, nor more worthy in any respect, filling higher stations, and enjoying more distinguishing proofs of the confidence and gratitude of their country. They also see men, of *equal* grade with themselves, cheered and encouraged by the hope of a well-deserved preferment, to which they know that their own country does not permit them to aspire. What can be more natural than that they should feel disheartened and mortified, and, ultimately, be forced to compare, disadvantageously to their own country, its naval service with that of other nations.

It is considered wise and proper in the army to raise the rank of the officer in proportion to the number of men subjected to his command. There are in that service nine different grades of commissioned officers, while in the navy there are but three; hence it is very difficult to arrange the comparative ranks of the two services. Indeed, it is impossible to do it without *supposing* new ranks in the navy, unknown to the law. This, though not a very serious evil, is an inconvenience which it is desirable to avoid; and, so far as the *good* of the service is concerned, it is not perceived why a captain in the navy should be considered better adapted to the command of a fleet, than a brigadier general in the army to the command of a division. The two services equally require *rank* according to the extent of command. It is true there is no necessity for so *many* grades in the navy as in the army; but the difference is in the lower grades only, and not in the higher.

Our naval officers are often subjected to serious difficulties and embarrassments in the interchange of civilities with those of other countries on foreign stations. The admiral of England, France, or Russia, is not willing to admit that he is of no higher grade than the post captain of the United States. Our commanders, in order to enforce from other countries the same respect which they themselves are willing to pay, are compelled to insist that the highest grade of service in the United States, by whatever title it may be distinguished, is equal to the highest grade of service in any other country; and, of course, that an American post captain is of equal rank with the admiral of any other country whose commission is not of older date. This claim is at least very questionable. Rank is a positive thing, and, by the consent and usage of nations, is indicated in the naval service by the flag which the commander wears. It is not surprising, therefore, that the admirals of Europe should refuse to recognise as their equals in rank, the captains of the United States, whose very flag affords conclusive proof that their own country regards them as inferior. It is true this claim of equality has in some instances been allowed, but it is generally denied; and hence that interchange of friendly courtesies, so useful in preserving the harmony and good understanding of nations, has often been prevented. In war, the inconvenience would be still more serious. Whatever concessions might be made in time of peace, from feelings of respect and courtesy, no just claim of rank would be yielded in time of war. The American captain, called to act in concert with the admiral of a friendly nation, of younger date, would necessarily be compelled to yield the honor of the chief command, or to contest it at the price of that harmony which would be necessary to the success of their joint enterprise. It is not to be supposed that nations, whose systems have been so long

established and acted on, will yield, in this respect, to the peculiar views and wishes of the United States. The inconveniences resulting from our anomalous position are seriously felt, and ought, in my opinion, to be removed, by placing our officers on a ground equally advantageous with that which is occupied by those of other countries and corresponding commands.

Additional ranks in the navy would be eminently useful as an instrument of discipline. The post captain of to-day is precisely equal in rank to the oldest post captain in the service. He *feels* his equality from the first moment that he attains it, and at the same moment the disinclination to be commanded and controlled by his equal, rises within him. He will not willingly submit to learn, as a scholar, what his own position authorizes him to *teach*. He looks to a separate command for himself; he begins to lay down systems of his own, and turns a deaf ear to the lessons of experience imparted by older heads, because they cannot claim any higher rank. The respect and deference, so necessary to discipline, are rarely felt, except where there is a difference of rank; and they are most strongly felt where that difference is greatest. In this way the creation of higher grades would be advantageously felt through all the grades below them. It would be particularly beneficial in its influences upon the younger classes of officers, upon whom it is so important that correct impressions should be made.

There is yet another encouragement which should be held out to our navy in a much more liberal spirit than has heretofore been manifested. Advancement in the service has been so slow, as to render it almost hopeless to a large number of our most promising officers of the lower grades. Many would long since have retired from it in despair, but for the fact that their education and pursuits unfit them for profitable occupations on shore. Surely an officer who has faithfully devoted to his country twelve or fifteen years of the prime of his life, and at the expense of all qualification for other pursuits, is entitled to be advanced at least one grade in the ranks of her service. I respectfully submit that it is not wise in us to place ourselves in a position to be compelled to intrust to age and imbecility, the duties which require the vigor and energy of younger years; and yet, under the systems which have heretofore prevailed, there are few who can hope to attain the higher commands, until they have also attained a period of life at which the best powers of man begin to decay.

If it be our purpose to increase our naval force, we cannot too soon begin to train a suitable band of officers to take charge of it. It is to be borne in mind, that although we can *build* a good ship in a few weeks, it requires twenty years of arduous service, of active instruction, and of strict discipline, to qualify an officer to command her. If, therefore, we would be prepared for the exigencies of the next twenty years, we must begin our preparations to-day. It is mere prodigality to build ships, if we have no officers to command them. There is no school for the sea officer but the ship itself. The theory which he may acquire on shore, although a necessary part of his education, only prepares him to *begin* to learn what he is required to know as a naval commander. A small fleet, properly employed, will afford such a school to pupils enough to supply a large one. We should not, therefore, wait to build new ships, before we begin to train their officers. We have at present not enough for our navy, if all our ships were in commission. Those ships, if actively employed, ta-

gether with such as shall be built from time to time, even under the most restricted scheme for the increase of our naval force, will afford all necessary means of employing and training twice the present number of our officers of every grade.

There is an absolute necessity for a large increase of the marine corps. On this subject I refer to the accompanying letter of Col. Henderson, and the tables which he has prepared for the information of this Department, (No. 16.) From these it will be seen that nothing less than three times the present number of marines will answer the exigencies of the service, even without any increase of our present naval force. Requisitions are frequently made for marines, with which it is impossible to comply, however necessary their services may be. In some cases, officers in command of important posts have felt it due to themselves to inform the Department, that they could not hold themselves justly responsible for the safety of the public property intrusted to their charge, for want of the force necessary to protect it. At present, citizens are employed as watchmen at navy yards, at prices greater in some instances than the wages of marines; and as they are not liable to martial law, and are free to quit the service when they please, great inconvenience is frequently experienced, and the public property is not always duly secure. A sufficient force for all such purposes ought to be provided, of men belonging to the service, and amenable to the laws which regulate it.

Of the importance of marines in the naval service, but one opinion is now entertained. The principal maritime nations of the world, with the exception of ourselves alone, have within late years greatly increased this part of their force. I respectfully suggest that there should be provided for each ship not *less* than one marine for every gun, besides a sufficient number for the police of naval stations on shore. A still larger proportion of marines would, in the opinion of experienced officers, be highly valuable in the service.

The laws and regulations for the government of the marine corps are extremely imperfect, and require amendment. A new code has already been prepared by a board of officers constituted for the purpose, which it is proposed to incorporate in the general revision of the naval code, heretofore recommended.

The propriety of establishing naval schools has frequently been submitted to the consideration of Congress. I again respectfully bring it to your notice, as a subject of increasing interest to the navy. The use of steam vessels in war will render necessary a different order of scientific knowledge from that which has heretofore been required. If our navy should be increased by the addition of any considerable number of steam vessels, engineers will form an important class of naval officers. It will be necessary to assign to them an appropriate rank, and to subject them to all the laws of the service. Great care should be used in the selection of them, because a great deal will depend on their skill and competency; hence it is necessary that they should pass through a prescribed course of instruction, and that the Government should have the proof of their competency which an examination, conducted under their own rules, would afford. This important object can be best attained by the establishment of naval schools, provided with all necessary means of uniting practice with theory. The advantages which the army has derived from the academy at

West Point, afford a sufficient proof that a similar institution for the navy would produce like results.

In connexion with this subject, I would ask your attention to the situation of the professors of mathematics now employed in the service. This useful class of men, have no permanent connexion with the navy, but are called in only as their services are needed, and are not paid except when on actual duty. The consequence is, that they cannot rely on this employment for support, and are often reluctantly driven to other pursuits. It is to be presumed that men whose talents and attainments qualify them to be teachers in the navy, are equally qualified to be teachers on land; and, as this latter is the less precarious position, the *best* qualified will be the most apt to seek it. Hence the Department cannot rely with any assurance on being able to command suitable professors at all times, when their services may be required. It is, I think, of great importance that some provision should be made upon this subject. I also recommend that a certain rank or position be given to the professors, which will relieve them from the necessity of messing and sleeping with their pupils. This close and constant association is well calculated to weaken the respect and influence which their relation to the young officers ought to inspire, and which is absolutely necessary to give due effect to their instructions. I doubt whether their services upon the present system are worth the money which they cost, although they would be highly valuable under proper regulations.

It will be perceived that the estimates for the ensuing year are much larger than they have heretofore been. It is confidently believed, however, that nothing has been asked for which is not necessary, and that nothing which is deemed necessary has been over estimated.

Having recommended a large increase in most of our squadrons, it followed, of course, that I should ask the requisite appropriations to support them. Presuming that Government does not build ships without designing to use them, it would appear to be the obvious duty of this Department, to keep as many of them in constant service as can be profitably employed. This is, indeed, the true economy. Some of our finest ships have decayed to a serious extent, while yet upon the stocks, and still more have, after having been launched, required expensive repairs before they have been sent to sea. This is the necessary consequence of keeping them in our docks. Ships in actual service are generally clean, tight, dry, and properly ventilated. A careful guard is kept over them, so that slight decays are immediately detected, and repaired without any considerable expense. It has frequently happened that our vessels have been found, after their return from long cruises, in better order for service than when they left the docks. On the other hand, when they are kept in port without crews, they decay rapidly, for want of the care and attention necessary to preserve them. It may well be doubted whether the aggregate of losses sustained and repairs rendered necessary, by the non-use of our vessels, has fallen very far short of what it would have cost to keep them in commission.

But this is the least part of the evil. While our vessels are unemployed, our officers are idle. They thus lose the opportunity of acquiring a due knowledge of their profession, and naturally fall into those injurious habits which idleness always engenders. It would not be surprising if they should forget, in some degree, their respect for the flag which they are so rarely permitted to hoist, and lose, in indolence and despotency, the lofty spirit and generous aspirations to which the navy owes its past renown. I am

happy to assure you that its present *personnel* does not deserve this neglect. At no previous time has it been able to boast of so many able officers of the higher grades, or of so many young officers of fine spirit, good attainment, and fair promise. Nothing is required but to brush off the rust of idleness by giving them employment, and to hold out to them the encouragement of a reasonable hope that a life devoted to the country, in the arduous service of the sea, may claim, at least, the reward of that country's notice and respect.

Other reasons for the present increased estimates will be found in the report of the Navy Commissioners, which I herewith present. Their statement is so minute and specific, and at the same time so condensed, that it conveys all needful information upon this point, in as few words as I could use for the same purpose. I content myself, therefore, with a simple reference to that document, remarking, at the same time, that it meets my entire approval.

It will be perceived that a very small appropriation is asked for continuing the necessary work at the navy yard at Pensacola. The great importance of that yard is fully appreciated, and every effort will be used to complete it in as short a time as possible. It is believed, however, that the appropriation now asked is as large as can be advantageously used during the next year. I shall not hesitate to ask an additional appropriation, should it hereafter appear to be necessary.

I invite your attention in an especial manner to the navy yard at Brooklyn. Should the Government proceed with the construction of the dry dock at that place, it is believed to be absolutely necessary to enlarge the yard to a very considerable extent. There is not at present a sufficient water front for the accommodation of half the number of vessels which will probably be assembled there at one time; nor is there within the yard space enough for conducting advantageously, the necessary mechanical operations of such an establishment. It is also worthy of consideration, that the safety of the yard is much endangered by the adjoining private buildings, one of which is a turpentine distillery, and nearly all of which are built of wood. In case of fire on that side of the yard, it would be extremely difficult to save the public property. I respectfully suggest that an establishment of such magnitude and value, should be bounded on all sides either by water or by a public street, so as to afford the greatest possible security against danger from fire. The present is a very favorable time for the purchase of the additional ground necessary to the attainment of this object. I recommend this subject to your consideration before any large additional expenditure shall be made for permanent improvements under the present arrangement.

A suit has been commenced, by an individual, for the recovery of eight or ten acres of the land attached to the navy hospital at Norfolk. So much of that land as is unclaimed by individuals, has now growing upon it a grove of flourishing trees, which would, if properly protected, afford great comfort and refreshment to the invalids, while it would add much to the beauty of the grounds. At present, however, it is not enclosed, and consequently is subject to depredations which there are no means of preventing. These depredations will in a short time destroy the whole growth. A very small expenditure would protect it, and would be very beneficially applied to that object.

You will perceive that the Commissioners ask for additional clerks.—

Fully convinced that these are altogether necessary, I should strenuously urge the subject upon your attention, but for the hope that the wants of the entire Department in that respect will be provided for in the re-organization of it, which I have herein so earnestly recommended.

Additional marine barracks are required, and if that corps should be considerably increased, will be absolutely necessary.

Permit me to express my entire approval of the suggestion of the Commissioners in relation to a suitable depot for the charts and nautical instruments belonging to the Navy. These have been procured at great labor and expense, and are indispensable in the naval service. The small expenditure which will be necessary to preserve them in a condition always ready for use, is not worthy a moment's consideration when compared with the great purposes which they are designed to answer. They are a necessary part of a naval establishment worthy of the present and growing greatness of our country.

In the administration of this Department, it will ever be an object of great solicitude with me, to practice a prudent economy in all things. But I have not sought to save the public money, by simply declining to apply it to its most valuable public uses. Believing it to be an object of the first importance to place our navy upon the most efficient establishment, I have not expected to effect that object at any small cost. The saving which exposes the country, in a defenceless condition, to hostile attacks, will not be recommended by me. The spirit which pauses to calculate the cost of measures rendered necessary for the support of the honor and glory of our country, will never, it is hoped, display itself in this Department. I have felt it to be my duty to place the alternative fairly and fully before the country. An efficient navy cannot be built and supported without very great expense; but this expense is more than repaid, even in time of peace, by the services which such a navy can render. In war, it will be worth to us all the value which we place on the safety of our exposed seacoast, on the security of millions of our people, and on the well-earned glory of our naval flag. It is enough that a *necessity* for this expenditure can be shown; the *amount* of it will be a secondary consideration with a people who truly love their country and properly value its institutions.

All which is respectfully submitted.

A. P. UPSHUR.

Schedule of papers accompanying the report of the Secretary of the Navy to the President of the United States, of December 4, 1841.

- No. 1. Report of the Commissioners of the Navy, transmitting estimates for the naval service for the year 1842.
2. Estimate for the office of the Secretary of the Navy.
 3. Estimate for the office of the Navy Commissioners.
 4. Estimate for the expenses of the southwest executive building.
 5. General estimate for the navy.
 - Detailed estimate
 - A 5. Vessels in commission.
 - B 5. Receiving vessels.
 - C 5. Recruiting stations.
 - D 5. Yards and stations—pay of officers and others at.
 - E 5. Pay of officers waiting orders.
 - F 5. For provisions.
 - G 5. Improvement of navy yards.
 - H 5. Hospitals.
 6. Estimate for the marine corps.
 7. List of vessels in commission, their commanders, and stations.
 8. Statement of vessels in ordinary.
 9. Statement of vessels on the stocks.
 10. Statement of labor, (days' work and amount.)
 11. Statement of stores and materials on hand.
 12. List of deaths in the navy.
 13. List of dismissions in the navy.
 14. List of resignations in the navy.
 15. Report of the Commissioner of Pensions.
 - A 15. List of invalid navy pensioners.
 - B 15. List of widow pensioners.
 - C 15. List of minor children pensioners.
 - D 15. Receipts and expenditures on account of the navy pension fund.
 16. Report of the commandant of the marine corps, on the increase of the corps, with tables No. 1 and No. 2.

No. 1.

NAVY COMMISSIONERS' OFFICE,

November 30, 1841.

SIR: The Commissioners of the Navy have the honor to lay before you the estimates for the navy, for the year 1842, made out in conformity with your directions.

The principal of these are divided into the four general heads of pay and subsistence; increase, repair, armament, &c.; improvement of navy yards; and contingent.

Under the first head are included the pay and provisions for the subsistence of every person belonging to the navy, at present employed, and intended to be employed in the ensuing year, so far as any probable estimate can be made of the employment of the vessels and the wants of the

service, founded on your design to increase the squadrons on foreign stations, to prepare the home squadron in the most efficient manner, and also to add to the public utility, by a small increase in the number of vessels.

The second head includes the preparation of materials of every kind for building such vessels as it may be deemed proper to build, or to commence the building of, in the course of the year. The repairs of all vessels, whose repairs are to be undertaken, are also included in this estimate, during the above-mentioned period of time, under the two heads of labor and materials, with the preparation and procurement of materials of wood, iron, cordage, canvass, and every other article which enters into their repair; looking forward to a small but gradual accumulation of them beyond the annual expenditure, so that, in a case of emergency, the means may be at hand to commence an immediate preparation for it.

Under the third head is embraced an estimate for such additions to the present existing establishments, in which the various duties appertaining to the navy, in almost every respect, are carried on, as may be necessary to put into successful operation the objects enumerated under the second head; and at the same time to increase their facilities for business, whilst they forward the general design of making them, at a gradual but not far distant period, as efficient as their several capacities will admit of.

Under the fourth head is placed an estimate for those articles, services, and duty, such as it is found impracticable to appropriate for, without entering into details of such small amounts and such numerous items as to embarrass and multiply the duty of the disbursing officers, without an adequate remuneration, by the economy of time and labor.

It will be perceived, by a comparison of the estimates for the present with those of the approaching year, that there is a considerable increase in the amount of those of the latter, which is to be accounted for in the two following modes: the increase of the number of officers of every rank, from midshipmen to captains; and the increase of our naval force, abroad and at home. It may more properly be said, with reference to the last named, by the establishment of a squadron to act on our own coast and in its vicinity, which, although not established now for the first time, has not existed for many years. For the increased amount of that of the second head, viz: increase, armament, repair, &c., over that which was estimated for as necessary for the present year, we must look at the various objects which it is intended to provide for in the coming year; and the number of them will show the propriety, as well as the expediency, of enlarging the appropriation for this purpose.

In the first place, the intention of the Government to increase its defensive means by the aid of steam power, applied to vessels of a sufficient size, to act in harbor defensively, or at sea offensively, is to be fulfilled, so far as those means have been indicated by the late act of Congress on the subject, and the directions of your predecessor. These were and are to provide medium-sized steamers, of which three are already directed to be built, of the usual form, and to be worked by engines of the proper capacity, in the usual way; whilst two others, on a plan entirely new, but differing essentially in manner and form, are to be constructed with the view of ascertaining their efficiency and superiority, according to which their increase or discontinuance will, it is presumed, be determined. The first, of 600

tons, is upon a plan presented by Captain Stockton, of the navy; and the second, of 300 tons, by Lieutenant W. W. Hunter, of the navy.

In the second place, the completion of *several* of the first class frigates, at Norfolk, New York, and Philadelphia, and the contemplated completion of others at Boston and Portsmouth, N. H., as well as a strict examination of all the ships of the line building at the different ports, with a view to remedying any defects that may be found in them, as the consequence of decay or of early exposure to the weather, before the erection of ship-houses, will add considerably to this item; and it seems to be a measure imperiously called for by a proper regard for the interests of the navy, and, a more important consideration, the object for which that navy is intended.

In the third place, it has been considered at this time proper to direct a thorough survey of several vessels which have for years remained in a doubtful state, either as to condemnation or repair, in order to put them in a condition beyond the necessity of a further expenditure, if found un-serviceable; and if, on the other, they or either of them should be found worthy of repair, to commence it at once, as it is believed no more opportune occasion than the present will be afforded for that purpose. One, at least, of these will be, it is confidently anticipated, a valuable acquisition to the service by this operation; for, if not found fit for equipment as a ship of the line, (her present designation,) she may become a most serviceable vessel in that useful class of ships of war called frigates, an increase of which is at all times desirable, as the most easy and expeditious of equipment, in proportion to their force, and the most useful when equipped.

In the fourth place, the building of an additional sloop of war of the first class, with the building of three vessels of an inferior size, the frames of all of which, with those of many others of larger sizes, have, by a becoming forecast, been provided, will, independent of them, by the necessary outlay for materials of timber, metal, cordage, and canvass, add considerably to this item, although the expense will be amply compensated by the increase of our naval means, in providing a class of vessels, the want of which is yearly felt as an evil, and to which a remedy should be applied.

In the fifth place, a general provision for such durable and imperishable articles as always enter into the construction and repair of vessels, beyond the contemplated wants of the year, to supply an unlooked-for deficiency by accident of any sort, or by the unexpected demand for these articles, which could neither be calculated on fairly nor foreseen, will add somewhat, although not much, to this item.

Under the third head, "improvements of navy yards," the amount has been made as large as in all probability the opportunities for work and their situation will allow to be expended in the coming year, in addition to the balances which may be on hand. With the exception of the sum assigned to the dock at New York, the remainder is to be expended in prosecuting those works which have been commenced hitherto, in pursuance of the plans adopted under the act of Congress of March, 1827, commonly called the gradual-improvement law. To this, the only exception is that presented by the yard at New York, for which no regular and permanent plan has yet been made, on account of the doubt existing, at the time the others were laid off, as to the propriety of continuing it at the present place. That doubt, however, it would appear, has been solved, substantially at least, by the commencement of the dock in that yard, for which

an appropriation of \$50,000 was made last year. To this an addition is made, in the estimates for the present year, of \$150,000, which it is believed will be as much as can be expended, until a further appropriation is made in the session of Congress subsequent to that which takes place in a short time. The above sums will be principally absorbed by the payment for materials of wood and stone, for coffer dams and the foundation, for excavation and embankment; of which two last an unusual proportion must be performed, by reason of the position of the dock. The enlargement of this yard and the preparation of a plan by which the improvements may be permanently made, as is the case at the other yards, is of great importance, and seems to be a very proper subject for consideration at this time, as the workmen and materials for the dock will necessarily occupy a large portion of that space which is not now sufficient for naval purposes. To preserve in proper repair all, to increase the accommodations in some, and to extend the buildings of other of our hospitals near the principal navy yards, including that at Pensacola, which is almost daily becoming more important, a considerable increase of the amount last appropriated for those objects has been considered necessary, as will be seen by a comparison of the sums for the present and coming years.

Under the fourth head of contingent, embracing the two items enumerated and unenumerated, no change has been made in the estimate for either, as it is presumed there will be little or no difference in the expenditures under that head.

Having briefly explained the nature of the four principal appropriations, and entered into a detail of their constituent parts, which it is hoped, and indeed desired, may be satisfactory, we beg leave to pass on to another subject, believing it may be equally important to have it presented to your view; and that is, the progress made since the last report in the materials for and the vessels of the navy. Under the first of these items, a considerable quantity of live oak, engaged for several years, to be delivered by various contractors, although not in quantities as large as could have been wished, owing to mishaps and other interruptions, has been delivered. Quantities of other kinds of timber, (oak and pine, for instance,) for the repair of vessels, with large proportions of iron and copper, have also been received from the persons engaged to furnish them. Iron, also, for chain cables and for tanks, has been received to nearly the whole amount under engagement. The present estimates are intended to embrace the acquisition of quantities of all the above-enumerated articles but the first.

Under the law for procuring ordnance, preliminary steps have been taken to procure a large addition to the cannon of the navy, and particularly with reference to the Paixhan guns and shells. Provision will also be made for adding considerably to the stock of powder and shot. Whilst on this subject, we take the occasion to state that our attention will be turned to the advantage of reducing the number of the caliber of the guns for the navy, so as to have them, as nearly as practicable, of one size hereafter. The advantage of such an equality is too obvious to need explanation; and the subject may be dismissed by saying, the only variation, excluding Paixhan guns, is to be in the length and weight, instead of both those and the size of the bore, as is now the case.

Since our last annual report, the Congress, a frigate of the first class, has been launched at Portsmouth, N. H., and finished, with the exception of her equipment, which is going on rapidly, and it is expected will soon be

completed. The two sea steamers, Missouri and Mississippi, built at New York and Philadelphia, have been launched, and are equipping with despatch, and will in a short time be ready for service, as a part of the home squadron, for which they are intended. As these vessels, though of the same size and form, have engines of different kinds, it is desirable that they may have an opportunity of testing their relative qualities and power by frequent trials at sea in all kinds of weather. The frigate United States has been prepared for service, as well as the sloop Cyane, for the Pacific. The Delaware (74) has sailed for the Brazils, as the ship for the commander of that squadron. The Brandywine, a frigate of the first class, having been refitted, has returned to the Mediterranean, as the commanding ship of that squadron; and the Fairfield, sloop of war, has also been sent thither. The Macedonian, Warren, and Vandalia, are preparing, and are nearly ready for the service of the West India squadron. The Independence, razee, intended for the commanding ship of the home squadron, the Columbia, a frigate of the first class, with the John Adams and Falmouth, first class sloops, are preparing, and are nearly ready for the home squadron, of which the small vessels, Boxer and Grampus, form the remainder.

In concluding this general but condensed view of the wants and resources of the navy, its operations in the present, and the contemplated arrangements for the next twelve months, it may be proper to state, that the excess of the sum called for, on account of the navy, for the ensuing year, over that of the present, is to be found in the increased number of promotions and original appointments of officers of the junior rank and other ranks; an increase of the number of vessels beyond those at present employed, and the subsequent addition to the number of officers on sea pay, with the requisite proportion of persons to man them. The addition of two steamers, one first class sloop of war, and three smaller vessels, with the outfits and stores of the first mentioned, as well as the last, contribute essentially to swell the amount.

Believing that a short statement of the necessity for the employment of additional clerks in the office of the Navy Commissioners may be proper, we must observe that, for several years, the inconvenience arising from their want has been so sensibly felt as to induce representations and estimates, hitherto without effect. The present number allowed to this office is insufficient to discharge the duties of the board. These duties comprise subjects nearly if not quite equal in amount to those of a similar nature in the army, which are assigned to separate bureaux, and require twenty clerks, it is believed, in addition to the officers employed as assistants to the heads of those bureaux; whilst to the Commissioners are allowed only six clerks and a draughtsman, with a secretary to the Board. We earnestly remark, that we consider those now asked for as indispensably necessary, to enable us to answer the numerous calls for information that so frequently occur during a session of Congress, in addition to the already onerous, heavy, and increasing current duties of the office. With this addition, we might be enabled so to arrange the business to be performed as to present, at a very short notice, a lucid statement of any subject required, besides the compilation and digestion, for hourly use, of a mass of important matter, which, for such a want, is almost unavailable.

The Commissioners of the Navy have to remark, in laying before you the estimate for the marine corps, the necessity, in their opinion, for barracks at the four principal navy yards, or ports, for the portion of marines

which it may be necessary to retain in the vicinity of each, for supplying detachments to the ships preparing for sea, and those returned from sea service, &c. They believe the establishment of them, as above mentioned, will add much to the efficiency and comfort of the corps, and be a measure of sound economy. The sum proposed appears to them sufficient for the purchase of sites, and for the expenditure upon materials for the ensuing year; which, it is presumed, will be effecting as much as can be done within the period for which the appropriation is to be made. The amount asked for (viz: \$175,000) is the same that was asked for last year, but reduced, by the direction of your predecessor, Mr. Secretary Paulding, to \$100,000.

We have considered it proper to enumerate the several heads of the general estimate for the year 1842, by which you will perceive, at a glance, the amount of the whole appropriation asked for, as shown by the sheet marked No. 5.

In concluding this communication, the Board beg leave to call your attention to the subject of a *permanent depot* for the charts and instruments belonging to the navy.

The buildings which have hitherto been used as a temporary depot, have been rented, and are inconvenient and unsuited to the wants of such an establishment; the utility of which, as a matter of economy only, is fully manifested in the careful preservation, and distribution to sea-going vessels, of the valuable instruments and charts which have been carefully selected and procured for the service, at considerable expense. To this may be added the facilities which such an establishment presents to officers of the navy, for obtaining useful, valuable, and, indeed, necessary knowledge, in some of the higher branches of their profession.

The Board are fully convinced of the advantage of such a permanent establishment, properly constructed and judiciously located, and earnestly recommend it to your favorable consideration. The probable cost of a suitable site and buildings would not exceed \$50,000. If half this sum was appropriated, it could be commenced the ensuing season with advantage, and be completed in 1843.

We have the honor to be, with great respect, sir, your obedient servants,
L. WARRINGTON.
W. M. CRANE.
D. CONNER.

Hon. A. P. USTUR,
Secretary of the Navy.

No. 2.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the year 1842.

Secretary of the Navy -	-	-	-	-	\$6,000 00
Fix clerks, per act of April 20, 1818 -	-	-	-	-	\$8,200
One clerk, per act of May 26, 1824 -	-	-	-	-	1,000
One clerk, per act of March 2, 1827 -	-	-	-	-	1,000
					<hr/> 10,200 00
Messenger and assistant messenger -	-	-	-	-	1,050 00
Contingent expenses -	-	-	-	-	5,000 00
					<hr/> 22,250 00
					<hr/> <hr/> 22,250 00

SUBMITTED.

For increasing the salary of one of the clerks under the act of
20th April, 1818, now \$800, to \$1,600 - - - \$200 00

No. 3.

Estimate of the sums required for the support of the Navy Commissioners' office for the year 1842, as at present established by law.

For the salaries of the Commissioners of the Navy -	-	\$10,500 00
For the salary of their secretary -	-	2,000 00
For the salaries of their clerks, draughtsman, and messenger, per acts of 20th April, 1818, 24th May, 1824, and 2d March, 1827 -	-	8,450 00
For contingent expenses -	-	3,600 00
		<u>24,550 00</u>

SUBMITTED.

For two additional clerks, at \$1,400 each -	-	2,800 00
For two additional clerks, at \$1,200 each -	-	2,400 00
		<u>5,200 00</u>

For this sum to pay arrearage for clerk's salary heretofore ap- propriated, the same having been carried to the surplus fund in 1835, and now estimated for, in conformity with the direction of the Secretary of the Navy -	-	<u>618 33</u>
---	---	---------------

The amount asked for the contingent expenses of the office is *increased* beyond the ordinary contingent demands, in order to meet the expenses of extra clerical assistance, which has been and which it will be indispensably necessary to employ, to keep up the current business of the office, until the additional aid asked shall be authorized by law.

L. WARRINGTON.
W. M. CRANE.
D. CONNER.

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

No. 4.

Estimate of sums required for the expenses of the southwest executive building for the year 1842.

Superintendent -	-	\$250 00
Two watchmen, at \$700 each, watching day and night -	-	1,400 00
Contingent expenses, including oil, fuel, labor, repairs of build- ing, engine, and improvement of grounds -	-	3,350 00
		<u>5,000 00</u>

NOTE.—The additional sum of \$200 each is included in the above item of estimates for the watchmen, in consideration of being required to watch day and night, to wit: from 3 o'clock, P. M., till relieved by the messengers of the Department, about 8 o'clock, A. M. When their salaries were fixed at \$500, they were required to watch only from sunset till sunrise.

No. 5.

GENERAL ESTIMATE.

There will be required for the general service of the navy during the year 1842, exclusive of the amount required for the marine corps, the sum of eight millions two hundred and thirteen thousand two hundred and eighty-seven dollars twenty-three cents, in addition to any balance that may remain in the Treasury on the 1st of January, 1842.

	For 1842.	For 1841.
1. For the pay of commission, warrant, petty officers, and seamen - -	\$3,195,432 23	\$2,434,280 59
2. For pay, of superintendents, naval constructors, and all the civil establishments at the several yards -	78,420 00	75,170 00
3. For provisions - - -	720,000 00	500,000 00
4. For medicines and surgical instruments, hospital stores, and other expenses on account of the sick -	30,000 00	30,000 00
5. For the increase, repair, armament, and equipment of the navy, and wear and tear of vessels in commission -	3,165,000 00	2,000,000 00
6. For the improvement and necessary repairs of navy yards, viz :		
Portsmouth, N. H. - - -	47,425 00	25,000 00
Charlestown, Mass. - - -	86,000 00	42,200 00
Brooklyn, N. Y. - - -	183,600 00	78,800 00
Philadelphia - - - -	17,100 00	9,000 00
Washington, D. C. - - -	43,700 00	11,000 00
Gosport, Va. - - - -	92,800 00	49,000 00
Pensacola - - - - -	33,800 00	20,000 00
7. For hospital buildings and their dependencies, viz :		
Charlestown, Mass. - - -	3,960 00	1,500 00
Brooklyn, N. Y. - - - -	20,000 00	3,000 00
Norfolk, Va. - - - - -	13,750 00	2,000 00
Pensacola, Fl. - - - - -	28,000 00	1,500 00
Philadelphia naval asylum -	1,300 00	

No 5—Continued.

	For 1842.	For 1841.
8. For contingent expenses that may accrue for the following purposes, viz : For the freight and transportation of materials and stores of every description ; for wharfage and dockage, storage and rent, travelling expenses of officers, and transportation of seamen; for house rent to pursers when duly authorized; for funeral expenses; for commissions, clerk hire, office rent, stationery, and fuel, to navy agents; for premiums and incidental expenses for recruiting; for apprehending deserters; for compensation to judges advocate; for per diem allowance to persons attending courts martial and courts of inquiry, or other services, as authorized by law; for printing and stationery of every description, and for working the lithographic press; for books, maps, charts, mathematical and nautical instruments, chronometers, models, and drawings; for the purchase and repair of fire engines and machinery; for the repair of steam engines in navy yards; for the purchase and maintenance of oxen and horses, and for carts, timber-wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships of war; for taxes and assessments on public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel, and for candles and oil, for the use of navy yards and shore stations; and for no other object or purpose whatever - - -	\$450,000 00	\$450,000 00
9. For contingent expenses for objects not hereinbefore enumerated - - -	3,000 00	3,000 00
	8,213,287 23	5,735,450 59

L. WARRINGTON.
W. M. CRANE.
D. CONNER.

NAVY COMMISSIONERS' OFFICE, Nov. 30, 1841.

A No. 5.

VESSELS IN COMMISSION.

*Estimate of the amount of pay that will be required for the year 1842,
for the following vessels in commission, viz:*

2 ships of the line,	5 sloops of the 3d class,
1 razeed,	11 brigs and schooners,
4 frigates of the 1st class,	3 steamers,
2 frigates of the 2d class,	3 store ships,
13 sloops of the 1st class,	8 small vessels.
1 sloop of the 2d class,	

Eight commanders of squadrons	-	-	-	-	\$32,000 00
2 ships of the line	-	-	-	-	297,342 50
1 razeed	-	-	-	-	112,845 25
4 frigates of the 1st class	-	-	-	-	352,485 00
2 frigates of the 2d class	-	-	-	-	146,287 82
13 sloops of the 1st class	-	-	-	-	574,798 25
1 sloop of the 2d class	-	-	-	-	40,695 91
5 sloops of the 3d class	-	-	-	-	164,946 25
11 brigs and schooners	-	-	-	-	201,247 75
3 steamers	-	-	-	-	168,009 75
3 storeships	-	-	-	-	38,563 75
8 small vessels	-	-	-	-	146,362 00
Scientific corps	-	-	-	-	20,700 00
					<hr/>
Estimate for 1842	-	-	-	-	2,296,284 23
Estimate for 1841	-	-	-	-	1,687,350 34
					<hr/>
					608,933 89
					<hr/>

NOTE.—The increase in this item, of the first head in the general estimate, arises from the provision made for a home squadron, some change in the force to be employed, and the increase of force on some of the foreign stations.

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

B No. 5.

Estimate of the number and pay of officers, &c., required for eight receiving vessels for the year 1842, being part of the first item in the general estimate for that year.

	Portland.	New Bedford.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New-Orleans.	Total.	Amount.
Captains - - -	-	-	1	1	-	-	1	-	3	\$10,500 00
Commanders - - -	1	1	-	-	1	1	-	1	5	10,500 00
Lieutenants - - -	2	2	6	6	2	2	6	2	28	42,000 00
Masters - - -	1	1	1	1	1	1	1	1	8	8,000 00
Pursers - - -	-	-	1	1	-	-	1	-	3	1,987 50
Surgeons - - -	-	-	1	1	-	-	1	-	3	7,200 00
Assistant surgeons - - -	-	-	1	1	-	-	1	-	3	3,600 00
Passed midshipmen - - -	-	-	18	18	-	-	18	-	54	40,500 00
Midshipmen - - -	3	3	-	-	3	3	-	3	15	5,250 00
Clerks - - -	-	-	1	1	-	-	1	-	3	1,500 00
Boatswains - - -	-	-	1	1	-	-	1	-	3	2,250 00
Gunners - - -	-	-	1	1	-	-	1	-	3	2,250 00
Carpenters - - -	-	-	1	1	-	-	1	-	3	2,250 00
Sailmakers - - -	-	-	1	1	-	-	1	-	3	2,250 00
Yeomen - - -	-	-	1	1	-	-	1	-	3	1,440 00
Boatswains' mates - - -	1	1	4	4	1	1	4	1	17	3,876 00
Gunners' mates - - -	-	-	1	1	-	-	1	-	3	684 00
Carpenters' mates - - -	1	1	1	1	1	1	1	1	8	1,824 00
Quartermasters - - -	-	-	4	4	-	-	4	-	12	2,592 00
Masters-at-arms - - -	-	-	1	1	-	-	1	-	3	648 00
Ships' corporals - - -	-	-	1	1	-	-	1	-	3	540 00
Ships' stewards - - -	1	1	1	1	1	1	1	1	8	1,728 00
Officers' stewards - - -	1	1	2	2	1	1	2	1	11	2,376 00
Surgeons' stewards - - -	-	-	1	1	-	-	1	-	3	648 00
Ships' cooks - - -	1	1	1	1	1	1	1	1	8	1,728 00
Officers' cooks - - -	1	1	2	2	1	1	2	1	11	2,376 00
Captains of the hold - - -	-	-	1	1	-	-	1	-	3	540 00
Seamen - - -	2	2	100	100	2	2	100	2	310	44,640 00
Ordinary seamen - - -	4	4	100	100	4	4	100	4	320	38,400 00
Landsmen and apprentices - - -	-	-	75	75	-	-	75	-	225	18,900 00
Estimate for 1842 - - -	19	19	330	330	19	19	330	19	1085	262,977 50
Estimate for 1841 - - -	0	0	330	330	19	16	330	0	1025	200,147 50
Increase for 1842 - - -	19	19	-	-	-	3	-	19	60	62,830 00

NOTE.—The increase in the estimate for 1842, over that for 1841, is caused by three additional receiving vessels at Portland, New Bedford, and New Orleans.

NAVY COMMISSIONERS' OFFICE, November 30, 1841.

C No. 5.

RECRUITING STATIONS.

Estimate for the pay of officers attached to recruiting stations for the year 1842, being part of the first item of the general estimate for that year.

	Portland.	New Bedford.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Inland sta- tions.	Total.	
Commanders - - -	1	1	1	1	1	1	1	1	4	12	\$25,200
Lieutenants - - -	2	2	2	2	2	2	2	2	4	20	30,000
Surgeons - - -	1	1	1	1	1	1	1	1	4	12	21,000
Midshipmen - - -	2	2	2	2	2	2	2	2	8	24	8,400
Estimate for 1842 - - -	6	6	6	6	6	6	6	6	20	68	84,600
Estimate for 1841 - - -	0	0	6	6	6	6	6	0	00	30	37,750
Increase for 1842 - - -	6	6	-	-	-	-	-	6	20	38	46,850

NOTE.—The increase in the foregoing estimate for 1842, over that for 1841, is caused by the establishment of seven additional recruiting stations.

NAVY COMMISSIONERS' OFFICE, November 30, 1841.

D No. 5.

Estimate of the pay of officers and others at navy yards and stations for the year 1842.

No.	PORTSMOUTH, N. H.	Pay.	Aggregate.
	<i>Naval.</i>		
1	Captain - - -	\$3,500	
1	Commander - - -	2,100	
1	Lieutenant - - -	1,500	
1	Master - - -	1,000	
3	Midshipmen, at \$350 each	1,050	
1	Surgeon - - -	1,800	
1	Boatswain - - -	500	
1	Gunner - - -	500	
1	Carpenter - - -	500	
1	Sailmaker - - -	500	
1	Purser, including all allowances	941 75	
1	Steward, assistant to purser	360	
			\$14,251 75

D No. 5—Continued.

No.	PORTSMOUTH, N. H.—Continued.	Pay.	Aggregate.
<i>Ordinary.</i>			
1	Lieutenant - - - -	\$1,500	
1	Carpenter's mate - - - -	228	
6	Seamen, at \$144 each - - - -	864	
12	Ordinary seamen, at \$120 each - - - -	1,440	\$4,032
<i>Civil.</i>			
1	Storekeeper - - - -	1,400	
1	Naval constructor - - - -	2,300	
1	Foreman and inspector of timber - - - -	700	
1	Clerk to the yard - - - -	900	
1	Clerk to the commandant - - - -	900	
1	Clerk to the storekeeper - - - -	750	
1	Clerk to the master builder - - - -	400	
1	Porter - - - -	300	
			7,650
	Total - - - -	- - - -	<u>25,932.75</u>
BOSTON.			
<i>Naval.</i>			
1	Captain - - - -	3,500	
1	Commander - - - -	2,100	
2	Lieutenants, at \$1,500 each - - - -	3,000	
2	Masters, at \$1,000 each - - - -	2,000	
1	Surgeon - - - -	1,800	
2	Assistant surgeons, at \$950 each - - - -	1,900	
1	Chaplain - - - -	1,200	
2	Professors, at \$1,200 each - - - -	2,400	
4	Midshipmen, at \$350 each - - - -	1,400	
1	Boatswain - - - -	500	
1	Gunner - - - -	500	
1	Carpenter - - - -	500	
1	Sailmaker - - - -	500	
1	Purser, including all allowances - - - -	1,141 75	
1	Steward - - - -	216	
1	Steward, assistant to purser - - - -	360	
			23,017 75

D No. 5—Continued.

No.	BOSTON—Continued.	Pay.	Aggregate.
<i>Ordinary.</i>			
3	Lieutenants, at \$1,500 each	\$4,500	
1	Master	1,000	
6	Midshipmen, at \$350 each	2,100	
1	Boatswain	500	
1	Gunner	500	
1	Carpenter	500	
4	Carpenters' mates, (3 as caulkers,) at \$228 each	912	
2	Boatswains' mates, at \$228 each	456	
14	Seamen, at \$144 each	2,016	
36	Ordinary seamen, at \$120 each	4,320	
			\$ 6,804
<i>Hospital.</i>			
1	Surgeon	1,750	
1	Assistant surgeon	950	
1	Steward	360	
2	Nurses, at \$120 each	240	
2	Washers, at \$96 each	192	
1	Cook	144	
			3,636
<i>Civil.</i>			
1	Storekeeper	1,700	
1	Naval constructor	2,300	
1	Measurer and inspector of timber	1,050	
1	Clerk to the yard	900	
1	Clerk to the commandant	900	
1	Clerk (2d) to the commandant	750	
1	Clerk to the storekeeper	900	
1	Clerk (2d) to the storekeeper	450	
1	Clerk to the naval constructor	650	
1	Keeper of magazine	480	
1	Porter	300	
			10 380
Total		-	53,837 75

NOTE.—The surgeon and assistant surgeon of the yard are to be required to attend to the marines also.

No.	NEW YORK.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain - - - -	\$3,500	
1	Commander - - - -	2,100	
2	Lieutenants, at \$1,500 each - - - -	3,000	
2	Masters, at \$1,000 each - - - -	2,000	
1	Surgeon - - - -	1,800	
2	Assistant surgeons, at \$950 each - - - -	1,900	
1	Chaplain - - - -	1,200	
2	Professors, at \$1,200 each - - - -	2,400	
4	Midshipmen, at \$350 each - - - -	1,400	
1	Boatswain - - - -	500	
1	Gunner - - - -	500	
1	Carpenter - - - -	500	
1	Sailmaker - - - -	500	
1	Purser, including all allowances - - - -	1,141 75	
1	Steward - - - -	216	
1	Steward, assistant to purser - - - -	360	
			\$23,017 75.
<i>Ordinary.</i>			
3	Lieutenants, at \$1,500 each - - - -	4,500	
1	Master - - - -	1,000	
6	Midshipmen, at \$350 each - - - -	2,100	
1	Boatswain - - - -	500	
1	Gunner - - - -	500	
1	Carpenter - - - -	500	
4	Carpenters' mates, (3 as caulkers,) at \$228 each - - - -	912	
2	Boatswains' mates, at \$228 each - - - -	456	
14	Seamen, at \$144 each - - - -	2,016	
36	Ordinary seamen, at 120 each - - - -	4,320	
			16,804
<i>Hospital.</i>			
1	Surgeon - - - -	1,750	
1	Assistant surgeon - - - -	950	
1	Steward - - - -	360	
2	Nurses, at \$120 each } When number of sick {	240	
2	Washers, at \$96 each } shall require them. }	192	
1	Cook - - - -	144	
			3,636
<i>Civil.</i>			
1	Storekeeper - - - -	1,700	
1	Naval constructor - - - -	2,300	
1	Measurer and inspector of timber - - - -	1,050	

D No. 5—Continued.

No.	NEW YORK—Continued.	Pay.	Aggregate.
1	Clerk to the yard - - - -	\$900	
1	Clerk to the commandant - - - -	900	
1	Clerk (2d) to the commandant - - - -	750	
1	Clerk to the storekeeper - - - -	900	
1	Clerk (2d) to the storekeeper - - - -	450	
1	Clerk to the naval constructor - - - -	650	
1	Keeper of the magazine - - - -	480	
1	Porter - - - -	300	
			\$10,380
	Total - - - -	- - - -	53,837 75

NOTE.—The surgeon and assistant surgeon of the yard are also to be required to attend to the marines.

No.	PHILADELPHIA.	Pay.	Aggregate.
	<i>Naval.</i>		
1	Captain - - - -	\$3,500	
1	Commander - - - -	2,100	
1	Lieutenant - - - -	1,500	
1	Master - - - -	1,000	
1	Surgeon - - - -	1,800	
1	Assistant surgeon - - - -	950	
1	Chaplain - - - -	1,200	
1	Boatswain - - - -	500	
1	Gunner - - - -	500	
1	Carpenter - - - -	500	
1	Purser, including all allowances - - - -	1,141 75	
1	Steward - - - -	216	
			\$14,907 75
	<i>Ordinary.</i>		
1	Lieutenant - - - -	1,500	
1	Boatswain's mate - - - -	228	
4	Seamen, at \$144 each - - - -	576	
12	Ordinary seamen, at \$120 each - - - -	1,440	
			3,744
	<i>Naval Asylum and Hospital.</i>		
1	Captain - - - -	3,500	
1	Master - - - -	1,000	
1	Secretary - - - -	900	

D No. 5—Continued.

No.	PHILADELPHIA—Continued.	Pay.	Aggregate.
1	Surgeon	\$1,750	
1	Assistant surgeon	950	
1	Steward	360	
2	Nurses, at \$120 each	240	
2	Washers, at \$96 each	192	
1	Cook	144	
			\$9,036
	<i>Civil.</i>		
1	Storekeeper - - - -	1,250	
1	Naval constructor - - - -	2,300	
1	Inspector and measurer of timber - - - -	900	
1	Clerk to the yard - - - -	900	
1	Clerk to the commandant - - - -	900	
1	Clerk to the storekeeper - - - -	750	
1	Clerk to the naval constructor - - - -	400	
1	Porter - - - -	300	
			7,700
	Total - - - -	- -	35,387 75

NOTE.—The surgeon and assistant surgeon of the yard are also to be required to attend to the receiving vessel and the marines.

No.	WASHINGTON.	Pay.	Aggregate.
	<i>Naval.</i>		
1	Captain - - - -	\$3,500	
1	Commander - - - -	2,100	
1	Lieutenant - - - -	1,500	
2	Masters, one in charge of ordnance, at \$1,000 each - - - -	2,000	
1	Surgeon - - - -	1,800	
1	Assistant surgeon - - - -	950	
1	Chaplain - - - -	1,200	
1	Boatswain - - - -	500	
1	Gunner, as laboratory officer - - - -	500	
1	Carpenter - - - -	500	
1	Purser, including all allowances - - - -	1,141 75	
1	Steward - - - -	216	
1	Steward, assistant to purser - - - -	360	
1	Steward to hospital - - - -	216	
			\$16,483 75

D No. 5—Continued.

No.	WASHINGTON—Continued.	Pay.	Aggregate.
<i>Ordinary.</i>			
1	Boatswain's mate - - - -	\$228	
1	Carpenter's mate - - - -	228	
6	Seamen, at \$144 each - - - -	864	
14	Ordinary seamen, at \$120 each - - - -	1,680	
			\$3,000
<i>Civil.</i>			
1	Storekeeper - - - -	1,700	
1	Naval constructor, (to be employed as the Secretary may direct) - - - -	2,300	
1	Master builder - - - -	1,250	
1	Inspector and measurer of timber - - - -	900	
1	Clerk to the yard - - - -	900	
1	Clerk to the commandant - - - -	900	
1	Clerk (2d) to the commandant - - - -	750	
1	Clerk to the storekeeper - - - -	750	
1	Clerk to the master builder - - - -	450	
1	Master camboose maker and plumber - - - -	1,250	
1	Chain cable and anchor maker - - - -	1,250	
1	Keeper of the magazine - - - -	480	
1	Porter - - - -	300	
			13,180
Total - - - -		- - -	32,663 75

NOTE.—The surgeon and assistant surgeon of the yard are also required to attend to the hospital when necessary.

No.	NORFOLK.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain - - - -	\$3,500	
1	Commander - - - -	2,100	
2	Lieutenants - - - -	3,000	
2	Masters, at \$1,000 each - - - -	2,000	
1	Surgeon - - - -	1,800	
2	Assistant surgeons, at \$950 each - - - -	1,900	
1	Chaplain - - - -	1,200	
2	Professors, at \$1,200 each - - - -	2,400	
4	Midshipmen, at \$350 each - - - -	1,400	
1	Boatswain - - - -	500	

D No. 5—Continued.

No.	NORFOLK—Continued.	Pay.	Aggregate.
1	Gunner - - - - -	\$500	
1	Carpenter - - - - -	500	
1	Sailmaker - - - - -	500	
1	Purser, including all allowances - - -	1,141 75	
1	Steward - - - - -	216	
1	Steward, assistant to purser - - - -	360	
			\$23,017 75
	<i>Ordinary.</i>		
3	Lieutenants, at \$1,500 each - - - -	4,500	
1	Master - - - - -	1,000	
6	Midshipmen, at \$350 each - - - - -	2,100	
1	Boatswain - - - - -	500	
1	Gunner - - - - -	500	
1	Carpenter - - - - -	500	
4	Carpenters' mates, (3 as caulkers,) at \$228 each - - - - -	912	
2	Boatswains' mates, at \$228 each - - -	456	
14	Seamen, at \$144 each - - - - -	2,016	
36	Ordinary seamen, at \$120 each - - - -	4,320	
			16,804
	<i>Hospital.</i>		
1	Lieutenant - - - - -	1,500	
1	Surgeon - - - - -	1,750	
1	Assistant surgeon - - - - -	950	
1	Steward - - - - -	360	
2	Nurses at \$120 each } When number of sick {	240	
2	Washers, at \$96 each } shall require them. }	192	
1	Cook - - - - -	144	
			5,136
	<i>Civil.</i>		
1	Storekeeper - - - - -	1,700	
1	Naval constructor - - - - -	2,300	
1	Inspector and measurer of timber - - -	1,050	
1	Clerk to the yard - - - - -	900	
1	Clerk to the commandant - - - - -	900	
1	Clerk (2d) to the commandant - - - -	750	
1	Clerk to the storekeeper - - - - -	900	
1	Clerk (2d) to the storekeeper - - - -	450	
1	Clerk to naval constructor - - - - -	650	
1	Keeper of magazine - - - - -	480	
1	Porter - - - - -	300	
			10,380
	Total - - - - -	- - -	55,337 75

NOTE.—The surgeon and assistant surgeon of the yard are also to be required to attend to the marines.

D No. 5—Continued.

No.	PENSACOLA.	Pay.	Aggregate.
<i>Naval.</i>			
1	Captain - - - -	\$3,500	
1	Commander - - - -	2,100	
2	Lieutenants, at \$1,500 each - - - -	3,000	
1	Master - - - -	1,000	
1	Surgeon - - - -	1,800	
1	Assistant surgeon - - - -	950	
1	Chaplain - - - -	1,200	
3	Midshipmen, at \$350 each - - - -	1,050	
1	Boatswain - - - -	500	
1	Gunner - - - -	500	
1	Carpenter - - - -	500	
1	Sailmaker - - - -	500	
1	Purser, including all allowances - - - -	1,141 75	
1	Steward - - - -	216	
			\$17,957 75
<i>Ordinary.</i>			
1	Carpenter - - - -	500	
1	Carpenter's mate - - - -	228	
1	Boatswain's mate - - - -	228	
10	Seamen, at \$144 each - - - -	1,440	
10	Ordinary seamen, at \$120 each - - - -	1,200	
			3,596 00
<i>Hospital.</i>			
1	Surgeon - - - -	1,750	
1	Assistant surgeon - - - -	950	
1	Steward - - - -	360	
2	Nurses, at \$120 each } When number of sick {	240	
2	Washers, at \$96 each } shall require them. {	192	
1	Cook - - - -	144	
			3,636 00
<i>Civil.</i>			
1	Storekeeper - - - -	1,700	
1	Clerk to the yard - - - -	900	
1	Clerk to the commandant - - - -	900	
1	Clerk (second) to the commandant - - - -	750	
1	Clerk to the storkeeper - - - -	750	
1	Clerk (second) to the storekeeper - - - -	450	
1	Porter - - - -	300	
			5,750 00
Total - - - -		-	\$30,939 75

NOTE.—The surgeon and assistant surgeon of the yard are also to attend to the marines and the receiving vessel, if one should be stationed near the yard, and to such persons in the yard as the commander may direct.

D No. 5—Continued.

No.	STATIONS.	Pay.	Aggregate.
<i>Baltimore.</i>			
1	Captain - - - - -	\$3,500	
1	Lieutenant - - - - -	1,500	
1	Surgeon - - - - -	1,500	
1	Purser, including all allowances - - - - -	862 50	
1	Clerk - - - - -	500	
			\$7,862 50
<i>Charleston.</i>			
1	Captain - - - - -	3,500	
1	Lieutenant - - - - -	1,500	
1	Surgeon - - - - -	1,500	
1	Purser and storekeeper, including all allowances - - - - -	1,189 75	
			7,689 75
<i>Sackett's Harbor.</i>			
1	Master - - - - -	1,000	
			1,000 00
<i>For duty at Washington, or on general duty—ordnance.</i>			
1	Captain - - - - -	3,500	
1	Commander - - - - -	2,100	
2	Lieutenants, at \$1,500 each - - - - -	3,000	
4	Passed midshipmen, at \$750 each - - - - -	3,000	
			11,600 00
<i>Chart and instrument depot.</i>			
2	Lieutenants, at \$1,500 each - - - - -	3,000	
4	Passed midshipmen - - - - -	3,000	
			6,000 00
1	Chief naval constructor - - - - -	3,000	
1	Civil engineer - - - - -	4,000	
1	Principal steam engineer - - - - -	2,500	
			9,500 00
<i>Foreign stations.</i>			
1	Storekeeper at Mahon - - - - -	1,500	
1	Storekeeper at Rio de Janiero - - - - -	1,500	
			3,000 00

D No. 5—Continued.

RECAPITULATION.

	Naval. 1st head, 4th item.	Ordinary. 1st head, 5th item.	Hospital. 1st head, 6th item.	Civil. 2d head.	Aggregate.
Portsmouth, N. H. -	\$14,251 75	\$4,032	-	\$7,650	\$25,933 75
Boston -	23,017 75	16,804	\$3,636	10,380	53,837 75
New York -	23,017 75	16,804	3,636	10,380	53,837 75
Philadelphia -	14,907 75	3,744	9,036	7,700	35,387 75
Washington -	16,483 75	3,000	-	13,180	32,663 75
Norfolk -	23,017 75	16,804	5,136	10,380	55,337 75
Pensacola -	17,957 75	3,596	3,636	5,750	30,939 75
Baltimore -	7,362 50	-	-	500	7,862 50
Charleston -	7,689 75	-	-	-	7,689 75
Sackett's Harbor -	1,000 00	-	-	-	1,000 00
Ordnance -	11,600 00	-	-	-	11,600 00
Chart and instrument depot	6,000 00	-	-	-	6,000 00
Naval constructor -	-	-	-	3,000	3,000 00
Civil engineer -	-	-	-	4,000	4,000 00
Principal steam engineer -	-	-	-	2,500	2,500 00
Storekeepers -	-	-	-	3,000	3,000 00
Estimated for 1842 -	166,306 50	64,784	25,080	78,420	334,590 50
Estimated for 1841 -	157,312 50	64,784	25,080	75,170	322,346 50
Increase for 1842 -	8,994 00	-	-	3,250	12,244 00

NOTE.—The difference in the foregoing estimates is occasioned by additional officers being attached to the ordnance service and to the chart and instrument depot, the salary of the naval constructor at Washington, and a small addition to the pay of the storekeepers' clerks at Portsmouth, Boston, New York, Philadelphia, and Norfolk.

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

E No. 5.

WAITING ORDERS.

Estimate of the pay required for the commissioned and warrant officers waiting orders for 1842, being the seventh item of the first head of the general estimate for that year.

31 captains -	-	-	-	-	-	\$77,500 00
47 commanders -	-	-	-	-	-	84,600 00
58 lieutenants -	-	-	-	-	-	69,600 00
16 surgeons -	-	-	-	-	-	25,600 00
6 chaplains -	-	-	-	-	-	4,800 00
72 midshipmen -	-	-	-	-	-	21,600 00
						<hr/>
						283,700 00
Add for 39 midshipmen, who, after examination, may be entitled to be arranged as passed midshipmen, in addition to their pay as midshipmen -	-	-	-	-	-	11,700 00
						<hr/>
Estimated for 1842 -	-	-	-	-	-	295,400 00
Estimated for 1841 -	-	-	-	-	-	261,856 25
						<hr/>
						\$33,543 75

NOTE.—This difference is occasioned by the change in the number and rank of officers waiting orders.

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

F No. 5.

PROVISIONS.

Estimate of the amount required for provisions for the year 1842, explanatory of the third item of the general estimate for that year.

9,867 persons in vessels in commission, exclusive of marines.		
999 marines, embarked in vessels in commission.		
1,382 persons attached to recruiting vessels, and enlisted persons at shore stations.		
12,248 persons, at one ration per day, will make 4,470,520 rations, which, at 20 cents each, are equal to -	-	\$894,104 00
Estimating the balance under this head that may remain in the Treasury on the 1st January, 1842, as available for that year, there may be deducted from the above the sum of \$174,104, which may not be required -	-	174,104 00
		<hr/>
		\$720,000 00

NOTE.—From the amount now in the Treasury for provisions, the above sum, with the probable balance which will be on hand on the 1st January, 1842, will, it is believed, be sufficient for the demands under this head for the ensuing year.

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

G No. 5.

IMPROVEMENTS OF NAVY YARDS.

Estimate of the proposed improvements and repairs to be made in the navy yards during the year 1842, explanatory of the sixth head of the general estimate.

At Portsmouth, New Hampshire.

For completing wharf No. 3	-	-	-	-	\$28,000
For taking up fallen materials of wharf No. 1	-	-	-	-	5,000
For continuing wall west side of launching-slip No. 2, and for a portable bridge across end of the same	-	-	-	-	4,775
For completing knee-dock site 22	-	-	-	-	1,150
For repairs of all kinds, including navy-yard bridge	-	-	-	-	8,500
					<u>\$47,425</u>

At Charlestown, Massachusetts.

For extending smithery	-	-	-	-	\$9,500
For pier wharf, angle 59	-	-	-	-	22,000
For dredging at entrance of dock	-	-	-	-	2,500
For steam engine to ropewalk	-	-	-	-	8,000
For rigging loft, cordage store, &c.	-	-	-	-	35,000
For addition to floating gate of dry dock	-	-	-	-	4,500
For repairs of all kinds	-	-	-	-	4,500
					<u>\$86,000</u>

At Brooklyn, New York.

For foundation of granite sheds for guns	-	-	-	-	\$3,500
For re-slating roof of sail loft and coppering roof of yard offices	-	-	-	-	4,900
For dredging out docks and channels, &c.	-	-	-	-	5,000
For a pitch house, setting boilers, &c.	-	-	-	-	1,700
For a guard house for marine guards, police officers, watchmen, &c.	-	-	-	-	4,500
For building for fire engines and cistern	-	-	-	-	5,000
For continuing construction of dry dock	-	-	-	-	150,000
For repairs of all kinds	-	-	-	-	9,000
					<u>\$183,600</u>

At Philadelphia.

For two houses for officers on plan of yard	-	-	-	\$15,500
For repairs of all kinds	-	-	-	1,600

 \$17,100
At Washington.

For renewing wharf, end of ship-house	-	-	-	\$7,500
For browstage at north end of saw mill, new shears, &c.	-	-	-	1,800
For addition to officers' quarters	-	-	-	2,200
For barracks for ordinary and watchmen	-	-	-	1,500
For a new iron foundry and extending iron store	-	-	-	6,700
For shops for machinists and paint shop	-	-	-	4,500
For a new saw mill	-	-	-	6,000
For new machinery in chain-cable shop, planing machine, &c.	-	-	-	7,000
For repairs of all kinds in yard and naval magazine	-	-	-	6,500

 \$43,700
At Norfolk, Virginia.

For quay walks, launching slip, and timber docks	-	-	-	\$40,000
For building store-house No. 16, to be used as timber shed	-	-	-	36,000
For dredging machine and culvert	-	-	-	7,000
For repairs of all kinds	-	-	-	9,800

 \$92,800
At Pensacola.

For building offices	-	-	-	\$16,300
For guard-house and gateway west side of yard	-	-	-	7,500
For completing timber shed No. 1	-	-	-	5,000
For repairs of all kinds	-	-	-	5,000

 \$33,800

RECAPITULATION.

For navy yard Portsmouth, New Hampshire	-	-	-	\$47,425
For navy yard Charlestown, Massachusetts	-	-	-	86,000
For navy yard Brooklyn, New York	-	-	-	183,600
For navy yard Philadelphia	-	-	-	17,100
For navy yard Washington	-	-	-	43,700
For navy yard Gosport, Virginia	-	-	-	92,800
For navy yard Pensacola	-	-	-	33,800

 \$504,425

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

H No. 5.

HOSPITALS.

An estimate of the sums that will be required during the year 1842 for the repairs and improvements of the hospitals at the several navy yards, viz :

For hospital at Charlestown, Massachusetts	-	-	-	\$3,960
For hospital at Brooklyn, New York	-	-	-	20,000
For naval asylum at Philadelphia	-	-	-	1,300
For hospital at Norfolk, Virginia	-	-	-	13,750
For hospital at Pensacola	-	-	-	28,000
Total required for hospitals	-	-	-	<u>\$67,010</u>

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

No. 6.

Original estimate of the expenses of the quartermaster's department of the United States marine corps for the year 1842.

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 7, 1841.

SIR: The estimates for the marine corps for the year 1842 accompany this letter.

I am, very respectfully, your obedient servant,
ARCHIBALD HENDERSON;
Colonel Commandant.

Com. LEWIS WARRINGTON,
President Board of Navy Commissioners.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, October 7, 1841.

SIR: The triplicate estimates for the support of the quartermaster's department of the marine corps for the year 1842, which are herewith submitted, vary from the estimates of the last year in the addition of \$500 to the appropriation for military stores, the increase being for the purchase and repair of instruments for the band.

I am, sir, very respectfully, your obedient servant,
AUG. A. NICHOLSON,
Quartermaster Marine Corps.

Col. ARCHIBALD HENDERSON,
Commandant Marine Corps, Headquarters.

HEADQUARTERS OF THE MARINE CORPS,

Paymaster's Office, October 7, 1841.

SIR: Herewith you will receive triplicate estimates for the pay department of the marine corps for the year 1842.

I am, very respectfully, sir, your obedient servant,

GEO. W. WALKER,

Paymaster Marine Corps.

Col. ARCHIBALD HENDERSON,

Commandant U. S. Marine Corps, Headquarters.

Estimate for the quartermaster's department of the United States marine corps for the year 1842.

There will be required for the support of the quartermaster's department of the marine corps during the year 1842, in addition to the balances remaining on hand on the 1st of January, 1842, the sum of three hundred and eighteen thousand nine hundred and eleven dollars and sixty-one cents.

For provisions for the non-commissioned officers, musicians, privates, servants, and washerwomen, serving on shore	-	\$45,054 99
For clothing	-	43,662 50
For fuel	-	16,274 12
For the purchase of a site, and to commence the erection of barracks at Charlestown, Massachusetts	-	50,000 00
For ditto at Brooklyn, New York	-	50,000 00
For ditto at Gosport, Virginia	-	50,000 00
To commence the erection of barracks at Pensacola	-	25,000 00
For keeping barracks in repair, and for rent of temporary barracks at New York	-	6,000 00
For transportation of officers, non-commissioned officers, musicians, and privates, and expenses of recruiting	-	8,000 00
For medicines, hospital supplies, surgical instruments, and pay of matron and hospital stewards	-	4,140 00
For military stores, pay of armorers, keeping arms in repair, accoutrements, ordnance stores, flags, drums, fifes, and other instruments for the band	-	2,800 00
For contingencies, viz: freight, ferrage, toll, wharfage, and cartage, per diem allowance for attending courts martial and courts of inquiry, compensation to judges advocate, house rent where no public quarters are assigned, per diem allowance to enlisted men on constant labor, expenses of burying deceased marines, printing, stationery, forage, postage on public letters, expenses in pursuit of deserters, candles and oil, straw, barrack furniture, bed sacks, spades, axes, shovels, picks, carpenters' tools, and for the keeping of a horse for the messenger	-	17,980 00

318,911 81

ESTIMATE FOR 1842—Continued.

FUEL.—For whom required.	Number.	Fuel for each.			Total fuel.			Amount.	
		Cords.	Feet.	Inches.	Cords.	Feet.	Inches.	Dolls. Cts.	
Colonel commandant - - -	1	36	4	-	36	4			
Lieutenant colonel, south of latitude 39 -	1	26	-	-	26				
Majors, do. do. 39 -	1	26	-	-	26				
Majors, north do. 39 -	3	29	-	-	87				
Captains, do. do. 43 -	1	24	4	8	24	4	8		
Captains, do. do. 39 -	2	23	6	-	47	4			
Captains, south do. 39 -	3	21	2	-	63	6			
Staff, do. do. 39 -	3	26	-	-	78				
Staff, north do. 39 -	1	29	-	-	29				
Lieutenants, do. do. 43 -	2	19	1	4	38	2	8		
Lieutenants, do. do. 39 -	12	18	4	-	222				
Lieutenants, south do. 39 -	14	16	4	-	231				
Non-commissioned officers, musicians, privates, servants, and washerwomen, north of latitude 40 -	239	1	5	-	388	3			
Do. south of latitude 40 -	370	1	4	-	555				
Clerk to paymaster - - -	1	2	2	8	2	2	8		
Hospital matron - - -	1	1	4	-	1	4			
Commanding officer's office at Portsmouth, New Hampshire - - -	1	8	5	4	8	5	4		
Guard room at do. - - -	1	25	-	-	25				
Hospital at do. - - -	1	19	1	4	19	1	4		
Mess room at do. - - -	1	4	1	4	4	1	4		
Offices of the commanding officer and assistant quartermaster at Charlestown, New York, and Philadelphia - - -	4	8	-	-	32				
Guard rooms at do. - - -	3	24	-	-	72				
Hospitals at do. - - -	3	18	4	-	55	4			
Mess rooms at do. - - -	3	4	-	-	12				
Offices of the commandant and staff and commanding officers at headquarters, Norfolk, and Pensacola - - -	7	7	-	-	49				
Guard rooms at headquarters, navy yard Washington, Norfolk, and Pensacola -	4	21	-	-	84				
Hospital at headquarters - - -	1	33	-	-	33				
Hospitals at Norfolk and Pensacola -	2	16	4	-	33				
Mess rooms for officers at headquarters, Norfolk, and Pensacola - - -	3	3	4	-	10	4			
Armory at Washington - - -	1	30	-	-	30				
Cords - - - - -	-	-	-	-	2,324	7			
Which, at \$7 per cord, is - - -	-	-	-	-	-	-	-	16,274	12

ESTIMATE FOR 1842—Continued.

PROVISIONS.—For whom required.	Enlisted men.	Washerwomen.	Matron.	Servants.	Clerks.	Total.	Rations per day at 19 cents.	Rations per day at 20 cents.	Aggregate amount.	
									Dolls.	Cts.
For non-commissioned officers, musicians, privates, and washerwomen -	517	34	1	-	-	552	1	-	38,281	20
For clerks and officers' servants -	-	-	-	68	5	73	-	1	5,829	00
For two months' rations for each soldier as premium for re-enlisting, agreeably to the act of 2d March, 1835 -	125	-	-	-	-	125	1	-	1,444	79
									45,054	99

CLOTHING.—For whom required.	Enlisted men.	Servants.	Clerks.	Total.	Amount.	
					Dolls.	Cts.
For non-commissioned officers, musicians, and privates, at \$33 per annum -	1,156	-	-	1,156	38,148	00
For officers' servants, at \$33 per annum -	-	68	-	68	2,244	00
For paymaster's clerk, at \$33 per annum -	1	-	1	1	33	00
For 300 watch coats, at \$8 50 each -	-	-	-	-	2,550	00
For two months' clothing for each soldier as premium for re-enlisting, agreeably to the act of 2d March, 1835 -	125	-	-	125	687	50
					43,662	50

Respectfully submitted.

AUG. A. NICHOLSON,
Quartermaster Marine Corps.

Detailed estimates of pay and subsistence of officers and pay of non-commissioned officers, musicians, and privates, of the marine corps of the United States for the year 1842.

RANK AND GRADE.	No.	PAY.				SUBSISTENCE.			Aggregate.	
		Pay per month.	Extra pay per month.	No. ser-vants at \$8 per month.	No. ser-vants at \$7 per month.	Total.	No. ra-tions per day at 20 cents.	No. extra or double ra-tions at 20 cts. p. day.		Total.
Colonel commandants - - - - -	1	75	-	-	2	\$1,068	6	6	\$876	\$1,944
Lieutenant colonels - - - - -	1	60	-	-	2	888	5	5	730	1,618
Majors - - - - -	4	50	-	-	2	3,072	4	4	2,336	5,408
Adjutant and inspectors - - - - -	1	60	-	2	-	912	4	4	584	1,496
Paymasters - - - - -	1	60	-	2	-	912	4	4	584	1,496
Quartermasters - - - - -	1	60	-	2	-	912	4	4	584	1,496
Assistant quartermasters - - - - -	1	50	-	1	-	696	4	4	584	1,280
Captains commanding posts and at sea - - - - -	3	50	-	-	1	2,088	4	4	1,752	3,840
Captains on recruiting service - - - - -	2	40	-	-	1	1,128	4	4	1,168	2,296
Captains - - - - -	5	40	-	-	1	2,820	4	-	1,480	4,280
First lieutenants commanding guards or detachments at sea - - - - -	5	40	-	-	1	2,820	4	4	2,920	5,740
First lieutenants - - - - -	16	30	-	-	1	7,104	4	-	4,964	12,068
Second lieutenants - - - - -	20	25	-	-	1	7,680	4	-	5,840	13,520
Hospital stewards - - - - -	1	18	-	-	-	216	1	-	73	289
Sergeant majors - - - - -	1	17	-	-	-	204	-	-	-	204
Quartermaster sergeants - - - - -	1	17	\$20	-	-	444	-	-	-	444
Drum and fife majors - - - - -	2	16	-	-	-	384	-	-	-	384
Orderly sergeants employed as clerks to col. com't, adj't and insp'r, and q'rmas. - - - - -	3	16	20	-	-	1,296	-	-	-	1,296
Sergeants - - - - -	50	13	-	-	-	7,800	-	-	-	7,800
Corporals] - - - - -	80	9	-	-	-	8,640	-	-	-	8,640
Drummers and fifiers - - - - -	60	8	-	-	-	5,760	-	-	-	5,760
Privates - - - - -	1,000	7	-	-	-	84,000	-	-	-	84,000
Clerk to paymasters - - - - -	1	-	-	-	-	650*	-	-	-	650
Amount required for payment of bounty for re-enlistment - - - - -	125	-	-	-	-	1,750	-	-	-	1,750
Additional rations to officers for every five years' service - - - - -	-	-	-	-	-	-	144	-	-	10,498
Orderly sergeants and sergeant of guards at sea - - - - -	27	16	-	-	-	5,184	-	-	-	5,184
										183,381

*This sum of \$650 covers and is in lieu of pay, clothing, rations, fuel, and quarters, for the year 1842.

Respectfully submitted.

GEO. W. WALKER, Paymaster Marine Corps.

Doc. No. 2.

397

The Commissioners of the Navy have to remark, in laying before you the estimates for the marine corps, the necessity, in their opinion, for barracks at the four principal navy yards or ports for the portion of marines which it may be necessary to retain in the vicinity of each, or supplying detachments to the ships preparing for sea, and those returned from sea service, &c. They believe the establishment of them as above mentioned will add much to the efficiency and comfort of the corps, and be a measure of sound economy.

The sum proposed appears to them to be sufficient for the purchase of sites and for the expenditures upon materials for the ensuing year, which, it is presumed, will be effecting as much as can be done within the period for which the appropriation is to be made. The amount asked for (*viz*: \$175,000) is the same that was asked for last year, but reduced by the direction of your predecessor, Mr. Secretary Paulding, to \$100,000.

Item	Estimated Amount	Actual Amount
For purchase of sites for barracks at the four principal navy yards or ports		
For expenditures upon materials for the ensuing year		
Total	\$175,000	\$100,000

List of vessels in commission of each squadron, their commanders and stations, on the 1st October, 1841.

Class.	Name.	Commanders of vessels.	Commanders of squadrons.	Stations.
Frigate	- Brandywine	- Captain D. Geisinger	- Com. Charles W. Morgan	- Mediterranean.
Sloop	- Fairfield	- Commander J. Tattnell	- Do. do.	- Mediterranean.
Sloop	- Preble	- Commander Ralph Voorhees	- Do. do.	- Mediterranean.
Frigate	- United States	- Captain James Armstrong	- Com. Thomas Ap C. Jones	- Pacific.
Sloop	- St. Louis	- Commander French Forrest	- Do. do.	- Pacific.
Sloop	- Gyane	- Commander C. K. Stribling	- Do. do.	- Pacific.
Sloop	- Yorktown	- Captain John H. Aulick	- Do. do.	- Pacific.
Sloop	- Dale	- Commander Charles Gauntt	- Do. do.	- Pacific.
Schooner	- Shark	- Commander Thomas A. Dornin	- Do. do.	- Pacific.
Ship of the line	- Delaware	- Captain C. S. McCauley	- Com. Charles Morris	- Coast of Brazil.
Frigate	- Potomac	- Captain George W. Storer	- Do. do.	- Coast of Brazil.
Sloop	- Marion	- Commander W. J. Belt	- Do. do.	- Coast of Brazil.
Sloop	- Decatur	- Commander H. W. Ogden	- Do. do.	- Coast of Brazil.
Sloop	- Concord	- Commander W. Boerum	- Do. do.	- Coast of Brazil.
Schooner	- Enterprise	- Commander L. M. Goldsborough	- Do. do.	- Coast of Brazil.
Frigate	- Constellation	- Commodore Lawrence Kearney	- Com. Lawrence Kearney	- East Indies.
Sloop	- Boston	- Commander John C. Long	- Do. do.	- East Indies.
Frigate	- Macedonian	- Commodore Jesse Wilkinson	- Com. Jesse Wilkinson	- West Indies.
Sloop	- Levañt	- Commander A. Fitzhugh	- Do. do.	- West Indies.
Sloop	- Warren	- Commander C. L. Williamson	- Do. do.	- West Indies.
Sloop	- Vincennes	- Lieutenant Charles Wilkes	- Lieutenant Cha's Wilkes	- Exploring Expedition.
Sloop	- Peacock	- Lieutenant William L. Hudson	- Do. do.	- Exploring Expedition.
Brig	- Porpoise	- Lieutenant C. Ringgold	- Do. do.	- Exploring Expedition.
Brig	- Dolphin	- Lieutenant W. W. McKean	- - -	- On special service

No. 7—Continued.

400

Class.	Name.	Commanders of vessels.	Commanders of squadrons.	Stations.
Steamship	Fulton	Captain John T. Newton	- - -	Atlantic coast.
Schooner	Grampus	Commander John S. Paine	- - -	At Boston, refitting for sea.
Schooner	Flirt*	Lieutenant J. T. McLaughlin	Lieut. J. T. McLaughlin	Coast of Florida.
Schooner	Wave*	Lieutenant William Lewis Herndon	Do. do.	Coast of Florida.
Schooner	Otsego*	Acting Lieutenant James S. Biddle	Do. do.	Coast of Florida.
Schooner	Phoenix*	Acting Lieutenant C. R. P. Rodgers	Do. do.	Coast of Florida.
Schooner	Jefferson†	Lieutenant John Rodgers	Do. do.	Coast of Florida.
Schooner	Van Burent	Lieutenant John B. Marchand	Do. do.	Coast of Florida.
Schooner	Madison†	Acting Lieut. William S. Drayton	Do. do.	Coast of Florida.
Ship of the line	Columbus	Captain Joseph Smith	- - -	Receiving vessel, Boston.
Ship of the line	North Carolina	Captain F. H. Gregory	- - -	Receiving vessel, New York.
Ship of the line	Pennsylvania	Captain C. W. Skinner	- - -	Receiving vessel, Norfolk.
Brig	Pioneer	Commander W. C. Nicholson	- - -	Receiving vessel, Baltimore.
Schooner	Experiment	Commander F. Engle	- - -	Receiving vessel, Philadelphia.

* Transferred from War Department.

† Transferred from Treasury Department.

Doc. No. 2.

No. 8.

A statement of the names of the vessels in ordinary or under repair at the several navy yards.

AT PORTSMOUTH, N. H.

The frigate *Congress* has just been built, is equipping, and can soon be got ready for sea service.

AT CHARLESTOWN, MASS.

The ship of the line *Columbus* is in good order, and is used as a receiving ship.

The ship of the line *Ohio* has lately returned from sea, and is now repairing for service, and can be got ready in a short time.

The frigate *Columbia* has been repaired, and is now ready for service, (home squadron.)

The sloop of war *John Adams* has been repaired, and is now ready for service, (home squadron.)

The sloop of war *Erie* has been repaired and fitted as a storeship, and is nearly ready for service.

The schooner *Grampus* has been repaired, and is ready for service, (home squadron.)

AT BROOKLYN, N. Y.

The ship of the line *North Carolina* is in good order, and is used as a receiving ship.

The ships of the line *Washington* and *Franklin* both require very extensive repairs. A survey has recently been ordered upon them, to ascertain the probable expense of preparing them for service, either as seventy-fours or razees.

The frigate *Hudson* is considered unfit for sea service, and a survey has been ordered on her. This is a white-oak ship, and was purchased in 1826.

The *Ontario* sloop of war has been ordered to be repaired as a receiving ship, to be employed at the South.

The razeed *Independence* is nearly ready for sea service, (home squadron.)

The *Falmouth* sloop of war is nearly ready for sea service, (home squadron.)

The brig *Boxer* has been repaired, and is ready for sea service, (home squadron.)

The steamer *Missouri* has been built, is equipping, and can be got ready in a short time.

AT PHILADELPHIA.

The steamer *Mississippi* has been built, is equipping, and can be got ready in a short time.

The schooner *Experiment* is fitted for and used as a receiving vessel; is not considered fit for general service.

AT BALTIMORE.

The brig *Pioneer* is in good order, and used for a receiving vessel.

AT NORFOLK, VA.

The *Pennsylvania* ship of the line is in good order, and used for a receiving vessel. She requires the completion of her magazines and store-rooms, and some sails.

The frigate *United States* has been repaired, and is ready for sea.

The frigate *Java* is unfit for service. Timber is collecting for her, and she is to be rebuilt.

The sloop *Vandalia* has been repaired, and is ready for sea.

The sloop *Lexington* has been repaired and fitted as a storeship, and is nearly ready for service.

The steamers *Poinsett* and *Engineer*, small vessels, transferred from the War Department, are considered as unfit for cruising vessels, and capable of rendering very little service at any time.

The brig *Consort* is repairing, to be used as a receiving vessel at Portland, Maine.

NAVY COMMISSIONERS' OFFICE, November 30, 1841.

No. 9.

A statement of the names of the vessels on the stocks at the several navy yards.

AT PORTSMOUTH, N. H.

The "Alabama" 74 and the "Santee" 44.

AT CHARLESTOWN, MASS.

The ships of the line "Virginia" and "Vermont," and the frigate "Cumberland." Orders have been given to prepare the last ship for launching.

AT BROOKLYN, N. Y.

The frigates "Sabine" and "Savannah." The "Savannah" has been ordered to be prepared for launching, and the "Sabine" will be.

AT PHILADELPHIA.

The frigate "Raritan." Orders have been given to launch and complete this ship.

AT NORFOLK, VA.

The ship of the line "New York" and frigate "St. Lawrence." The "St. Lawrence" has been ordered to be prepared for launching.

RECAPITULATION.

Four ships of the line and six frigates.

NAVY COMMISSIONERS' OFFICE, November 30, 1841.

No. 10.

Statement of "the amounts expended during the preceding fiscal year, (from October 1, 1840 to September 30, 1841,) for wages of mechanics and laborers employed in building, repairing, or equipping vessels of the navy, or in receiving and securing stores and materials for these purposes;" and, also, the number of days' work which were performed during the same time, were as follows, viz :

Navy yards.	Number of days' labor.	Cost of labor.	Average price of labor per diem.
Portsmouth, N. H. - -	23,149	\$33,103 94	\$1 43
Charlestown, Mass. - -	70,678	122,082 68	1 72 $\frac{7}{10}$
New York - -	73,272	124,574 00	1 70
Philadelphia - -	38,787	64,608 66	1 66 $\frac{5}{10}$
Washington, D. C. - -	45,176	61,678 94	1 36 $\frac{5}{10}$
Norfolk, Va. - -	101,874	169,800 40	1 66 $\frac{6}{10}$
	352,936	575,848 62	1 63

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

No. 11.

Statement showing the cost or estimated value of stores on hand at the several navy yards on the 1st October, 1840; of articles received and expended during the year; and of stores on hand 1st October, 1841, under the appropriation for "increase, repairs, armament, and equipment of the navy, and wear and tear of vessels in commission."

Navy yards.	Value on hand Oct. 1, 1840.	Receipts.	Expenditures.	Value on hand Oct. 1, 1841.
Portsmouth - -	\$609,054	\$157,091	\$125,495	\$640,650
Boston - -	1,993,292	477,763	378,493	2,092,562
New York - -	1,698,777	172,931	229,034	1,642,624
Philadelphia - -	488,595	100,327	70,411	468,511
Washington - -	527,525	242,448	257,185	512,788
Norfolk - -	1,504,388	476,587	335,935	1,645,040
Pensacola - -	110,989	6,803	11,308	106,484
Total - -	6,882,620	1,633,950	1,407,911	7,108,659

NAVY COMMISSIONERS' OFFICE,
November 30, 1841.

No. 12.

List of deaths in the navy, as ascertained at the Department, since the 1st December, 1840.

Name and rank.	Date.	Place.
<i>Captains.</i>		
Alexander Claxton -	7th Mar., 1841	Pacific ocean.
Thomas H. Stevens -	21st Jan., 1841	Washington.
<i>Commander.</i>		
Ebenezer Ridgeway -	31st Oct., 1841	Concord, N. H.
<i>Lieutenants.</i>		
Joseph Stallings -	25th Ap., 1841	Fredericktown, Md.
Gurden C. Ashton -	11th Oct., 1840	At sea.
William B. Lyne -	30th Ap., 1841	Drowned at Norfolk.
Algernon S. Worth -	3d Feb., 1841	At sea.
<i>Surgeons.</i>		
Mordecai Morgan -	22d July, 1841	Pensacola.
John R. Chandler -	28th July, 1841	Norfolk.
Samuel W. Ruff -	-	New Orleans.
<i>Assistant surgeons.</i>		
Buckner T. Magill -	-	At sea.
Edward McKinley -	-	Florida.
<i>Passed midshipmen.</i>		
Joseph A. Underwood -	24th July, 1840	Killed at Fijee islands.
James Anderson -	28th Dec., 1840	Penny Grove, Penn.
D. Ross Crawford -	26th July, 1841	Drowned in Delaware river.
Albert S. Whittier -	24th Jan., 1841	Coast of Africa.
<i>Midshipman.</i>		
Wilkes Henry -	24th July, 1840	Killed at Fijee islands.
<i>Boatswain.</i>		
David Eaton -	22d Feb., 1840	Washington.
<i>Gunner.</i>		
Charles Wade -	27th Feb., 1841	New York.

No. 12—Continued.

Name and rank.	Date.	Place.
<i>Marine corps.</i>		
Lt. Col. R. D. Wainwright	5th Oct., 1841	Washington.
1st Lieut. F. N. Armistead	14th Ap., 1841	Norfolk.
<i>Navy agent.</i>		
George Johnson - - -	February, 1841	Lost in Gulf of Mexico, on his way to Pensacola.

No. 13.

List of dismissals from the navy since the 1st December, 1840.

Name and rank.	Date of dismissal.
<i>Lieutenant.</i>	
John C. Sharp - - -	28th December, 1840.
<i>Passed midshipmen.</i>	
Richard M. Harvey - - -	20th July, 1841.
William M. E. Adams - - -	8th July, 1841.
J. F. Marrast - - -	15th October, 1841.
<i>Midshipmen.</i>	
Charles S. Cooper - - -	1st March, 1841.
G. D. Lemoine - - -	1st March, 1841.
<i>Navy agents.</i>	
John Thomas - - -	27th August, 1841.
John Lughton - - -	29th April, 1841.
Leonard Jarvis - - -	20th September, 1841.
John R. Livingston, junior - - -	18th March, 1841.
<i>Naval storekeepers.</i>	
Enoch Barnes - - -	19th April, 1841.
Seth J. Thomas - - -	19th April, 1841.
Thomas R. Hunter - - -	6th January, 1841.

List of resignations in the navy since the 1st December, 1840

Name and rank.	Date of acceptance.
<i>Lieutenants.</i>	
William H. Kennon - - -	16th December, 1840.
John W. Mooers - - -	22d September, 1841.
<i>Passed midshipmen.</i>	
Richard H. Lowndes - - -	18th June, 1841.
Thomas W. Cumming - - -	23d February, 1841.
Edward S. Hutter - - -	22d September, 1841.
Samuel Pearce - - -	9th June, 1841.
Benjamin R. Nichols - - -	5th May, 1841.
<i>Midshipmen.</i>	
John V. Hixon - - -	4th February, 1841.
William Hewitt - - -	26th December, 1840.
John K. Mills - - -	7th July, 1841.
Dallas R. Wood - - -	26th October, 1841.
<i>Professor of mathematics.</i>	
J. H. Belcher - - -	10th April, 1841.
<i>Boatswains.</i>	
Charles Matthews - - -	22d May, 1841.
John Young - - -	2d July, 1841.
<i>Gunner.</i>	
John D. Anderson - - -	10th April, 1840.
<i>Carpenters.</i>	
Thomas Johnson - - -	12th October, 1841.
Joel Bliss - - -	26th May, 1841.
<i>Sailmaker.</i>	
George Parker - - -	12th May, 1841.
<i>Navy agent.</i>	
Michael W. Ash - - -	19th January, 1841.

No. 15.

PENSION OFFICE, November 20, 1841.

SIR: I have the honor to transmit, herewith, for the purpose of laying before Congress, in conformity with the 3d section of the act of the 10th of July, 1832, entitled "An act for the regulation of the navy and privateer pension and navy hospital funds," three lists, containing the names of persons who have been wounded or otherwise disabled in the naval service, and who have been pensioned for such injuries or disabilities, and the names of widows whose husbands have died in the naval service, and of orphans whose fathers have died in the same service, with the dates and amount of their respective pensions, and the dates of the acts of Congress under which they have been granted.

It will be perceived, from these lists, that there are now on the invalid navy pension rolls 491; and that the annual amount to pay those pensions is \$33,998 64. There are 363 widows on the pension lists, and \$67,749 96 will be required to pay them in 1842; and 105 orphans, whose pensions amount to \$12,154 annually. All these will probably be paid up to the 1st of July, 1842, because the law of August 16, 1841, entitled "An act to provide for the payment of navy pensions," continues all pensions allowed to widows and orphans under the act of the 3d of March, 1837, up to the end of the next session of Congress; and there is but little probability that the next session will terminate before July, as the long sessions for nearly ten years past have closed in that month. The aggregate sum to pay these pensioners for six months, amounts to \$56,951; and this sum will be required to pay them on the 1st of July, 1842. There is now in the Treasury, of the appropriation made in August last, \$61,468 30; and this sum will be exhausted by the payment due in January. There are now pending a number of claims, one of which only will amount to about \$12,000. The whole number of claims now in the office, which will probably be allowed, will be nearly \$14,000; and, during the succeeding year, it is probable that claims to as great an amount may be admitted, which will increase the expenditure at least \$28,000. This sum, added to \$56,951, which will be wanted on the 1st of July, 1842, to pay those who are now on the rolls, will make an appropriation of \$84,951 necessary. The amount necessary to meet the payments due in January, 1843, will depend upon future legislation on the subject.

The only stocks which now remain of the navy pension fund are 700 shares of the Bank of Washington, the nominal value of which is \$14,000, and stock of the Union Bank of Georgetown, the nominal value of which is \$9,600. The latter institution is now closing its concerns; and, as soon as collections can be made, the directors will pay from the dividends of its capital stock the amount due to the navy pension fund. The stock of the Bank of Washington cannot now be sold to advantage, and the amount of interest which it yields is so inconsiderable that I have not introduced it into the present report as available. Perhaps it may produce \$700 during the ensuing year.

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

J. L. EDWARDS,

Commissioner of Pensions.

Hon. A. P. UPSHUR,

Secretary of the Navy.

Alphabetical list of invalid navy pensioners, complete to the 20th of November, 1841.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Samuel Abbot	Seaman	March 1, 1815	\$5 00	April 23, 1800.
Zephaniah Allen	Marine	March 1, 1801	3 00	do
George Adams	Quartermaster	Dec. 31, 1836	5 62½	do
George Alexander	Ordinary seaman	July 19, 1814	8 00	do
William Adams	Seaman	July 25, 1838	3 00	do
Joseph Ashley	Ordinary seaman	Dec. 18, 1835	2 50	do
James Allcorn	Sailingmaster	Jan. 1, 1815	20 00	do
Robert Andrews	Quartermaster	August 1, 1829	4 50	do
Thomas Austin	Yeoman	Dec. 7, 1838	7 50	do
John Adams	Seaman	Feb. 17, 1836	6 00	do
Alexander Adams	Seaman	Oct. 6, 1812	3 00	do
John Agnew	Seaman	August 1, 1825	5 00	do
Nathan Burr	Quartermaster	Dec. 13, 1814	4 50	do
Samuel Bryant	Seaman	March 5, 1830	3 00	do
John Brown	Seaman	July 1, 1829	6 00	do
Peter Barnard	Ordinary seaman	Dec. 1, 1814	4 00	do
John Brannan	Seaman	June 28, 1815	5 00	do
John Beatty	Marine	June 1, 1830	4 00	do
Luke Brown	Seaman	July 5, 1834	3 00	do
John Bevins	Quartermaster	Feb. 24, 1837	7 50	do
Isaac Bassett	Ordinary seaman	May 15, 1814	5 00	do
John Bostrom	Quartermaster	May 30, 1834	3 00	do
Frederick Boyer	Sergeant marine corps	Sept. 5, 1834	2 25	do
Thomas Barry	Gunner	August 10, 1809	5 00	do
James Bird	Seaman	Nov. 7, 1828	6 00	do
John Burnham	Master's mate	Dec. 10, 1813	9 00	do
John Butler	Seaman	Nov. 22, 1815	5 00	do
John Berry	Master-at-arms	March 18, 1835	4 50	do
John Brown, 4th	Seaman	August 31, 1825	3 00	do
Edward Berry	Seaman	July 4, 1837	4 50	do
Lloyd J. Bryan	Passed midshipman	Jan. 22, 1837	83½	do
James Bantam	Ordinary seaman	July 5, 1833	4 00	do
James Bell	Seaman	August 23, 1823	6 00	do
Godfrey Bowman	Seaman	Sept. 10, 1813	6 00	do
Jonathan Bulkley	Midshipman	June 17, 1834	9 00	do
Edward Barker	Marine	May 18, 1836	3 50	do
James Barron	Captain	June 22, 1807	25 00	do
John Baxter	Seaman	Feb. 28, 1819	6 00	do
Peter Borge	Captain's steward	May 19, 1834	6 00	do
John Brumley	Seaman	Sept. 1, 1826	6 00	do
William Barker	Marine	July 1, 1802	6 00	do
William Baggs	Marine	March 1, 1814	3 00	do
George Boyle	Seaman	Nov. 21, 1837	4 00	do
John Bruce	Quartermaster	Nov. 1, 1826	9 00	do
William Bain	Quartermaster	Oct. 22, 1833	3 50	do
David C. Bunnell	Seaman	April 27, 1813	3 00	do
Thomas Bowden	Quartermaster	Dec. 7, 1837	4 00	do
Henry S. Baker	Seaman	Dec. 11, 1838	4 50	do
Robert Berry	Seaman	June 22, 1829	6 00	do
Joseph Barrett	Quartermaster	April 17, 1813	9 00	do
John Bennett	Seaman	Dec. 14, 1814	6 00	do
James Blake	Ordinary seaman	July 26, 1822	5 00	do
Alfred Batts	Ordinary seaman	Oct. 24, 1833	5 00	do
George Bennett	Ordinary seaman	Sept. 16, 1839	2 50	do

A No. 15—Continued.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Lemuel Bryant	Ordinary seaman	August 1, 1814	\$8 00	April 23, 1800.
Samuel Bosworth	Seaman	July 3, 1823	6 00	do
James Barker	Quartermaster	April 20, 1836	8 00	do
Junius J. Boyle	Midshipman	Nov. 22, 1823	4 75	do
Thomas Bartlett	Seaman	Nov. 24, 1834	6 00	do
William B. Brown	Gunner	July 4, 1835	2 50	do
Edmund Brett	Marine	June 12, 1815	3 00	do
Robert Butler	Quartermaster	April 30, 1835	3 75	do
Robert Blair	Seaman	Jan. 1, 1832	6 00	do
Samuel Butler	Quartermaster	August 28, 1815	8 00	do
Thomas Buchanan	Marine	June 4, 1829	3 00	do
Thomas I. Clarke	Carpenter's mate	April 27, 1839	2 37½	do
Horace Carter	Landsman	Feb. 26, 1837	2 00	do
John Clark	Boatswain's mate	Jan. 15, 1838	7 12½	do
Leonard Chase	Ordinary seaman	August 1, 1828	5 00	do
John Clements	Seaman	Dec. 29, 1812	6 00	do
Michael Collins	Seaman	April 22, 1834	4 50	do
Abraham Caswell	Ordinary seaman	Sept. 30, 1838	2 50	do
David Connor	Lieutenant	May 23, 1815	16 66⅔	do
Daniel H. Cole	Marine	Dec. 27, 1833	3 00	do
John H. Chauncey	Midshipman	Sept. 30, 1817	4 75	do
William Cook	Cabin cook	June 30, 1836	4 50	do
James Cole	Seaman	May 1, 1823	5 00	do
Horatio N. Crabb	Lieutenant m. corps	Jan. 1, 1831	7 50	do
John Conklin	Seaman	Dec. 31, 1837	3 00	do
David Christie	Marine	Jan. 1, 1841	4 00	do
Enos R. Childs	Midshipman	April 2, 1823	9 50	do
Nathaniel Covill	Quartermaster	Jan. 1, 1832	9 00	do
Nathaniel Chapman	Quartermaster	June 10, 1815	9 00	do
George Cornell	Carpenter's mate	Sept. 10, 1813	9 00	do
John C. Champlin	Seaman	May 21, 1831	6 00	do
John Clark	Seaman	May 31, 1825	3 00	do
Thomas R. Clarke	Ordinary seaman	Feb. 18, 1823	2 50	do
John Cole	Ordinary seaman	Feb. 6, 1832	5 00	do
John Clough	Sailingmaster	June 4, 1829	15 00	do
Edward Cardevan	Seaman	Feb. 28, 1836	3 00	do
Francis Covenhoven	Ordinary seaman	June 22, 1807	3 75	do
Stephen Champlin	Lieutenant	Sept. 3, 1814	10 00	do
R. B. Cunningham	Lieutenant	March 25, 1840	12 50	do
R. C. Cogdell	Passed midshipman	Feb. 24, 1839	6 25	March 3, 1837.
Robert Cathcart	Seaman	Sept. 20, 1816	6 00	April 23, 1800.
John Collins	Seaman	Feb. 9, 1813	6 00	do
George Coomes	Seaman	July 1, 1825	8 00	do
William Cantrill	Marine	April 8, 1830	2 00	do
Edward Carr	Seaman	May 13, 1835	6 00	do
Robert Carson	Ordinary seaman	June 26, 1821	5 00	do
William Dunbar	Seaman	May 31, 1840	4 50	do
Richard Dunn	Seaman	Jan. 1, 1829	6 00	do
James Dixon	Seaman	Nov. 11, 1835	3 00	do
David Denvers	Marine	Oct. 22, 1835	3 00	do
Marmaduke Dove	Sailingmaster	April 20, 1833	5 00	do
Stillman Dodge	Ordinary seaman	May 1, 1831	3 33⅓	do
John Downes	Master commandant	Nov. 28, 1813	10 00	do
John A. Dickason	Carpenter	August 19, 1835	3 33⅓	do
Timothy Donegan	Ordinary seaman	April 27, 1837	2 50	do
William Dunn	Gunner	Oct. 8, 1835	10 00	do
Joseph Dalrymple	Seaman	Feb. 24, 1814	4 50	do
Owen Deddolph	Gunner	June 25, 1814	5 00	do

A No. 15.—Continued.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Matthias Douglass	Seaman	April 23, 1814	\$10 00	April 23, 1800.
James Dunham	Gunner	July 4, 1828	5 00	do
John Daniels	Quartermaster	Sept. 7, 1816	9 00	do
John Dunn	Marine	July 1, 1818	3 00	do
John Davidson	Lieutenant	March 1, 1801	20 00	do
Samuel Daykin	Marine	Oct. 22, 1834	3 00	do
John Diragen	Seaman	Dec. 22, 1815	5 00	do
James Darley	Ordinary seaman	March 1, 1838	5 00	do
George Edwards	Boy	May 21, 1837	4 00	do
Francis H. Ellison	Sailingmaster	Dec. 27, 1830	15 00	do
Thomas Edwards	Quartermaster	Jan. 1, 1823	9 00	do
Standish F. Edwards	Seaman	May 11, 1837	3 00	do
Francis Elliott	Marine	April 20, 1838	3 50	do
Ebenezer Evans	Seaman	March 2, 1813	6 00	do
Jesse Elam	Marine	August 1, 1828	6 00	do
William Evans	Marine	May 1, 1827	3 00	do
Abner Enos	Master's mate	June 4, 1830	6 00	do
Gardner Edmonds	Ordinary seaman	June 4, 1814	5 00	do
D. S. Edwards	Surgeon's mate	June 28, 1822	7 50	do
James Eddo	Captain forecastle	Jan. 16, 1835	1 75	do
Alvin Edson	Lieutenant m. corps	Feb. 6, 1832	7 50	do
Thomas English	Ordinary seaman	May 14, 1832	5 00	do
Nicholas T. Farrell	Marine	May 10, 1830	3 00	do
William Farrell	Seaman	June 4, 1829	6 00	do
Alfred Fisher	Seaman	May 15, 1835	5 00	do
Warren Fogg	Marine	June 1, 1813	87 $\frac{1}{2}$	do
Jack Flood	Seaman	July 7, 1837	6 00	do
James Ferguson	Sailingmaster	Feb. 19, 1827	10 00	do
Andrew W. Fleming	Seaman	Dec. 20, 1839	4 50	do
Robert Forsaith	Marine	May 18, 1799	3 00	do
William Flagg	Lieutenant	Oct. 31, 1800	18 75	do
John Fallerhee	Landsman	August 1, 1827	4 00	do
George Fitzgerald	Seaman	Oct. 11, 1838	2 00	do
Michael Fitzpatrick	Master-at-arms	June 4, 1829	9 00	do
Moses French	Seaman	April 14, 1834	6 00	do
Peter Foley	Marine	June 27, 1837	5 50	do
William Fitzgerald	Seaman	Dec. 31, 1836	6 00	do
William M. Goodshall	Seaman	July 15, 1825	6 00	do
Chester Goodell	Ordinary seaman	Dec. 12, 1834	3 00	do
Charles Gordon	Ordinary seaman	May 11, 1835	5 00	do
James Good	Seaman	Jan. 1, 1829	12 00	do
Anthony Gerome	Seaman	Jan. 1, 1832	6 00	do
William Gregory	Marine	May 28, 1830	4 00	do
Samuel H. Green	Quartermaster	Jan. 1, 1819	9 00	do
John Geyer	Seaman	April 6, 1815	6 00	April 2, 1816.
Daniel Gardner	Ordinary seaman	March 28, 1814	2 50	April 23, 1800.
Anthony Gale	Lieut. Colonel m. c.	Jan. 5, 1835	25 00	do
John Grant	Seaman	May 20, 1813	6 00	do
William Gunnison	Ordinary seaman	Nov. 24, 1833	5 00	do
James Glass	Sergeant marine corps	Oct. 24, 1836	3 25	do
James Grant	Seaman	April 9, 1829	8 00	do
Patrick Gilligan	Marine	June 4, 1829	3 50	do
John Granso	Captain maintop	March 30, 1838	3 50	do
John Grant	Ordinary seaman	July 1, 1831	4 00	do
Peter Green	Seaman	April 3, 1827	5 00	do
William Gillen	Seaman	Jan. 1, 1832	6 00	do
Jerry Gardiner	Ordinary seaman	Jan. 14, 1818	5 00	do
Richard Gilbody	Ordinary seaman	Jan. 14, 1826	4 00	do

A No. 15—Continued.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
John Hodgkins	Corporal's mate	July 1, 1814	\$7 00	April 23, 1800.
Benjamin Harrod	Seaman	Oct. 28, 1836	3 00	do
James Hatch	Quartergunner	July 1, 1814	12 00	do
William Herringbrook	Seaman	Feb. 18, 1814	6 00	do
John Hogan	Seaman	March 4, 1830	3 00	do
John J. Hardy	Seaman	June 25, 1813	6 00	do
John Harvis	Quartergunner	August 1, 1827	4 50	do
John Hussey	Ordinary seaman	Jan. 1, 1832	5 00	do
Simon Hillman	Ordinary seaman	July 3, 1815	4 00	do
Horatio N. Harrison	Passed midshipman	July 15, 1838	6 50	do
James D. Hammond	Seaman	Dec. 29, 1812	6 00	do
Elijah L. Harris	Marine	Sept. 25, 1833	3 00	do
John Hamilton	Seaman	May 1, 1827	6 00	do
John Hoxse	Seaman	August 15, 1800	8 50	do
Samuel F. Holbrook	Carpenter	Sept. 30, 1820	5 00	do
Isaac Harding	Seaman	May 9, 1834	5 00	do
Garret Hendricks	Seaman	August 9, 1834	6 00	do
Uriah Hanscomb	Ordinary seaman	Oct. 16, 1799	6 00	do
Isaac T. Heartte	Acting sailingmaster	April 1, 1817	20 00	do
Samuel Hambleton	Purser	Sept. 10, 1813	20 00	do
John Hamilton	Seaman	May 1, 1827	6 00	do
John Hall	Quartermaster	Oct. 20, 1830	4 50	do
Roswell Hale	Ordinary seaman	Dec. 25, 1819	5 00	do
Thomas Huntley	Seaman	August 31, 1837	3 00	do
Ephraim Hathaway	Landsman	June 15, 1838	4 00	do
J. L. C. Hardy	Midshipman	July 31, 1821	4 75	do
Alexander Hamilton	Boatswain's mate	May 31, 1838	7 12 $\frac{1}{2}$	do
Henry Hervey	Seaman	March 8, 1834	4 00	do
William Hamilton	Seaman	July 1, 1829	6 00	do
Joshua Howell	Ordinary seaman	June 30, 1836	5 00	do
William L. Hudson	Sailingmaster	July 6, 1817	15 00	do
Elias Hughes	Ordinary seaman	August 28, 1837	5 00	do
Robert Hazlett	Musician marine corps	Dec. 12, 1836	2 00	do
Henry Hampton	Ordinary seaman	June 14, 1840	1 66 $\frac{2}{3}$	do
Michael Johnson	Seaman	Jan. 31, 1812	3 00	do
David Jenkins	Seaman	August 1, 1828	6 00	do
Richworth Jordan	Seaman	March 15, 1836	6 00	do
Gilbert Jones	Ordinary seaman	June 30, 1815	2 50	do
James Jackson	Seaman	March 4, 1816	5 00	do
Thomas Ap C. Jones	Lieutenant	Dec. 14, 1814	25 00	do
William Jones	Boy	August 24, 1814	2 25	do
Thomas Irwin	Private	Jan. 31, 1837	1 75	March 3, 1837.
Obdiah Johnson	Ordinary seaman	April 1, 1819	5 00	April 23, 1800.
Lewis Jones	Seaman	Oct. 27, 1835	6 00	do
John Joyce	Ordinary seaman	August 30, 1839	3 75	do
Ichabod Jackson	Seaman	Jan. 25, 1837	4 50	do
John Johnson	Seaman	March 28, 1814	6 00	do
Joseph Jackson	Cook	Oct. 29, 1839	4 50	do
Joseph Jennette	Captain mizentop	June 12, 1838	2 33 $\frac{1}{3}$	do
Thomas Jackson, 2d	Quartermaster	June 1, 1813	9 00	do
Sylvester Jameson	Seaman	August 1, 1828	6 00	do
Edward Ingram	Boatswain	April 1, 1831	5 00	do
James Jeffers	Ordinary seaman	Dec. 7, 1805	6 00	do
Henry Jackson	Captain foretop	Sept. 20, 1836	3 75	do
Henry Irwin	Marine	Feb. 20, 1837	1 75	do
Nicholas Kline	Sergeant marine corps	Jan. 1, 1832	5 00	do
William C. Keene	Master-at-arms	Sept. 10, 1813	9 00	do
William Kinnear	Marine	April 3, 1834	3 00	do

A No. 15—Continued.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Daniel Kleiss	Ordinary seaman	May 6, 1829	\$5 00	April 23, 1800.
Andrew Key	Boatswain's mate	July 9, 1839	19 00	do
James Kelly	Marine	August 24, 1814	4 50	do
John Kiggan	Ordinary seaman	April 30, 1838	2 50	do
Henry Keeling	Gunner	August 30, 1834	5 00	do
John Kennedy	Quartermaster	July 1, 1825	4 50	do
George Kensinger	Master-at-arms	May 22, 1819	9 00	do
Thomas Kelly	Seaman	April 25, 1815	4 00	do
Joseph Kelly	Seaman	Oct. 31, 1835	4 50	do
John Keegan	Quartermaster	March 27, 1830	6 00	do
John Luscomb	Ordinary seaman	Jan. 15, 1838	2 50	do
John Lang	Seaman	July 27, 1837	6 00	do
Edward Libbis	Ordinary seaman	June 11, 1836	1 66 $\frac{2}{3}$	do
John Lewis	Boatswain's mate	Jan. 1, 1832	9 00	do
John Lively	Seaman	April 23, 1835	6 00	do
Henry P. Leslie	Carpenter	Feb. 18, 1840	5 00	March 2, 1837.
James Lloyd	Marine	April 5, 1834	2 00	April 23, 1800.
Isaac Lángley	Ordinary seaman	Dec. 1, 1814	5 00	do
John Lloyd	Marine	June 8, 1819	3 00	do
John Lagrange	Seaman	Nov. 30, 1834	4 50	do
Robert Lewis	Steward	Sept. 5, 1830	6 75	do
Richard Lee	Quartermaster	July 1, 1820	6 00	do
Timothy Lane	Cook	March 25, 1816	8 00	do
Peter Lewis	Ordinary seaman	July 30, 1837	5 00	do
John Leonard	Seaman	July 1, 1829	9 00	do
John G. Lanman	Quartermaster	June 20, 1836	7 50	do
Edward Martin	Seaman	March 3, 1837	3 00	do
Jacob Marks	Marine	June 30, 1810	43 $\frac{3}{4}$	do
Richard Merchant	Marine	June 30, 1824	1 75	do
Charles Morris	Lieutenant	August 19, 1812	12 50	do
James Mount	Sergeant	June 7, 1837	3 25	do
James Moses	Purser's steward	April 23, 1816	9 00	do
James McDonald	Corporal marine corps	Dec. 31, 1814	2 25	do
Joseph Marks	Seaman	May 1, 1827	6 00	do
Edward Myers	Seaman	May 27, 1827	3 00	do
Thomas Murdock	Seaman	June 30, 1836	6 00	do
William McKeever	Ordinary seaman	Oct. 14, 1835	2 50	do
John Munroe	Seaman	July 22, 1835	4 50	do
John Meiggs	Seaman	July 1, 1819	10 00	do
John McGarr	Steward	Nov. 11, 1832	4 50	do
G. T. McLaughlin	Passed midshipman	Feb. 8, 1837	9 37 $\frac{1}{2}$	do
M. F. Maury	Lieutenant	Oct. 18, 1839	12 50	do
Archibald Moffat	Ordinary seaman	June 1, 1832	5 00	do
Enoch M. Miley	Quartermaster	March 28, 1814	8 00	do
Peter McMahon	Ordinary seaman	Nov. 2, 1807	6 00	do
Samuel Meade	Seaman	Oct. 19, 1837	3 00	do
Andrew Mattison	Seaman	Sept. 10, 1813	5 00	do
Patrick Murphy	Ordinary seaman	Oct. 19, 1836	5 00	do
Giles Manchester	Ordinary seaman	May 1, 1827	5 00	do
James Merrill	Ordinary seaman	Oct. 23, 1819	5 00	do
Colton Murray	Boatswain's mate	August 1, 1831	9 00	do
John McMahon	Ordinary seaman	July 9, 1836	5 00	do
George Marshall	Gunner	March 31, 1825	2 50	do
William P. McArthur	Midshipman	Jan. 15, 1838	4 75	do
Matthias McGill	Seaman	May 28, 1814	8 00	do
Samuel Miller	Captain marine corps	April 24, 1814	10 00	do
John Marston, jr.	Midshipman	Dec. 31, 1814	4 75	do
William Mervina	Midshipman	Nov. 28, 1812	3 16 $\frac{2}{3}$	do

A No. 15—Continued.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
John Myrick	Gunner	August 7, 1837	\$5 00	April 23, 1800.
John Metzger	Seaman	Feb. 26, 1839	3 00	do
John Moore	Seaman	Jan. 9, 1838	4 50	do
James McDonald	Seaman	Dec. 31, 1826	3 00	do
John Malprine	Landsman	Feb. 1, 1839	3 00	do
Patrick McLaughlin	Ordinary seaman	Nov. 1, 1815	5 00	do
John Myers	Seaman	Nov. 1, 1828	6 00	do
Samuel McIsaacs	Boy	July 30, 1814	5 00	do
William Moran	Seaman	Dec. 5, 1815	6 00	do
Enos Marks	Ordinary seaman	Feb. 16, 1815	5 00	do
John H. McNeale	Seaman	June 1, 1832	3 00	do
John Mitchell	Quartermaster	June 11, 1832	8 00	do
Mathew McMurray	Seaman	Sept. 1, 1827	6 00	do
Thomas Miller	Seaman	Oct. 23, 1829	4 00	do
John Moore	Seaman	Dec. 4, 1817	6 00	do
William Middleton	Seaman	Jan. 1, 1837	8 00	do
Henry J. Mercier	Ordinary seaman	May 20, 1837	1 25	do
James Nickerson	Seaman	Jan. 15, 1815	6 00	do
James Nagle	Seaman	June 30, 1834	5 00	do
John F. Noyer	Marine	July 1, 1826	5 00	do
John Nugent	Seaman	August 14, 1813	6 00	do
Francis B. Nichols	Midshipman	June 1, 1818	4 75	do
William Napier	Corporal marine corps	July 1, 1826	4 00	do
David Newbury	Ordinary seaman	April 15, 1836	2 50	do
William Newton	Ordinary seaman	Sept. 11, 1814	1 25	do
John Neilson	Quartermaster	Jan. 1, 1832	9 00	do
Asael Owens	Seaman	Jan. 22, 1838	3 00	do
Samuel Odiorne, jr.	Seaman	Dec. 24, 1825	6 00	do
Isaac Omans	Seaman	June 26, 1821	6 00	do
Charles T. Platt	Lieutenant	June 4, 1829	25 00	do
Stephen Phyfer	Ordinary seaman	April 4, 1825	7 00	do
David Porter	Captain	Jan. 24, 1825	40 00	do
Peter Pierson	Seaman	March 20, 1836	6 00	do
James Perry	Ship's corporal	Sept. 1, 1827	9 00	do
Thomas Paine	Sailingmaster	Feb. 7, 1834	20 00	do
William Perry	Seaman	April 9, 1825	6 00	do
Charles Pasture	Seaman	March 4, 1815	5 00	do
Neal Patterson	Seaman	July 1, 1820	8 00	do
Payne Perry	Seaman	April 6, 1815	6 00	April 2, 1816.
John Peterson	Ordinary seaman	Sept. 10, 1813	5 00	April 23, 1800.
John Percival	Lieutenant	Dec. 22, 1825	12 50	do
N. A. Prentiss	Sailingmaster	Nov. 30, 1814	10 00	do
Edward Power	Ordinary seaman	May 27, 1834	5 00	do
Henry Powell	Seaman	Feb. 10, 1840	3 00	do
Usher Parsons	Surgeon	Feb. 7, 1816	12 50	do
Thomas B. Parsons	Seaman	Sept. 1, 1808	6 00	do
Joseph Peck	Seaman	Oct. 19, 1836	2 50	do
Charles Perry	Seaman	Nov. 30, 1837	4 50	do
John Price	Seaman	May 11, 1835	6 00	do
John Piner	Ordinary seaman	Nov. 6, 1828	5 00	do
Daniel Peck	Seaman	July 1, 1829	6 00	do
David Quill	Quartermaster	Feb. 20, 1815	5 00	do
John Randall	Marine	Sept. 2, 1805	3 00	do
John Roberts	Seaman	June 1, 1813	3 00	do
John Robinson	Master's mate	Jan. 31, 1814	1 25	do
James Reid	Ordinary seaman	Jan. 14, 1838	5 00	do
Thomas Richie	Seaman	May 14, 1839	3 00	do
James Roberts	Quartermaster	April 14, 1832	1 87½	do

A No. 15—Continued.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Jasper Read	Seaman	March 28, 1814	\$3 00	April 23, 1800.
John Rogers	Captain's yeoman	May 18, 1832	4 50	do
John Romeo	Ordinary seaman	April 6, 1838	5 00	do
John Revel	Ordinary seaman	August 20, 1833	2 50	do
Burnett Rogan	Landsman	June 6, 1838	2 00	do
James Rankin	Seaman	June 8, 1839	4 50	do
James Rodgers	Sailingmaster	July 27, 1815	15 00	do
James C. Reed	Ordinary seaman	March 5, 1837	2 50	do
Alonzo Rouley	Ordinary seaman	March 15, 1836	5 00	do
Edward Ross	Boy	January 1, 1827	3 00	do
Edward Rowland	Ordinary seaman	Sept. 11, 1814	5 00	do
Rosnante Rhodes	Seaman	Dec. 5, 1815	6 00	do
Samuel Riddle	Seaman	June 30, 1836	3 00	do
Thomas Riley	Gunner	June 23, 1837	7 50	do
B. S. Randolph	Midshipman	October 7, 1815	6 00	do
Daniel Riggs	Ordinary seaman	May 18, 1836	3 75	do
Samuel Rose	Seaman	May 24, 1836	4 50	do
Nathan Rolfe	Seaman	Dec. 14, 1813	6 00	do
John Rice	Seaman	July 19, 1830	6 00	do
William Robinson	Marine	June 15, 1817	6 00	do
John Riley	Marine	July 1, 1831	3 00	do
John Richards	Quartergunner	October 20, 1829	9 00	do
Benjamin Richardson	Master's mate	October 8, 1829	10 00	do
John Richmond	Marine	July 31, 1816	1 75	do
Nathaniel Staples	Seaman	May 1, 1833	3 00	do
Patrick Scanton	Ordinary seaman	January 1, 1811	6 00	do
Benjamin Stevens	Master's mate	June 27, 1814	10 00	do
Stephen Simpson	Marine	Nov. 16, 1835	3 50	do
William Smith	Ordinary seaman	June 1, 1827	5 00	do
Eli Stewart	Master's mate	May 20, 1814	7 00	do
Harmon Sutton	Seaman	July 1, 1829	3 00	do
Thomas J. Still	Marine	January 1, 1832	3 00	do
Charles Sheeter	Boatswain's mate	Nov. 1, 1832	6 00	do
Thomas Smith	Seaman	April 5, 1839	2 00	do
Joseph Smith	Boatswain	Dec. 31, 1837	5 00	do
Alfred Smith	Ordinary seaman	Sept. 27, 1837	2 50	do
John Stevens	Quartermaster	May 21, 1831	4 50	do
Jeremiah Sullivan	Seaman	June 30, 1837	6 00	do
Thomas Smith	Boatswain	April 6, 1815	10 00	April 2, 1816.
Aaron Smith	Ordinary seaman	August 1, 1828	2 50	April 23, 1800.
Joseph Smith	Lieutenant	Sept. 11, 1814	18 75	do
John Smith, 5th	Seaman	May 5, 1827	3 00	do
William Stockdale	Marine	July 26, 1816	6 00	do
William Smart	Ordinary seaman	July 1, 1829	5 00	do
John Smith	Seaman	August 31, 1834	3 00	do
James Smith	Ordinary seaman	Dec. 2, 1837	2 50	do
James Shanklin	Ordinary seaman	June 1, 1813	2 50	do
Robert Spedden	Lieutenant	Dec. 5, 1823	25 00	do
William Smith	Sergeant marine corps	January 7, 1841	6 50	March 3, 1837.
John Strain	Seaman	Feb. 28, 1837	4 50	April 23, 1800.
James Spiers	Ordinary seaman	May 5, 1837	3 75	do
John Smith	Boatswain	Dec. 31, 1827	5 00	do
John Sriver	Seaman	April 10, 1811	5 00	do
John Schrouder	Seaman	June 29, 1819	6 00	do
Horace B. Sawyer	Midshipman	June 3, 1813	4 75	do
Otis Sage	Corporal marine corps	Nov. 16, 1835	4 50	do
Samuel Spooner	Ordinary seaman	October 15, 1838	1 66 $\frac{2}{3}$	do
William Seymour	Seaman	Feb. 17, 1836	6 00	do

A No. 15—Continued.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Jonas A. Stone	Seaman	April 4, 1829	\$9 00	April 23, 1800.
Alexander Smith	Seaman	July 26, 1836	3 00	do
Thomas Stallings	Ordinary seaman	Nov. 7, 1826	2 50	do
Leonard Stevens	Sergeant marine corps	January 27, 1837	3 25	do
Richard S. Suter	Midshipman	Dec. 16, 1814	9 50	do
Lewis Thomas	Marine	May 11, 1839	2 66 $\frac{2}{3}$	do
John Tarlton	Ordinary seaman	May 8, 1833	4 00	do
James Turnbull	Ordinary seaman	April 6, 1815	5 00	April 2, 1816.
Owen Taylor	Seaman	August 19, 1812	6 00	April 23, 1800.
B. R. Tinslar	Surgeon	January 31, 1830	6 50	do
Thomas Tindley	Seaman	April 6, 1815	3 00	April 2, 1816.
John Taylor	Quartermaster	May 31, 1839	8 00	April 23, 1800.
Jacob Tonkins	Marine	May 31, 1840	3 50	do
Samuel Taylor	Ordinary seaman	Nov. 30, 1839	5 00	March 3, 1837.
George Tunstall	Seaman	April 14, 1836	3 00	April 23, 1800.
Issac Thomas	Marine	October 30, 1826	6 00	do
William Thompson	Ordinary seaman	May 20, 1826	7 50	do
James Thompson	Seaman	June 30, 1836	6 00	do
Julius Terry	Ordinary seaman	August 31, 1812	5 00	do
James Tull	Sergeant marine corps	June 29, 1816	5 00	do
Henry Townsend	Ordinary seaman	Dec. 18, 1814	5 00	do
David Thomas	Marine	January 1, 1806	3 00	do
Philip Tulley	Seaman	January 10, 1816	6 00	do
Peter Tooley	Marine	January 27, 1837	3 50	do
George Turry	Boatswain	August 9, 1839	3 33 $\frac{1}{3}$	do
Benjamin Underwood	Ordinary seaman	April 24, 1815	5 00	do
George Upham	Marine	July 12, 1816	3 00	do
Gabriel Van Horn	Marine	Dec. 23, 1837	3 50	do
William Venable	Boatswain's mate	May 2, 1834	4 75	do
John W. West	Lieutenant	Nov. 30, 1830	6 25	do
Job G. Williams	Lieutenant m. corps	June 30, 1828	7 50	do
William Whitney	Seaman	Nov. 1, 1818	8 00	do
John A. Webster	Sailingmaster	Sept. 13, 1814	20 00	June 30, 1834.
Peter Woodbury	Quartermaster	March 18, 1813	9 00	April 23, 1800.
Robert Woods	Seaman	Dec. 31, 1836	3 00	do
Charles W. White	Ordinary seaman	Feb. 17, 1837	5 00	do
Reuben Wright	Carpenter's mate	August 30, 1814	8 00	do
Caleb J. Wiggins	Ordinary seaman	May 23, 1814	3 00	do
Henry R. Williams	Yeoman	August 2, 1840	7 50	March 3, 1837.
John Williams	Seaman	July 1, 1818	6 00	April 23, 1800.
Joseph Ward	Seaman	July 1, 1818	6 00	do
William Williams	Marine	July 9, 1838	3 50	do
William S. Welsh	Seaman	May 1, 1827	6 00	do
James Wilson	Quartermaster	July 1, 1817	9 00	do
James B. Wright	Quartermaster	May 1, 1831	9 00	do
Charles Weeks	Seaman	Feb. 23, 1830	6 00	do
Thomas Williamson	Surgeon	Dec. 31, 1835	15 00	do
Francis Williams	Landsman	January 15, 1838	1 00	do
George Wiley	Seaman	March 1, 1837	3 00	do
John Waters	Seaman	Sept. 30, 1838	3 00	do
James Woodhouse	Seaman	March 17, 1836	6 00	do
George Wilson	Seaman	March 23, 1838	6 00	do
John Williams	Captain foretop	Sept. 9, 1836	1 87 $\frac{1}{2}$	do
Jack Williams	Seaman	March 22, 1828	6 00	do
Daniel Watson	Carpenter's mate	May 10, 1838	4 75	do
Charles Wheeler	Seaman	October 3, 1836	3 00	do
Henry Ward	Quartermaster	May 27, 1833	9 00	do
Henry Walpole	Seaman	October 2, 1820	3 00	do

A No. 15—Continued.

Names of pensioners.	Rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Henry Williams -	Ordinary seaman -	March 3, 1838	\$5 00	April 23, 1800.
Solomon White -	Seaman -	Feb. 29, 1812	4 00	do
Thomas Ward -	Captain foretop -	Jan. 14, 1835	7 50	do
William Ward -	Seaman -	August 1, 1832	6 00	do
William Welsh -	Ordinary seaman -	Jan. 1, 1822	2 50	do
Samuel E. Watson -	Major marine corps -	Feb. 4, 1837	18 75	do
John Wright, 2d -	Ordinary seaman -	May 1, 1822	5 00	do
William A. Weaver -	Midshipman -	June 1, 1813	9 50	do
James Williamson -	Armorer -	Sept. 1, 1831	6 00	do
John Wright -	Quartergunner -	Nov. 7, 1836	5 62½	do
John Waters -	Ordinary seaman -	April 24, 1824	5 00	do
James Wines -	Seaman -	March 28, 1824	6 00	do
William Wicks -	Ordinary seaman -	August 4, 1813	4 00	do
Elias Wiley -	Ordinary seaman -	Sept. 10, 1813	2 50	do
William Wright -	Seaman -	August 31, 1832	3 00	do
Edward Watts -	Seaman -	Dec. 31, 1828	3 00	do
Thomas Welsh -	Quartergunner -	Feb. 26, 1820	12 00	do
Samuel Williams -	Quartermaster -	Sept. 1, 1827	6 00	do
William Wagner -	Quartergunner -	Dec. 3, 1819	9 00	do
John J. Young -	Lieutenant -	May 21, 1829	25 00	do

The number of invalid pensioners is 491; annual sum to pay them, \$33,998 64.

B No. 15.

Alphabetical list of widow pensioners, complete to the 20th of November, 1841.

Names of pensioners.	Husband's rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Sally Annis -	Seaman -	April 20, 1815	\$6 00	March 4, 1814.
Abigail Appleton -	Seaman -	January 4, 1815	6 00	March 3, 1837.
Mary P. Archer -	Seaman -	October 12, 1839	6 00	do
Emma Anderson -	Passed midshipman -	Dec. 29, 1840	12 50	do
Martha Ann Atwood -	Purser -	May 11, 1823	20 00	do
Louisa Auchmuty -	Lieutenant -	October 8, 1835	25 00	June 30, 1834.
Louisa Ashton -	Lieutenant -	October 11, 1840	25 00	March 3, 1837.
Catharine L. Armistead -	Lieutenant m. corps -	April 14, 1841	15 00	do
Catharine Anderson -	Marine -	Feb. 19, 1813	3 50	do
Elizabeth Armitage -	Seaman -	March 7, 1810	6 00	do
Sarah Bernard -	Carpenter's mate -	Sept. 10, 1829	9 50	do
Eliza K. Boughan -	Lieutenant -	Nov. 6, 1832	25 00	June 30, 1834.
Susan Barber -	Boy -	October 24, 1840	3 00	March 3, 1837.
Emily Beale -	Purser -	April 4, 1835	20 00	June 30, 1834.
Elizabeth Beeler -	Corporal marine corps -	Sept. 8, 1830	4 50	March 3, 1837.
Lydia Brown -	Carpenter -	March 28, 1824	10 00	June 30, 1834.
Jane Bergamer -	Marine -	Sept. 12, 1839	3 50	March 3, 1837.
Mary E. Broom -	Major marine corps -	Nov. 14, 1840	25 00	do
Mary Ann Boyd -	Surgeon -	March 26, 1839	30 00	do
Elizabeth Buck -	Musician marine corps -	Dec. 5, 1838	4 00	do
Elizabeth Bellingham -	Seaman -	August 9, 1837	6 00	do
Caroline M. Berry -	Lieutenant -	July 17, 1824	25 00	June 30, 1834.

B No. 15—Continued.

Names of pensioners.	Husband's rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Maria Babbit	Surgeon	May 24, 1826	\$25 00	June 30, 1834.
Polly Barry	Marine	Dec. 7, 1812	3 50	March 3, 1837.
Elizabeth Bishop	Seaman	Dec. 18, 1813	6 00	do
Martha Burrell	Seaman	Dec. 14, 1822	6 00	do
Elizabeth Bartlett	Seaman	April 25, 1813	6 00	do
Abigail Bailey	Landsman	Dec. 31, 1813	4 00	do
Nabby Burchstead	Carpenter	Dec. 11, 1833	10 00	June 30, 1834.
Eliza Bradlee	Sergeant marine corps	April 12, 1838	6 50	March 3, 1837.
Julianna Burchmore	Surgeon	Sept. 10, 1829	27 50	June 30, 1834.
Letitia Blake	Marine	August 14, 1836	3 50	do
Elizabeth Beckford	Landsman	Nov. 30, 1839	4 00	do
Julianna S. Babbit	Commander	Sept. 9, 1840	30 00	March 3, 1837.
Huldah Bennett	Sailingmaster	August 18, 1840	20 00	do
Phoebe Butler	Purser	April 9, 1837	20 00	do
Susan Bainbridge	Captain	July 27, 1833	50 00	June 30, 1834.
Catharine M. Beers	Surgeon	June 8, 1831	25 00	March 3, 1837.
Elizabeth Barnes	Carpenter	Nov. 2, 1819	10 00	do
Sarah Beggs	Sailmaker	Sept. 21, 1840	10 00	do
Sarah Berry	Boatswain	March 2, 1829	10 00	June 30, 1834.
Elizabeth H. Baldwin	Captain's clerk	April 12, 1816	12 50	March 3, 1817.
Elizabeth E. Chandler	Surgeon	July 28, 1841	30 00	March 3, 1837.
Susan Corlette	Ordinary seaman	July 5, 1840	5 00	do
Leah Carter	Musician marine corps	Sept. 23, 1834	4 00	June 30, 1834.
Ann D. Campbell	Lieutenant	June 3, 1836	25 00	do
Sarah Ann Cooke	Surgeon	Dec. 4, 1838	35 00	March 3, 1837.
Mary Crawford	Passed midshipman	July 26, 1841	12 50	do
Mary Cheever	-	April 12, 1814	8 33 $\frac{1}{2}$	April 12, 1814.
Abigail Cowell	Lieutenant	April 18, 1814	25 00	March 3, 1817.
Harriet Carter	Lieutenant	Sept. 6, 1823	25 00	do
Margaret Carmick	Major marine corps	Nov. 6, 1816	25 00	March 3, 1837.
Margaret Cowen	Gunner	Sept. 14, 1831	10 00	do
Rebecca G. Cooper	Boatswain	October 4, 1840	9 00	do
Caroline L. Covington	Gunner	Nov. 4, 1840	10 00	do
Ann Maria Clunet	Sergeant marine corps	Dec. 1, 1825	6 50	June 20, 1813.
Eliza M. Cloud	Assistant surgeon	August 1, 1831	15 00	June 30, 1834.
Elizabeth Cernon	Ordinary seaman	Nov. 28, 1823	5 00	March 3, 1837.
Maria Christy	Seaman	Sept. 7, 1839	6 00	do
Isabella Cope	Seaman	Jan. 31, 1840	6 00	do
Eliza Cassin	Purser	August 19, 1821	20 00	March 3, 1817.
Maria J. Cuvilier	Musician marine corps	June 28, 1834	4 00	June 30, 1834.
Sarah Clementson	Sailmaker	July 9, 1833	10 00	March 3, 1837.
Eleanor Corcia	Gunner	Dec. 31, 1823	10 00	do
Celia Cross	Lieutenant	Feb. 10, 1834	25 00	June 30, 1834.
Catharine Chauncey	Captain	Jan. 28, 1840	50 00	do
Frances F. Cook	Lieutenant	Feb. 7, 1834	25 00	June 30, 1834.
Eliza W. Cocke	Lieutenant	March 7, 1823	25 00	June 20, 1813.
Ann V. Cocke	Lieutenant	May 31, 1835	25 00	June 30, 1834.
Fanny Cassin	Lieutenant	Nov. 30, 1826	25 00	do
Sarah Coulter	Surgeon	Oct. 12, 1840	25 00	March 3, 1837.
Mary Cassin	Lieutenant	Oct. 15, 1837	25 00	do
Elizabeth I. Caldwell	Lieutenant	August 9, 1831	25 00	June 30, 1834.
Susannah Crickett	Seaman	June 19, 1812	6 00	March 4, 1814.
Harriet Creighton	Captain	Oct. 13, 1838	50 00	March 3, 1837.
Margaret Chapman	Ordinary seaman	July 5, 1805	5 00	do
Eleanor Cox	Marine	April 10, 1837	3 50	do
Anna Cain	Ship's corporal	Oct. 25, 1834	7 00	do
Ann Conrad	Landsman	March 8, 1834	4 00	do
Elen Coxé	Passed midshipman	June 30, 1822	12 50	do

B No. 15—Continued.

Names of pensioners.	Husband's rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Elizabeth Cash	Seaman	Jan. 12, 1837	\$6 00	March 3, 1837.
Rodolphine Claxton	Captain	March 7, 1841	50 00	do
Elizabeth Ann Dent	Captain	July 31, 1823	50 00	do
Susan Decatur	Captain	March 22, 1820	50 00	do
Mary Ann Denham	Sergeant marine corps	April 7, 1841	8 00	do
Laura P. Daggett	Gunner	April 9, 1836	10 00	do
Sarah Drew	Sailing master	April 9, 1823	20 00	do
Susan Davis	Quartergunner	August 10, 1800	7 50	do
Ellen Dever	Landsman	April 23, 1823	4 00	do
Mary Frances Davis	Sailmaker	Jan. 26, 1839	10 00	do
Prudence Denham	Ordinary seaman	June 27, 1837	5 00	do
Peggy Dorney	Steward	Jan. 25, 1838	9 00	do
Eliza Doxey	Sailingmaster	May 20, 1828	20 00	June 30, 1834.
Ellen Dix	Surgeon	April 16, 1823	27 50	March 3, 1817.
Lamitia Dill	Boatswain	Dec. 19, 1831	10 00	June 30, 1834.
Virginia Duncan	Passed midshipman	August 3, 1836	12 50	March 3, 1837.
Arabella Dubois	Seaman	August 30, 1837	6 00	do
Sarah Davis	Master's mate	Jan. 6, 1820	10 00	do
Mary Davis	Quartermaster	Sept. 11, 1814	9 00	do
Jane Evans	Captain	June 2, 1824	50 00	June 30, 1834.
Ann Edwards	Lieutenant mar. corps	Oct. 16, 1800	15 00	March 3, 1837.
Abigail Eldridge	Seaman	June 2, 1831	6 00	do
Phebe Eldridge	Gunner	Dec. 31, 1806	10 00	do
Hannah Everett	Chaplain	April 12, 1837	20 00	do
Ann R. Edwards	Lieutenant	Jan. 19, 1824	25 00	do
Susan Eaton	Gunner	Feb. 22, 1840	10 00	do
Harriet Ann Elbert	Lieutenant	Dec. 20, 1812	25 00	March 4, 1814.
Dorothy M. Evans	Boatswain	July 9, 1832	10 00	June 30, 1834.
Abigail Fernald	Seaman	Feb. 24, 1815	6 00	March 4, 1814.
Lucy Flagg	Gunner	April 20, 1816	10 00	March 3, 1837.
Mary Forrest	Sergeant marine corps	March 11, 1832	8 50	June 30, 1834.
Mary Ford	Carpenter's mate	April 20, 1815	9 00	March 4, 1814.
Rachel Felt	Seaman	July 14, 1815	6 00	March 3, 1837.
Ann Fletcher	Marine	Jan. 20, 1818	3 50	do
Elizabeth Ferguson	Seaman	July 24, 1814	6 00	do
Mary T. Forrest	Lieutenant	Oct. 1, 1825	25 00	June 30, 1834.
Catharine Premody	Ordinary seaman	Jan. 20, 1836	5 00	do
Eliza M. Fortin	Steward	Jan. 28, 1833	9 00	March 3, 1837.
Susanna Flann	Seaman	Oct. 1, 1839	6 00	do
Jane Goslin	Marine	Dec. 28, 1831	3 50	do
Margaret F. Green	Carpenter	Nov. 11, 1834	10 00	June 30, 1834.
Mary Gallon	Seaman	April 28, 1825	6 00	March 3, 1837.
Sophia Gardner	Master commandant	Sept. 1, 1815	30 00	March 3, 1817.
Eliza Grayson	Captain marine corps	June 30, 1823	20 00	do
Mary Glass	Carpenter's mate	Oct. 1, 1837	9 50	March 3, 1837.
Elizabeth Goldthwait	Ordinary seaman	August 25, 1813	5 00	do
Elizabeth C. Gray	Boatswain	Feb. 15, 1836	10 00	June 30, 1834.
Rebecca Gulliver	Marine	Jan. 31, 1822	3 50	March 3, 1837.
Joan Goodwin	Seaman	August 29, 1837	6 00	do
Ann B. Grimes	Captain marine corps	July 25, 1834	20 00	June 30, 1834.
Mary S. Gadsden	Master commandant	August 28, 1812	30 00	March 3, 1837.
Olive Grover	Ordinary seaman	February 2, 1836	5 00	June 30, 1834.
Ann T. Green	Purser	August 24, 1812	20 00	March 3, 1837.
Ann Gardner	Gunner	April 28, 1835	10 00	June 30, 1834.
Hannah L. Gamble	Major marine corps	Sept. 11, 1836	25 00	do
Mary Griffin	Surgeon	Nov. 1, 1814	30 00	March 3, 1817.
Dionysia Goodrum	Lieutenant	May 9, 1836	25 00	June 30, 1834.
Ellen Nora Hanbury	Sergeant marine corps	January 4, 1825	8 00	do

B No. 15—Continued.

Names of pensioners.	Husband's rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Mary R. Hatch	Pilot	February 5, 1814	\$20 00	Jan. 20, 1813.
Mary Henley	Captain	October 7, 1828	50 00	June 30, 1834.
Theresa Hoffman	Musician marine corps	Sept. 19, 1837	4 00	do
Hannah Hazen	Seaman	March 28, 1814	6 00	Jan. 20, 1813.
Mary Ann H. Holmes	Armorer	Sept. 8, 1833	9 00	March 3, 1837.
Hannah Hammond	Marine	Nov. 10, 1817	3 50	do
Phebe Hollis	Marine	May 13, 1811	3 50	do
Emma Horton	Midshipman	August 7, 1815	9 50	do
Ann J. Holmes	Master-at-arms	August 22, 1836	9 00	do
Rebecca Higgins	Seaman	Sept. 30, 1837	6 00	do
Sarah Ann Hunt	Purser	April 4, 1837	20 00	do
Diana Hardy	Ordinary seaman	Sept. 10, 1813	5 00	March 4, 1814.
Sarah Higgins	Seaman	Sept. 28, 1834	6 00	June 30, 1834.
Mary Hanna	Gunner	January 17, 1837	10 00	March 3, 1837.
Ann R. Hall	Sailmaker	Sept. 18, 1826	10 00	June 30, 1834.
Mary Ann Horsley	Surgeon	Sept. 8, 1831	27 50	March 3, 1837.
Margaret Holland	Carpenter's mate	August 10, 1800	9 50	do
Ellen Hunter	Marine	May 16, 1838	3 50	do
Eliza Halsey	Purser	January 2, 1838	20 00	do
Cornelia Hobbs	Lieutenant	April 3, 1836	25 00	June 30, 1834.
Hetty Henry	Seaman	May 25, 1834	6 00	March 3, 1837.
Mary S. Hunter	Chaplain	Febr'y 24, 1823	20 00	do
Mary Ann Hartnett	Carpenter	Sept. 9, 1830	10 00	do
Phebe Hammersley	Lieutenant	October 1, 1823	25 00	do
Phebe W. Hoffman	Captain	Dec. 10, 1834	50 00	June 30, 1834.
Henrietta Hixon	Master	Sept. 8, 1840	20 00	March 3, 1837.
Mary E. Holbert	Corporal marine corps	June 30, 1834	4 00	June 30, 1834.
Susan Harraden	Master commandant	January 20, 1818	30 00	Jan. 20, 1813.
Eliza Henley	Captain	May 23, 1835	50 00	June 30, 1834.
Mary Hachleton	Seaman	Dec. 5, 1812	6 00	March 3, 1837.
Elizabeth Johnston	Landsman	Febr'y 21, 1833	4 00	do
Elizabeth Jones	Marine	Sept. 1, 1827	3 00	June 30, 1834.
Maria T. Johnson	Carpenter's mate	January 30, 1814	9 50	Jan. 20, 1813.
Hannah Ingraham	Seaman	April 10, 1837	6 00	March 3, 1837.
Abigail Jones	Seaman	August 16, 1800	6 00	do
Catharine Johnson	Gunner	August 11, 1818	10 00	do
Mary Ann Jackson	Ordinary seaman	May 2, 1838	5 00	do
Theresa Jones	Marine	June 26, 1810	3 50	do
Mary Jameson	Midshipman	Nov. 11, 1828	9 50	do
Ellen Jenkins	Seaman	June 2, 1825	6 00	June 30, 1834.
Mary Jones	Chaplain	January 29, 1829	20 00	do
Susan J. Jackson	Purser	October 31, 1840	20 00	March 3, 1837.
Abigail Jones	Cook	April 20, 1815	9 00	Jan. 20, 1813.
Catharine C. King	Sergeant marine corps	August 3, 1837	6 50	March 3, 1837.
Abigail Kitchen	Seaman	August 16, 1800	6 00	June 30, 1834.
Eliza Kitts	Sailingmaster	Sept. 27, 1819	20 00	March 3, 1837.
Harriet J. Kissam	Surgeon	October 6, 1828	30 00	June 30, 1834.
Ann M. Kelly	Gunner	June 10, 1841	10 00	March 3, 1837.
Frances M. Lewis	Master commandant	Sept. 1, 1815	30 00	March 3, 1817.
Susannah Lippincott	Ordinary seaman	January 1, 1838	5 00	March 3, 1837.
Lydia Low	Yeoman	August 1, 1834	7 50	June 30, 1834.
Betsy Low	Seaman	Sept. 1, 1835	6 00	March 3, 1837.
Deborah Linsay	Sailingmaster	May 19, 1826	20 00	March 3, 1837.
Elizabeth Lagoner	Seaman	March 4, 1835	6 00	June 30, 1834.
Julia M. Lawrence	Captain	June 1, 1813	50 00	Jan. 20, 1813.
Sarah Ann Lent	Sailmaker's mate	Sept. 11, 1824	9 50	June 30, 1834.
Catharine Leahy	Marine	Dec. 27, 1840	3 50	March 3, 1837.
Elizabeth B. Lyne	Lieutenant	May 1, 1841	25 00	do

B No. 15—Continued.

Names of pensioners.	Husband's rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Mary D. McClure	Quartergunner	June 5, 1834	\$7 50	March 3, 1837.
Mary McCawley	Captain marine corps	Febr'y 22, 1839	20 00	do
Rachel Marshall	Seaman	Dec. 31, 1827	6 00	June 30, 1834.
Sarah Matthews	Quartergunner	Nov. 30, 1814	9 00	Jan. 20, 1813.
Hetty McDermott	Quartergunner	Sept. 30, 1837	7 50	March 3, 1837.
Mary Ann Marshall	Gunner	August 8, 1827	10 00	do
Celeste McGowen	Lieutenant	Febr'y 19, 1826	25 00	do
Ann Mix	Commander	Febr'y 8, 1839	30 00	do
Abigail Morgan	Carpenter's mate	March 12, 1813	9 50	do
Hester Meredith	Ordinary seaman	Febr'y 17, 1838	5 00	do
Mary McNelly	Gunner	Nov. 29, 1834	10 00	June 30, 1834.
Phebe Montgomery	Surgeon	Jan. 3, 1828	25 00	do
Rebecca McGee	Marine	Jan. 26, 1830	3 00	do
Mary E. McPherson	Master commandant	April 28, 1824	30 00	do
Hester Murphy	Corporal marine corps	Dec. 26, 1831	4 50	March 3, 1837.
Mary G. Maury	Lieutenant	June 22, 1840	25 00	do
Elizabeth Myers	Marine	October 10, 1839	3 50	do
Catharine Mitchell	Landsman	Nov. 20, 1832	4 00	June 30, 1834.
Elizabeth H. Marshall	Corporal marine corps	Dec. 11, 1822	4 50	March 3, 1837.
Ann G. McCullough	Sailingmaster	August 24, 1814	20 00	Jan. 20, 1813.
Jane Moulton	Seaman	April 20, 1815	6 00	March 4, 1814.
Caroline Monteath	Lieutenant	October 16, 1819	25 00	March 3, 1837.
Mary P. Morris	Lieutenant	Nov. 5, 1837	25 00	do
Martha McNelly	Boatswain	July 14, 1839	10 00	do
Honora McCarty	Ordinary seaman	May 25, 1839	5 00	do
Ann Martin	Quartergunner	April 20, 1815	9 00	Jan. 20, 1813.
Elizabeth Martin	Boatswain	Sept. 1, 1829	10 00	March 3, 1837.
Susan McCullough	Lieutenant	Dec. 31, 1827	25 00	do
Mary McCall	Surgeon	Sept. 15, 1831	25 00	do
Eliza Maury	Lieutenant	June 24, 1823	25 00	March 3, 1817.
Elizabeth McCann	Purser's steward	April 26, 1840	9 00	do
Elizabeth McMurtrie	Purser	March 23, 1836	20 00	June 30, 1834.
Catharine McLaughlin	First class boy	Febr'y 15, 1837	4 00	March 3, 1837.
Ann Nantz	Sailingmaster	Dec. 27, 1824	20 00	do
Laura C. Nicholson	Captain	Dec. 12, 1838	50 00	do
Sarah L. Noyes	Ship's corporal	October 9, 1835	7 00	do
Rhoda Newcomb	Lieutenant	Nov. 1, 1825	25 00	June 30, 1834.
Elizabeth Nagle	Boatswain	Nov. 19, 1834	9 50	do
Mary Neale	Lieutenant	Sept. 1, 1815	25 00	March 3, 1817.
Teresa Nichols	Seaman	June 30, 1838	6 00	March 3, 1837.
Ann Nelson	Seaman	Nov. 11, 1837	6 00	do
Eliza Netto	Captain's steward	Dec. 6, 1838	9 00	do
Charity Nicholson	Carpenter	Sept. 9, 1814	10 00	do
Margaret Navarro	Sailmaker	October 2, 1823	10 00	March 3, 1817.
Sarah H. Nichols	Sailingmaster	Sept. 12, 1822	20 00	March 3, 1837.
Rebecca Oellers	Seaman	March 21, 1839	6 00	do
Margaret Osborn	Seaman	August 16, 1834	6 00	June 30, 1834.
Eliza A. Oliver	Gunner	March 30, 1834	10 00	do
Elizabeth O'Hare	Carpenter's mate	August 28, 1838	9 50	March 3, 1837.
Catherine Ann Pierce	Carpenter's mate	Sept. 10, 1829	9 50	do
Eliza L. Pierce	Lieutenant	August 7, 1822	25 00	March 3, 1817.
Frances Pottenger	Lieutenant	February 5, 1833	25 00	June 30, 1834.
Jane R. Palmer	Passed assist't surgeon	Nov. 6, 1836	17 50	March 3, 1837.
Maria Page	Surgeon	March 15, 1832	25 00	June 30, 1834.
Nancy Patch	Seaman	Oct. 29, 1812	6 00	March 3, 1817.
Frances W. Parker	Carpenter	August 26, 1830	10 00	March 3, 1837.
Nabby Pippen	Coxswain	April 20, 1815	9 00	do
Mary Proctor	Steward	July 1, 1837	9 00	do

B No. 15—Continued.

Names of pensioners.	Husband's rank	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Abigail Parrott	Ordinary seaman	March 3, 1832	\$5 00	March 3, 1837.
Lydia G. Pinkham	Lieutenant	October 27, 1839	25 00	do
Eleanor H. Prentiss	Lieutenant	July 5, 1840	25 00	do
Elizabeth C. Perry	Captain	August 23, 1820	50 00	March 3, 1817.
Margaret Parcels	Sailmaker	August 20, 1819	10 00	do
Sarah T. Phillips	Carpenter	October 9, 1839	10 00	March 3, 1837.
Rachel Patten	Ordinary seaman	August 11, 1835	5 00	do
Mary Preble	Captain	August 25, 1807	50 00	do
Lucretia M. Perry	Purser	May 8, 1832	20 00	June 30, 1834.
Eliza Page	Sailingmaster	Sept. 16, 1826	20 00	do
Sarah Potts	Sailingmaster	May 8, 1839	20 00	March 3, 1837.
Georgianna A. Peaco	Surgeon	May 23, 1827	25 00	June 30, 1834.
Sarah Phillips	Marine	Oct. 22, 1834	3 50	do
Mary Ann Patterson	Boatswain	Dec. 13, 1836	10 00	March 3, 1837.
Eliza C. Porter	Master commandant	Sept. 2, 1831	30 00	June 30, 1834.
George Ann Patterson	Captain	August 25, 1839	50 00	March 3, 1837.
Henrietta M. Prather	Marine	Sept. 14, 1834	3 00	June 30, 1834.
Catharine S. M. Ray	Surgeon	Sept. 7, 1835	35 00	do
Rebecca Rainey	Ordinary seaman	Nov. 11, 1804	5 00	March 3, 1837.
Eliza Rumney	Sailingmaster	March 31, 1823	20 00	do
Ann I. Ross	Lieutenant m. corps	Dec. 11, 1826	15 00	do
Sally Russell	Master's mate	Oct. 17, 1803	10 00	do
Elizabeth J. Russell	Lieutenant	July 21, 1838	25 00	do
Mary Russell	Sergeant m. corps	July 7, 1829	6 50	June 30, 1834.
Martha Rose	Seaman	Sept. 10, 1813	6 00	March 3, 1817.
Catharine Ritker	Sailingmaster	July 10, 1823	20 00	do
Elizabeth Roberts	Sergeant m. corps	Feb. 14, 1838	8 00	March 3, 1837.
Sarah Ross	Marine	Dec. 18, 1840	3 50	do
Catharine C. Read	Lieutenant	Jan. 6, 1812	25 00	do
Ann M. Rodgers	Captain	May 21, 1832	50 00	June 30, 1834.
Sarah Richardson	Boatswain's mate	Jan. 9, 1837	9 50	March 3, 1837.
Minerva Rodgers	Captain	August 1, 1838	50 00	do
Mary W. Rose	Master commandant	August 27, 1830	30 00	June 30, 1834.
Catharine Rosmusoin	Pilot	July 22, 1813	20 00	Jan. 20, 1813.
Nancy Riggs	Seaman	Dec. 27, 1814	6 00	March 4, 1814.
Phebe Reynolds	Boatswain	May 21, 1823	10 00	March 3, 1817.
Eliza Sticher	Drummer	Feb. 28, 1841	4 00	March 3, 1837.
Eliza Stevens	Captain	Jan. 21, 1841	50 00	do
Hannah Stricker	Sergeant m. corps	Oct. 1, 1820	6 50	do
Eleanor Smart	Seaman	Oct. 15, 1814	6 00	March 4, 1814.
Louisa Ann Smith	Lieutenant	Nov. 30, 1836	25 00	March 3, 1837.
Patty Smith	Boatswain	June 17, 1815	10 00	do
Elizabeth L. Stallings	Lieutenant	April 26, 1841	25 00	do
Mary H. Stockton	Lieutenant	Nov. 20, 1836	25 00	do
Elizabeth Steinbogh	Boatswain	Nov. 20, 1840	10 00	do
Mary C. Spence	Captain	Sept. 26, 1826	50 00	June 30, 1834.
Mehitable Smith	Lieutenant	Sept. 10, 1829	25 00	do
Sarah Smith	Steward	Dec. 19, 1820	9 00	March 3, 1837.
Hannah Stone	Seaman	July 1, 1815	6 00	March 3, 1817.
Mary B. Shaw	Captain	Sept. 17, 1823	50 00	do
Harriet H. Sanders	Lieutenant	Dec. 7, 1816	25 00	Jan. 30, 1818.
Sally Sclosser	Seaman	Feb. 5, 1821	6 00	March 3, 1837.
Catharine Smith	Marine	March 18, 1837	3 50	do
Elizabeth A. Stark	Corporal m. corps	Dec. 10, 1839	4 50	do
Louisa Sherburne	Lieutenant	Nov. 20, 1830	25 00	June 30, 1834.
Ann E. Sardo	Musician m. corps	Dec. 20, 1835	4 00	do
Rachel Steel	Sergeant m. corps	Nov. 28, 1832	8 00	March 3, 1837.

B No. 15—Continued.

Names of pensioners.	Husband's rank.	Commencement of pension.	Monthly pension.	Acts of Congress under which allowed.
Mary Stellwagen	Sailingmaster	Nov. 16, 1828	\$20 00	Jan. 30, 1834.
Ann Stephenson	Sailingmaster	Aug. 27, 1813	20 00	March 3, 1817.
Margaret E. Shaw	Purser	Oct. 17, 1820	20 00	do
Jane Smith	Midshipman	March 21, 1831	9 50	June 30, 1834.
Mary Stevens	Sailingmaster	April 18, 1816	20 00	March 3, 1837.
Alice Smily	Seaman	Feb. 27, 1813	6 00	do
Elizabeth Simmons	Marine	Jan. 30, 1811	3 50	do
Ann Maria Stivers	Landsman	April 22, 1839	4 00	do
Rebecca S. Stinger	Landsman	July 15, 1839	4 00	do
Mary Stone	Seaman	April 20, 1840	6 00	do
Mary Stevenson	Seaman	Oct. 8, 1828	6 00	June 30, 1834.
Elizabeth Sevier	Captain m. corps	May 9, 1837	20 00	Jan. 20, 1813.
Mary Ann Springer	Lieutenant	May 25, 1820	25 00	March 3, 1837.
Frances A. Thomas	Lieutenant	Sept. 10, 1829	25 00	June 30, 1834.
Ann Tight	Seaman	March 24, 1834	6 00	March 3, 1837.
Elizabeth Trapnell	Marine	Sept. 10, 1813	3 50	March 4, 1814.
Ann Tilden	Seaman	April 20, 1815	6 00	March 3, 1837.
Eliza Toohey	Sergeant m. corps	Nov. 13, 1837	6 50	do
Hannah Thompson	Seaman	April 9, 1835	6 00	do
Lucy R. Temple	Lieutenant	June 23, 1830	25 00	June 30, 1834.
Ann Taggart	Gunner	Dec. 13, 1836	10 00	March 3, 1837.
Jane Trusty	Cook	July 24, 1839	9 00	do
Ann E. Tingey	Captain	Feb. 22, 1829	50 00	June 30, 1834.
Emily Tupper	Captain m. corps	Jan. 18, 1838	20 00	March 3, 1837.
Elizabeth Trenchard	Captain	Nov. 3, 1824	50 00	June 30, 1834.
Emma C. B. Thompson	Captain	Sept. 2, 1832	50 00	do
Sarah J. Underwood	Lieutenant	July 24, 1840	25 00	March 3, 1837.
Hannah Ulrich	Sailingmaster	June 6, 1822	20 00	March 3, 1817.
Rachel Van Patten	Ordinary seaman	April 23, 1825	5 00	do
Lydia Van Horn	Marine	Oct. 10, 1814	3 00	March 4, 1814.
Anna Vanderfeen	Ordinary seaman	June 30, 1824	5 00	June 30, 1834.
Edna M. Wood	Passed midshipman	Oct. 9, 1836	12 50	do
Eleanor Wells	Landsman	August 10, 1800	4 00	March 3, 1837.
Abigail Warren	Marine	Sept. 12, 1812	3 50	do
Hannah Webb	Seaman	Jan. 1, 1813	6 00	March 4, 1814.
Sarah V. Waldo	Master	August 30, 1838	20 00	March 3, 1837.
Elizabeth White	Master-at-arms	May 18, 1815	9 00	do
Margaret C. Worth	Lieutenant	Feb. 3, 1841	25 00	do
Mary D. Wade	Lieutenant	Nov. 15, 1816	25 00	do
Catharine Walling	Seaman	Dec. 3, 1813	6 00	do
Mary S. Wilkinson	Passed midshipman	Nov. 14, 1839	12 50	do
Electa Webster	Lieutenant	August 25, 1825	25 00	June 30, 1834.
Marvel Wilcox	Carpenter's mate	August 8, 1813	9 50	March 3, 1817.
Susan C. Woolsey	Captain	May 15, 1838	50 00	March 3, 1837.
Ellen Woolsey	Lieutenant	Oct. 25, 1840	25 00	do
Catharine Wise	Purser	Nov. 20, 1824	20 00	June 30, 1834.
Sarah H. Willard	Sergeant m. corps	May 30, 1837	6 50	March 3, 1837.
Charlotte Wares	Sailingmaster	Dec. 4, 1815	20 00	March 3, 1817.
Julia Weed	Captain m. corps	May 5, 1838	20 00	March 3, 1837.
Rebecca Winn	Purser	Feb. 8, 1836	20 00	June 30, 1834.
Drucilla Whetcroft	Sergeant m. corps	August 29, 1834	6 50	March 3, 1837.
Ann T. Yarnall	Carpenter's mate	April 30, 1837	9 50	do

The number of widow pensioners is 363; annual sum to pay them, \$67,749 96.

Alphabetical list of minor children to whom pensions have been granted under the act of March 3, 1837.

Names of children.	Father's rank.	Monthly pension.	Commencement of pension.
Elizabeth Ardis -	Carpenter's mate - -	\$9 50	Sept. 8, 1831.
Ann Ardis -			
Emma Ardis -	Sergeant marine corps -	7 50	Jan. 23, 1826.
Franklin Armstrong			
Venerando Armstrong			
Thomas W. Adams -	Sailmaker - -	10 00	Sept. 10, 1829.
Laura V. Anderson -	Captain marine corps -	20 00	Jan. 1, 1837.
Ann E. Armstrong	Carpenter - -	10 00	Nov. 27, 1839.
Thomas P. Armstrong			
George W. Armstrong			
Virginia Armstrong			
Julia A. Blakeslee -	Marine - -	3 50	July 31, 1827.
John Bell	Cook - -	9 00	August 15, 1831.
James Bell			
Mary Jane Bell			
Maria Bell			
Marcellus Bell			
Elizabeth E. A. Berry -	Seaman - -	6 00	Oct. 9, 1840.
James R. Blade -	Ordinary seaman - -	5 00	Sept. 26, 1834.
Thomas J. P. Bliss -	Seaman - -	6 00	July 1, 1838.
William L. Booth -	Master commandant	30 00	Jan. 1, 1837.
Thomas A. Booth -			
George T. Bassett -	Surgeon - -	25 00	Aug. 20, 1830.
James Covenhoven -	Marine - -	3 50	Feb. 26, 1837.
Margaret T. Chamberlain	Sailingmaster	20 00	Feb. 8, 1822.
Emeline Cousins -	Seaman - -	6 00	May 21, 1829.
Delia Cousins -	Marine - -	3 50	July 14, 1833.
Charles W. Conway			
Edward T. Cunningham	Gunner - -	10 00	July 1, 1837.
William M. Caldwell -	Lieutenant - -	25 00	June 5, 1827.
John G. Carr -	Lieutenant - -	25 00	April 15, 1840.
Elizabeth C. Enoch, formerly	Musician marine corps -	4 00	Jan. 4, 1822.
Elizabeth C. Davis			
Emma Demarest	Sergeant marine corps	8 00	August 24, 1824.
Margaret P. Darragh -	Purser - -	20 00	Jan. 9, 1831.
Teresa Davis -	Carpenter - -	10 00	Jan. 11, 1829.
Eliza E. A. R. Denison -	Purser - -	20 00	March 15, 1822.
Mary Jane Fisher -	Corporal marine corps -	4 50	May 18, 1829.
Elizabeth Ann Franks	Sergeant marine corps -	6.50	Oct. 27, 1840.
Henry N. Franks			
Children of Timothy Griswold	Ordinary seaman - -	5 00	July 1, 1838.
M. A. S. Grimke -	Lieutenant - -	25 00	Nov. 30, 1825.
Edward Garrison -	Seaman - -	8 00	April 2, 1825.
Adolphus Heerman -	Surgeon - -	35 00	April 20, 1837.
Theodore Heerman -			
Valentine M. Heerman			
Charles F. Heerman			
Clifford Heerman -	Gunner - -	10 00	July 9, 1832.
Stephen D. Hibbert -			
George J. Hall -			
Mary Ann Hunt -	Seaman - -	6 00	Dec. 10, 1834.
John Henry Harrison -	Ordinary seaman - -	5 00	April 20, 1837.
John Henry Harrison	Ordinary seaman - -	5 00	August 16, 1831.
Joseph B. Jones -	Sailingmaster - -	20 00	May 21, 1826.

C No. 15—Continued.

Names of children.	Father's rank.	Monthly pension.	Commencement of pension.
Lucinda Jolly -	Captain of foretop	\$7 00	August 15, 1839.
Hannah Jolly -			
James Jolly -			
Jane Jolly -			
William Kidwell -	Private marine corps	3 50	July 1, 1837.
John Kidwell -			
J. B. O. H. Lightelle -	Private marine corps	3 50	Dec. 22, 1824.
Robert C. Ludlow -	Purser	20 00	Jan. 1, 1837.
James Livingston -	Ordinary seaman	5 00	June 4, 1829.
Caroline Lord -	Gunner	10 00	July 9, 1829.
Adeline K. Lowe -	Lieutenant	25 00	May 2, 1826.
Mary F. Linscott -	Gunner	10 00	May 25, 1827.
Caroline W. Linscott -			
William O. Martin -	Seaman	6 00	Oct. 10, 1838.
Margaret R. Munroe -	Boatswain	10 00	March 27, 1832.
Augustus R. Macdonough -	Captain	50 00	Jan. 1, 1837.
Thomas Macdonough -			
Charlotte R. Macdonough -			
Mary A. McCloud -	Boatswain	10 00	July 1, 1837.
Martha E. Mozart -	Master-at-arms	9 00	August 16, 1839.
Mary Ann McCoy -	Seaman	6 00	Oct. 13, 1835.
James B. McCauley -	Lieutenant	25 00	Feb. 20, 1827.
Alexander Moran -	Quartergunner	7 50	Feb. 10, 1829.
John H. M. Madison -	Lieutenant	25 00	Jan. 1, 1838.
Maria C. Norris -	Master commandant	30 00	Jan. 1, 1838.
Shubrick Norris -			
James W. A. Nicholson -	Lieutenant	25 00	June 24, 1822.
Alexander Perry -	Lieutenant	25 00	July 1, 1837.
Mary R. Ritchie -	Lieutenant	25 00	June 26, 1831.
Mary R. Reany -	Purser's steward	9 00	Jan. 3, 1831.
Mary Roberts -	Musician marine corps	4 00	Oct. 1, 1835.
Margaret Roberts -			
Sarah Robinson -			
Susan Robinson -	Ordinary seaman	5 00	March 10, 1841.
Hannah T. Sanderson -	Lieutenant	25 00	August 23, 1831.
Gilberta F. Sinclair -	Captain	50 00	Jan. 1, 1837.
Alonzo P. Smith -	Lieutenant	25 00	Jan. 1, 1840.
Deborah Sullivan -	Seaman	6 00	July 7, 1840.
Florence Sullivan -			
Catharine M. Smith -	Master commandant	30 00	
Virginia A. Towner -	Gunner	10 00	Sept. 2, 1834.
Robert Towner -			
Margaret R. Timberlake -	Purser	20 00	April 2, 1828.
Eliza J. Trimble -	Sailmaker	10 00	July 1, 1837.
Edward Thinkham -	Seaman	6 00	Oct. 31, 1836.
John L. Thurston -	Sergeant marine corps	6 50	Sept. 11, 1840.
Children of Robert L. Thorn -	Surgeon	30 00	Oct. 12, 1838.
Emily Vandackenhausen -	Private marine corps	3 50	March 12, 1833.
John Woods -	Boatswain	10 00	Jan. 1, 1839.
T. G. Wescott -	Lieutenant	25 00	
Thomas A. Young -	Lieutenant	12 50	July 7, 1835.

The number of minor children pensioners is 105; annual sum to pay them, \$12,154.

D No. 15.

A statement showing the receipts and expenditures on account of the navy pension fund, from the 1st of October, 1840, to the 30th of September, 1841, inclusively, and advances to agents during the same period.

	I. Balance in the Treasury, to the credit of the fund, on the 1st of October, 1840, per last report -	-	<u>\$7,248 19</u>
	II. Amount received into the Treasury since 1st October, 1840, from whom, and on what account, viz:		
1840.			
Dec. 23	From Corcoran & Riggs, for sale of stocks -	\$38,075 98	
1841.			
Jan. 5	From do do -	10,000 00	
Feb. 25	From do do -	3,217 79	
June -	From Secretary of the Navy, for stock of Union Bank, Georgetown -	1,705 50	
August -	Appropriation by act of Congress, approved 16th August, 1841 -	139,666 06	
	Total amount of receipts	-	<u>192,665 33</u>
	III. Expenditures from October 1, 1840, to September 30, 1841, inclusive, viz:		
1840.			
Nov. 2	Paid W. R. Wesson, administrator of John G. Isumau, for pension due him -	31 75	
16	Paid Maria Harrison, for arrears of pension due her as the child of John Garde, late S. M., lost in the Insurgente, 1800 -	5,040 00	
18	Paid Wm. Collings, for arrears of pension due him as child of J. Collings, lost in the same -	1,361 67	
1841.			
March 8	Paid Robert W. Casey, executor of Joshua Howell, for pension due him -	30 50	
April 15	Paid John L. Thurston, for pension due him as the child of L. Thurston, deceased -	6 72	
	Paid John H. McJ. Madison, (minor,) for pension to 1st September, 1840 -	200 00	
June 8	Paid David Christie, for arrears of pension under act 3d March, 1837 -	952 80	
	Paid Franklin W. Desha, for pension due him as one of the children of R. M. Desha, late major M. C., to 20th February, 1840, when he attained the age of 21 years -	150 00	
	Paid Margaret F. Denton, formerly Desha, for pension to same date -	300 00	
July 9	Paid Elizabeth Farrar, (widow,) for pension due her last husband -	90 00	
Aug 30	Paid Mary Boyd, for pension due her as the child of Jos. Helder, who was lost in the Insurgente in 1800 -	628 67	
Sept. 6	Paid Cornelius M. Roundy, for pension due him as the child of B. Roundy, deceased, from 26th August, 1816, to 31st May, 1830 -	991 00	
28	Paid Lewis S. Thomas, for pension due him as the child of G. Thomas, deceased, formerly purser, from 20th September, 1829, to 29th March, 1841 -	2,766 00	
	Total amount of expenditures	-	<u>12,549 11</u>
	IV. Advances to agents to pay pensions, viz:		
1840.			
Dec. 23	To B. D. Heriot, navy pension agent, Charleston, S. C.	555 38	
	To J. Lughton, do Portsmouth, N.H.	975 51	
	To J. B. Perrault, do New Orleans -	1,050 75	

D No. 15—Continued.

1840.				
Dec. 23	To Wm. C. Anderson, navy pen. agt.	St. Louis, Mo.	-	\$192 00
	To Wm. B. Scott,	do	Washington, D. C.	2,000 00
	To L. Jarvis,	do	Boston, Mass.	4,000 00
	To George Loyall,	do	Norfolk, Va.	4,000 00
	To M. W. Ash,	do	Philadelphia	3,000 00
	To J. Thomas,	do	Baltimore	8,000 00
	To President Savings Institution,		Louisville, Ky.	521 00
	To do	Maine Bank,	Portland, Me.	1,032 00
	To do	Arcade Bank,	Providence, R. I.	1,362 00
	To do	Merch'ts & Man. B'k,	Pittsburg, Penn.	156 00
	To do	Farmers & Mech's Bk.	Hartford, Con't	1,195 00
	To do	Farmers' Bank of Del.	Newcastle, Del.	144 00
	To do	Trenton Bank,	Trenton, N. J.	486 00
	To do	Mechanics' Bank,	New York	10,000 00
1841.				
Jan'y 5	To J. Thomas, navy pension agent,	Baltimore	-	5,000 00
	To Wm. B. Scott,	do	Washington	5,000 00
Feb. 25	To do	do	do	3,200 00
Aug. 17	To J. Thomas,	do	Baltimore	9,591 48
	To W. B. Scott,	do	Washington	6,810 16
	To Jacob Alricks,	do	Newcastle, Del.	144 00
	To L. Jarvis,	do	Boston	9,234 82
	To T. Upham,	do	Portsmouth, N. H.	1,030 00
	To B. D. Heriot,	do	Charleston, S. C.	1,656 00
	To George Loyall,	do	Norfolk, Va.	4,848 20
	To Thomas Hayes,	do	Philadelphia	8,944 17
	To J. B. Perrault,	do	New Orleans	1,432 50
	To President Savings Institution,		Louisville, Ky.	541 00
	To do	Arcade Bank,	Providence, R. I.	1,380 00
	To do	Maine Bank,	Portland, Me.	3,191 46
	To do	Farmers & Mech's Bk.	Hartford, Ct.	1,125 66
	To do	Merch'ts & Man. Bk.	Pittsburg, Pa.	120 00
	To do	Trenton Bank,	Trenton, N. J.	424 40
20	To R. C. Wetmore, navy pension ag't,	New York	-	17,286 97
	To President of Arcade Bank,		Providence, R. I.	281 66
Sept. 11	To do	do	do	1,000 00
	To Samuel McClellan, navy pen. ag't,	Baltimore	-	1,300 00
			Total amount of advances	\$122,212 12

RECAPITULATION.

Balance in the Treasury, October 1, 1840	-	\$7,248 19	
Amount received from that period to Sept. 30, 1841, inclusive	-	192,665 33	
			\$199,913 52
Deduct expenditures to 30th September, 1841, inclusive	-	12,549 11	
Deduct advances to agents	do	122,212 12	
			134,761 23
Balance to the credit of the fund, October 1, 1841	-	-	65,152 29

TREASURY DEPARTMENT,
Fourth Auditor's Office, November 22, 1841.

No. 16.

HEADQUARTERS OF THE MARINE CORPS,

Washington, November 9, 1841.

SIR: On the 11th of May last, a copy of a report dated October 7, 1839, was sent to the Department, accompanied by a letter from me. I would beg leave to refer you to those documents, as comprehending most of the material points to which it is deemed necessary to invite your attention. They are on file in the Department, and can, no doubt, readily be brought before you.

Since that report was prepared, the navy has been greatly enlarged, which renders it necessary to present other tables, to provide for that increase. For that purpose, the two tables accompanying this have been prepared. No. 1 shows the number of men required for the ships of war now in commission, allowing one marine for each gun. No. 2 shows the number required by a regulation adopted on the recommendation of the Board of Navy Commissioners during the past year. The number of sentinels on board the vessels of war, the opinions of the naval officers on sea duty, and the experience and custom of the service heretofore, all unite in favor of one marine for a gun. I therefore recommend to the Department the adoption of the principle contained in table No. 1, for the guards of ships of war. In the British navy the military guards are even larger than those provided for in this table, a great increase of them having taken place since the last war between England and the United States. The experience of the greatest naval Power in the world should not be disregarded by us.

The number of privates required by that table for the ships in commission amounts to 1,104. To provide one relief for this force, it is necessary to maintain on shore the same number of disciplined soldiers. Fifteen hundred and fifty, the number called for on shore by this table, furnishes this relief, and 446 over, in which are included recruits and all others unable to do duty from sickness or other causes. This table further shows the disposition of this force at the several naval stations, affording ample protection to the public property, and preventing any other expenditure for that purpose. The navy yards at all the seaports are now large, requiring a long line of sentinels to afford the necessary security to the property within them; the two Southern naval stations, more especially, require a large force for their security. A large number of arms is kept in each of them, which, by a sudden irruption of the class of people who are not citizens, might be seized and used for most disastrous purposes, unless a force competent for their safe keeping be maintained. The number proposed in this table would seem to be hardly sufficient for a service so important.

In presenting to the Department the propriety of providing for an increase of our naval armament in steamships, I should not fully do my duty if I did not ask for a number of men even larger than that contained in this table. I am therefore clearly of opinion that 3,000 privates are required, and that that number should now be provided for by law. Commodore Stewart and other naval officers think that 4,000 men are necessary. That this number could be usefully employed, I do not doubt; but, in asking for 3,000 men, I am led to believe that the public interests will be sufficiently provided for.

Before I close this letter, I would earnestly renew the request, made in my letter of the 11th May last, in relation to military regulations for the marine corps, for which provision is made in the act of Congress of the 30th June, 1834. A board of officers, of which Commodore Biddle was president, drew up those regulations. They were prepared on the board,) liberation, (an army and a marine officer being members of mature descent to the Navy Department, and never adopted. They did justice both to the navy and marine corps, and their sanction would have been satisfactory to the service generally. I beg leave now to ask your attention to them, with an assurance that their adoption is called for to restore the corps to its military independence, without which it will certainly be materially injured in its military efficiency.

Should the Department concur with the views presented in this report, the necessary estimates can be furnished by the staff at any time they may be called for.

I remain, with great respect, your most obedient servant,

ARCH. HENDERSON,

Col. Commandant.

Hon. A. P. UPDEGRASS,
Secretary of the Navy.

(No. 1.)

Number of officers, non-commissioned officers, musicians, and privates, required for the guards of vessels in commission on the 30th September, 1841, allowing one private to each gun as rated in the Navy Register, rating the steam frigate *Fulton* as a second class frigate, and the schooners *Van Buren*, *Flirt*, and *Madison*, as schooners of the largest class.

Vessels.	No. of guns.	Captains.	1st lieutenants.	2d lieutenants.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Pennsylvania - - - -	120	1	1	1	5	6	2	2	120	138
North Carolina - - - -	80	1	1	1	3	4	1	1	80	92
Delaware - - - - -	80	1	1	1	3	4	1	1	80	92
Columbus - - - - -	74	1	1	1	3	4	1	1	74	86
Frigate Potomac - - - -	44	-	1	-	3	3	1	1	44	53
<i>Constitution</i> - - - -	44	-	1	-	3	3	1	1	44	53
<i>Brandywine</i> - - - -	44	-	1	-	3	3	1	1	44	53
<i>Constellation</i> - - - -	36	-	-	1	3	3	1	1	36	45
<i>Macedonian</i> - - - -	36	-	-	1	3	3	1	1	36	45
Steam frigate <i>Fulton</i> - - - -	-	-	-	1	3	3	1	1	36	45
Sloop <i>St. Louis</i> - - - -	20	-	-	-	2	2	1	1	20	26
<i>Vincennes</i> - - - -	20	-	-	-	2	2	1	1	20	26
<i>Warren</i> - - - - -	20	-	-	-	2	2	1	1	20	26
<i>Fairfield</i> - - - - -	20	-	-	-	2	2	1	1	20	26
<i>Boston</i> - - - - -	20	-	-	-	2	2	1	1	20	26
<i>Concord</i> - - - - -	20	-	-	-	2	2	1	1	20	26
<i>Cyane</i> - - - - -	20	-	-	-	2	2	1	1	20	26
<i>Levant</i> - - - - -	20	-	-	-	2	2	1	1	20	26
<i>Peacock</i> - - - - -	18	-	-	-	2	2	1	1	18	24
<i>Decatur</i> - - - - -	16	-	-	-	2	2	1	1	16	22
<i>Marion</i> - - - - -	16	-	-	-	2	2	1	1	16	22
<i>Preble</i> - - - - -	16	-	-	-	2	2	1	1	16	22
<i>Yorktown</i> - - - - -	16	-	-	-	2	2	1	1	16	22
<i>Dele</i> - - - - -	16	-	-	-	2	2	1	1	16	22
Brig <i>Porpoise</i> - - - - -	10	-	-	-	1	2	1	1	10	15
Schooner <i>Van Buren</i> - - - -	10	-	-	-	1	2	1	1	10	15
<i>Flirt</i> - - - - -	10	-	-	-	1	2	1	1	10	15
<i>Madison</i> - - - - -	10	-	-	-	1	2	1	1	10	15
Total - - - - -	-	4	7	7	64	72	29	29	892	1,104

	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.
Whole strength on shore - - - -	124	124	62	62	1,550
Whole strength afloat, including home squadron - - - - -	82	92	37	37	1,104
	42	32	25	25	446

Number of officers, non-commissioned officers, musicians, and privates, required at the present shore stations.

Stations.	Brig. gen'ls.	Colonels.	Lt. colonels.	Majors.	Captains.	1st. lieuten'ts.	2d lieuten'ts.	Non-commissioned staff.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Headquarters & navy yard, D. C. -	-	-	-	-	-	-	-	4	24	24	12	12	300	
Philadelphia -	-	-	-	-	-	-	-	-	12	12	6	6	150	
New York -	-	-	-	-	-	-	-	-	16	16	8	8	200	
Charlestown, Mass. -	-	-	-	-	-	-	-	-	16	16	8	8	200	
Portsmouth, N. H. -	-	-	-	-	-	-	-	-	8	8	4	4	100	
Gosport, Va. -	-	-	-	-	-	-	-	-	24	24	12	12	300	
Pensacola, W. F. -	-	-	-	-	-	-	-	-	24	24	12	12	300	
Total	-	-	-	-	-	-	-	4	124	124	62	62	1,550	

Number of officers, non-commissioned officers, musicians, and privates, required for the home squadron, allowing one private to each gun.

Vessels.	Brig. gen'ls.	Colonels.	Lt. colonels.	Majors.	Captains.	1st lieuten'ts.	2d lieuten'ts.	Non-commissioned staff.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
2 frigates -	-	-	-	-	-	-	-	-	6	6	2	2	88	
2 steamers -	-	-	-	-	-	-	-	-	6	6	2	2	64	
2 sloops -	-	-	-	-	-	-	-	-	4	4	2	2	40	
2 smaller vessels -	-	-	-	-	-	-	-	-	2	4	2	2	20	
Total	-	-	-	-	-	-	-	-	18	20	8	8	212	

Whole number required for the stations, vessels in commission, and the home squadron, allowing one private to each gun.

	Brig. gen'l's.	Colonels.	Lt. colonels.	Majors.	Captains.	1st lieuten'ts.	2d lieuten'ts.	Non-commissioned staff.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Stations - - -	-	-	-	-	-	-	-	4	124	124	62	62	1,550	
Vessels in commission - - -	-	-	-	-	-	-	-	-	64	72	29	29	892	
Home squadron - - -	-	-	-	-	-	-	-	-	18	20	8	8	212	
Total - - -	-	-	-	-	-	-	-	4	206	216	99	99	2,654	

	Non-com. staff.*	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.
Total - - -	4	206	216	99	99	2,654
Present strength allowed by law - - -	4	80	80	30	30	1,000
		126	136	69	69	1,654

* Non-commissioned staff—sergeant major, quartermaster sergeant, drum and fife majors.

The corps, being cut up into small detachments, requires a greater number of first and second lieutenants than a regular military organization. For this table, (No. 1,) the following officers will be the required number, to wit: 1 brigadier general, 3 colonels, 3 lieutenant colonels, 3 majors, 26 captains, 53 first lieutenants, and 53 second lieutenants.

Whole number of enlisted men required in table No. 1: Non-commissioned staff, 4; sergeants, 206; corporals, 216; drummers, 99; fifers, 99; privates, 2,654; aggregate, 3,278.

The number of corporals afloat being greater than sergeants, accounts for the difference in this table.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November, 1841.

Private	Drummers	Corporals	Sergeants	Aggregate
1,550	62	124	124	3,278
892	29	72	64	1,057
212	8	20	18	258

(No. 2.)

Number of officers, non-commissioned officers, musicians, and privates, required for the guards of vessels in commission on the 30th September, 1841, agreeably to the increase directed to be estimated for by the Navy Department, under orders dated 15th October, 1839.

Vessels.	Guns.	Captains.	1st lieuten'ts.	2d lieuten'ts.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Pennsylvania - - - -	120	1	1	1	3	4	1	1	54	66
North Carolina - - - -	80	1	1	1	3	4	1	1	54	66
Delaware - - - - -	80	1	1	1	3	4	1	1	54	66
Columbus - - - - -	74	1	1	1	3	4	1	1	54	66
Frigate Potomac - - - -	44	-	1	-	3	3	1	1	36	45
Constitution - - - - -	44	-	1	-	3	3	1	1	36	45
Brandywine - - - - -	44	-	1	-	3	3	1	1	36	45
Constellation - - - - -	36	-	-	1	3	3	1	1	32	41
Macedoniar - - - - -	36	-	-	1	3	3	1	1	32	41
Steam frigate Fulton - - -	-	-	-	1	3	3	1	1	32	41
Sloop St. Louis - - - - -	20	-	-	-	2	2	1	1	18	24
Peacock - - - - -	18	-	-	-	2	2	1	1	18	24
Vincennes - - - - -	20	-	-	-	2	2	1	1	18	24
Warren - - - - -	20	-	-	-	2	2	1	1	18	24
Fairfield - - - - -	20	-	-	-	2	2	1	1	18	24
Boston - - - - -	20	-	-	-	2	2	1	1	18	24
Concord - - - - -	20	-	-	-	2	2	1	1	18	24
Cyane - - - - -	20	-	-	-	2	2	1	1	18	24
Levant - - - - -	20	-	-	-	2	2	1	1	18	24
Decatur - - - - -	16	-	-	-	2	2	1	1	16	22
Marion - - - - -	16	-	-	-	2	2	1	1	16	22
Preble - - - - -	16	-	-	-	2	2	1	1	16	22
Yorktown - - - - -	16	-	-	-	2	2	1	1	16	22
Dale - - - - -	16	-	-	-	2	2	1	1	16	22
Brig Porpoise - - - - -	10	-	-	-	2	2	1	1	16	22
Schooner Van Buren - - -	10	-	-	-	2	2	1	1	16	22
Flirt - - - - -	10	-	-	-	2	2	1	1	16	22
Madison - - - - -	10	-	-	-	2	2	1	1	16	22
Total - - - - -	-	4	7	7	66	70	28	28	726	936

	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.
Whole strength on shore - - -	124	124	62	62	1,550
Whole strength afloat, including home squadron - - - - -	86	90	36	36	930
	38	34	26	26	620

Number of officers, non-commissioned officers, musicians, and privates, required at the present shore stations.

Stations.	Brig. gen 'ls.	Colonels.	Lt. colonels.	Majors.	Captains.	1st lieuten 'ts.	2d lieuten 'ts.	Non-commissioned staff.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Headquarters and navy yard,														
D. C. -	-	-	-	-	-	-	-	4	24	24	12	12	300	
Philadelphia -	-	-	-	-	-	-	-	-	12	12	6	6	150	
New York -	-	-	-	-	-	-	-	-	16	16	8	8	200	
Charlestown, Mass. -	-	-	-	-	-	-	-	-	16	16	8	8	200	
Portsmouth, N. H. -	-	-	-	-	-	-	-	-	8	8	4	4	100	
Gosport, Va. -	-	-	-	-	-	-	-	-	24	24	12	12	300	
Pensacola, W. F. -	-	-	-	-	-	-	-	-	24	24	12	12	300	
Total -	-	-	-	-	-	-	-	4	124	124	62	62	1,550	

Number of officers, non-commissioned officers, musicians, and privates, required for the home squadron.

Vessels.	Brig. gen 'ls.	Colonels.	Lt. colonels.	Majors.	Captains.	1st lieuten 'ts.	2d lieuten 'ts.	Non-commissioned staff.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
2 frigates -	-	-	-	-	-	-	-	-	6	6	2	2	72	
2 steamers -	-	-	-	-	-	-	-	-	6	6	2	2	64	
2 sloops -	-	-	-	-	-	-	-	-	4	4	2	2	36	
2 smaller vessels -	-	-	-	-	-	-	-	-	4	4	2	2	32	
Total -	-	-	-	-	-	-	-	-	20	20	8	8	204	

Whole number required for the stations, vessels in commission, and the home squadron, agreeably to the increase directed to be estimated for by the Navy Department, under orders dated 15th October, 1839.

	Brig. gen 'ls.	Colonels.	Lt. colonels.	Majors.	Captains.	1st lieuten 'ts.	2d lieuten 'ts.	Non-commissioned staff.	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.	Aggregate.
Stations - - -	-	-	-	-	-	-	-	4	124	124	62	62	1,550	
Vessels in commission - - -	-	-	-	-	-	-	-	-	66	70	28	28	726	
Home squadron - - -	-	-	-	-	-	-	-	-	20	20	8	8	204	
Total - - -	-	-	-	-	-	-	-	4	210	214	98	98	2,480	

	Non-com. staff.*	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.
Total - - -	4	210	214	98	98	2,480
Present strength allowed by law - - -	4	80	80	30	30	1,000
		130	134	68	68	1,480

*Non-commissioned staff—sergeant major, quartermaster sergeant, drum and fife majors.

The corps, being cut up into small detachments, requires a greater number of first and second lieutenants than a regular military organization. For this table, (No. 2,) the following officers will be the required number, to wit : one brigadier general, three colonels, three lieutenant colonels, three majors, twenty-four captains, fifty first lieutenants, and fifty second lieutenants.

Whole number of enlisted men required in table No. 2 : Non-commissioned staff, 4 ; sergeants, 210 ; corporals, 214 ; drummers, 98 ; fifers, 98 ; privates, 2,480 ; aggregate, 3,104.

The number of corporals afloat being greater than sergeants, accounts for the difference in this table.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November, 1841.

REPORT
OF
THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,

December 2, 1841.

To the PRESIDENT OF THE UNITED STATES:

In the discharge of the duty of reporting to you the condition of the General Post Office, I have to regret that my recent induction into office will prevent me from giving you that full development at this time so necessary to a clear understanding of the various and extended operations of a Department so important and interesting to every class of our fellow-citizens.

Unlike the other Departments of Government, which derive their support from the national Treasury, the General Post Office looks for the means to continue and extend its operations to the income derived alone from a successful administration of the laws prescribing its duties and privileges.

The General Post Office, at first almost the creature of administrative discretion, necessarily so remains, to a great degree, at the present time. In its infancy, it required the constant and vigilant superintendence of its head, to direct its affairs in such manner as to extend the sphere of its usefulness, commensurate with the increase and extent of population and business. Equal if not greater vigilance is demanded at the present day.

It is to be desired that, in the general administration of the Government, as little of discretion as possible should be left with those charged with public trusts; and I regret my acquaintance with the details of the Department, at this time, is so limited as not to qualify me to suggest more specifically those improvements in the laws pertaining to it, whereby much of that discretion, heretofore exercised, might be restrained and profitably regulated by legislative enactments. The propriety of these remarks will be fully demonstrated by a recurrence to the history of the Post Office operations, from their commencement to the present time.

In 1790, the whole number of post offices in the United States did not exceed seventy-five; the number of miles of post road, 1,875; the revenue, \$37,936; the expenditure, \$32,140. In 1840, it will be seen that the whole number of post offices in the United States was 13,488; the number of miles of post road, 155,739; the gross revenue for the same year was \$4,539,265, and the expenditure was \$4,759,110. The necessity of guarding, as far as practicable, by specific legislation, such an amount of income and expenditure, and the duties and liabilities of so many agents, must be apparent.

As has already been remarked, the original design in the establishment of the Post Office Department was that its income should be made to sus-

tain its operations. That principle ought never to be abandoned. Whilst the Department should not be regarded as a source of revenue to the nation it should never become an annual charge to its Treasury.

Upon assuming the discharge of the duties pertaining to the office of Postmaster General, my first object was to investigate its financial condition; and it becomes my duty to inform you that I did not find it in that prosperous state which the demands upon it require.

The income of this Department is always liable to be affected by the fluctuations of the business of the country. It is increased or depressed in proportion to the increase or depression of that business.

Besides this cause of fluctuation in its income, other causes of a reduction, more or less in every year, may be found in the increased facilities which the travel upon railroads and steamboats furnishes for the transmission of letters and newspapers by private conveyance; secondly, in the great extension, to say nothing of the abuse, of the franking privilege; thirdly, in the recent establishment of what are called private expresses, upon the great mail routes of the United States; fourthly, in the frauds practised upon the Department, in evading, by various devices, the payment of the postage imposed by law. While all of these causes operate to lessen the revenue of the Department, the expenses of transporting the mail are not affected or lessened by them; and I respectfully suggest, whether the evils to which I have referred do not deserve the serious attention of Congress, so far as to call for some more specific legislation whereby they may be removed or suppressed.

The total gross revenue of the Post Office for the fiscal year commencing on the 1st of July, 1840, and terminating on the 30th June, 1841, was \$4,379,317 78; the total expenditure for the same time was \$4,567,238 39. In this year the expenditures exceeded the revenue by the sum of \$187,920 61. A statement of the expenditures, more in detail, will in due time, as required by law, be reported to Congress.

The precise income and expenditure of the General Post Office cannot be known in any one year, until the close of the fiscal year, and the settlements of all accounts have been completed. Consequently, any statement of expenditure and income, for the present year, is liable to the fluctuations and changes always incident to the peculiar character of the service.

The expenditures and income of the Department for the current year may, upon estimate, be stated in round numbers as follows:

Total amount of revenue derived from postage, fines, and all other sources	\$4,380,000
Expense of mail transportation	3,145,000
Commission to postmasters, if the rates of per centage remain unchanged	1,015,000
Ship, steamboat, and way letters	20,000
Incidental expenses, including blanks, stationery, printing, &c.	310,000
	<hr/> 4,490,000
Total estimated expenditure	4,490,000
Total estimated income	4,380,000
	<hr/> <hr/> 110,000

Thus it will be seen that the probable amount of expenditure will exceed the amount of revenue, as estimated, by \$110,000.

With this deficit presenting itself so palpably to my mind, I have essayed to infuse into the administration of the service a rigid economy; yet, with all the savings which it may be possible to make by the most rigid economy, I am satisfied the expenditure cannot be reduced within the income, without either reducing the transportation of the mail below the just wants of the community, or in some other mode increasing the revenue of the Department.

To continue the present amount of service, and extend it with the growth and spread of our population, particularly in the West, the present revenue, with its former charges, is evidently inadequate; and a reduction of that service greatly below its present standard would have to take place, unless Congress make an appropriation from the public Treasury, which I neither ask nor desire to see made.

Upon a view of all the circumstances, and with a perfect sense of the delicate responsibility assumed, I have felt myself imperiously called upon to exercise a power vested by the act of 1825 in the Postmaster General, and have readjusted the commissions heretofore allowed to deputy postmasters. By this regulation, a copy of which (marked A) is annexed, there will be added to the nett annual income of the Department about \$100,000. I thought it better to do this than either to ask Congress for an appropriation or to reduce the transportation of the mail below the just wants of the community.

When it is known that this reduction has been made to enable the Department to send intelligence among the people, by continuing and extending mail facilities, and not in a spirit of parsimonious economy, the liberal and enlightened of all sections will, I am persuaded, approve what has been done; and I will not allow myself to believe that those whom it most immediately affects will view it in an illiberal spirit.

Should Congress, however, not approve of this measure, they will have it in their power, before the order takes effect, to arrest its force; and will no doubt adopt the necessary measures to require the reduction of mail service, or to provide the means of paying the balance which will be due to contractors at the end of the year.

The annexed report of the Auditor of the Post Office Department (marked B) will exhibit the progress which has been made in the adjustment and liquidation of the accounts of postmasters since the 4th of March last.

It is to be expected that among 14,000 deputy postmasters (appointed generally without a personal knowledge of the individuals or their securities) there will be found some who will prove faithless to their trusts, and whose securities are not good for the amount due the Department. In view of this, I have instituted a rigid inquiry, not only into the fitness and business qualifications of the postmasters, but the solvency of their securities, from which the best results may be anticipated. This operation, performed in part by the special agents of the Department, under the letter of instructions annexed, (marked C,) and the prompt settlement of the accounts, of all postmasters, will more effectually guard the Department from losses by defaulting postmasters.

The reduction of the postage upon letters is a subject which has en-

gaged the public attention for years, and is one of great interest to the whole community.

It is contended by many, whose opinions are entitled to respectful consideration, that the reduction of postage would give an increase of revenue. Without undertaking to discuss this question at present, I am not prepared, from the present financial condition of the Department, to recommend a reduction of the rates of postage, as now fixed by law, but invite a modification of them so far as to make them conform more generally to the smaller coin of the United States, and solicit a revision of the laws regulating the postage on newspapers. I do not desire that the rates of postage on newspapers proper should be increased, though much might be saved to the Department if the principal of pre-postage was applied to newspapers, provided such regulation was deemed acceptable to public opinion. I must, however, earnestly invite your attention, and hope you will call that of Congress, to the necessity of the enactment of some law by which a just discrimination may be made in the imposition of postage on newspapers proper and those mammoth periodicals which assume the shape and name of newspapers, but which are, in fact, the republication of books, reviews, and novels, sent through the post office, not always to subscribers, but in large masses to agents, to vend in the markets of the more distant cities, towns, and villages, which greatly increase the size and weight of the mails and the expense of transportation, without a corresponding remuneration to the Department. The great number of these large publications which have been sent by the mail from Baltimore to Wheeling has mainly contributed to the frequent irregularities of the Western mails for the last twelve months. I respectfully inquire whether it is just that the United States mail shall be compelled to transport one of these papers, weighing nearly a pound, for a cent and a half, from Boston or New York to Louisville, Ky., to a factor, to sell for the benefit of the publisher, while the letter of friendship or of business is taxed with twenty-five cents postage between the same points.

I have already alluded to the establishment of what are called private expresses, for the carrying of letters, packages, and newspapers, upon the post roads of the United States, for pay and compensation, as one cause tending greatly to the reduction of the revenue of the Department. I must beg leave again to bring the subject more particularly to your notice, under a hope that you will invite that of Congress to the necessity of some further legislation, more effectually to protect the interests and the rights of the General Government in its Post Office Department.

If there is any grant of exclusive power to Congress upon which all unite in opinion, it is the power to establish post offices and post roads; and it may fairly be assumed as an admitted principle, that when Congress, in the exercise of that power, has established a post road, the right of a State, or the individuals of a State, to establish lines of transportation, for letters, packages, and newspapers, upon and over the same roads, for compensation, cannot be successfully maintained.

How far this usurped power has been exercised by individuals, and to what extent, I am not fully informed; but the information communicated to the Department induced me to avail myself of the services of the First Assistant Postmaster General, while on a temporary visit of business to Philadelphia, to collect and report to me such information upon the sub-

ject as his other engagements would permit; and I have the honor now to submit to you his report, (marked D.)

Another report from the First Assistant Postmaster General, herewith submitted, (marked E,) will present you with a detailed statement of the amount of mail service for the year ending the 30th June, 1841, and the rate of cost for the same in each State and Territory, distinguishing between each character of service. By this report it will appear that the United States mail was transported on railroads and steamboats 3,946,450 miles, at the cost of \$585,843; on horse and in sulkies 12,088,862 miles, at a cost of \$781,897; in stages and coaches 18,961,213 miles, at the cost of \$1,791,635; making a total aggregate of annual transportation of 34,996,525 miles, at the rate of cost of \$3,159,375.

The act of 1838 declares that "each railroad within the limits of the United States which now is or hereafter may be completed shall be a post road;" and in that law, and the act of 1839, provisions limiting the amount beyond which the Postmaster General is prohibited from paying for the transportation of the mail on railways will be found.

Great embarrassments to the Department have arisen in the making of contracts for the transportation of the mail with many of the railroad companies, under the laws now in force. These embarrassments arise mainly from two causes: the one, that the price which the Department is enabled to pay, whether in reference to its means or the maximum fixed by the legislation of Congress, has been deemed inadequate by many of the principal companies. The other arises from an unwillingness on the part of some of the companies to run by a schedule prescribed by the Department; preferring to run at such times as will best suit the travel upon the road; regarding, as it is natural for them to do, the carrying of the mail as secondary to the transportation of passengers. The latter evil has been particularly felt in the great Southern mail, on its transit from Washington city to New York. The mail going south from New York is necessarily thrown upon the Philadelphia and Baltimore railroad in the night, between Philadelphia and Baltimore; and the Southern mail for New York is compelled to lie over twelve hours in Baltimore, unless the Philadelphia company can be induced to run that trip also in the night. This they have declined doing, unless the Department would pay them a compensation greater than is authorized by the laws of Congress. Under a hope that some arrangement could be made—to last during the session of Congress, if no longer—I addressed to the presidents of the railroad companies concerned in the transportation of the mail between the city of Washington and New York a letter, a copy of which, and the report of the First Assistant Postmaster General upon this subject, are herewith submitted, (marked F.)

An anxious desire to effect some permanent arrangement with the railroad companies for the transportation of the mail, upon a basis which shall be both just and uniform, considering the nature of the service performed by each, induced me to invite a meeting of the presidents of the different companies, in the city of Washington, on the first of January next; and I am gratified at the prompt manner in which all who have been heard from have consented to attend; and a hope is cherished that some arrangement, satisfactory to all parties and beneficial to the public, may yet be effected.

The improved mode of intercommunication by railroad and steam, ope

rating under chartered rights granted by the States, and over which it is not pretended that the General Government, much less the Post Office Department, can exercise any control, imposes upon Congress, in my opinion, new duties and obligations, which can only be cancelled by the adoption of some measure whereby the Post Office Department may, upon adequate consideration, secure by compact the right to transport the mail in the cars of railroad companies, and at the same time give to the Department the power to control the departure and arrival of the same.

There is now paid to the different railroad companies, annually, over \$400,000 for the service, without power in the Department to regulate the travel, arrival, and departure of the mail; and constant and frequent difficulties, both in entering into and the execution of contracts, are presented.

It has occurred to me that the present was a most favorable period for the adoption of some measure by Congress, whereby to secure to the United States the right to transport the mail upon these roads in all time to come, free of any annual charge upon the Post Office Department, by the advancement of a sum in gross, which may be agreed upon, to each of these companies, or such of them as may be willing to contract. Many of the railroad companies, and some of them constituting most important links in the great chain of intercommunication between Boston and Charleston, owing to the great derangement of the monetary concerns of the world and the depression of all State and company stocks, find themselves laboring under embarrassments and difficulties, which the aid of the General Government, applied in the way proposed, would effectually remove, and at the same time secure to the United States the advantage and the ample equivalent of transporting the mail upon these roads.

The credit of the United States to an amount not greater than the sum necessary to produce, at 5 per cent. interest, the amount paid by the Post Office Department to these companies annually, would, I have no doubt, be sufficient to accomplish this desirable end. The prompt and favorable action of Congress upon this subject at the present time would effectually secure the Government against the danger of being called upon for occasional and large appropriations to meet the balances due by the Department.

Do I ask the United States to do more for the Post Office Department than justice would seem to demand, especially when it is remembered that the whole expense of the official correspondence of the Government and the public, and private correspondence of those entitled by law to the franking privilege, is sustained and paid by a tax upon the correspondence of the community? If by this arrangement the Department is relieved from the heavy annual charge as now rated, (and it has neither the power to lessen it nor to prevent its increase,) it may be hoped that the object so much demanded by considerations of public justice (that of reducing the tax upon the friendly and business correspondence of individuals) will be attained, and, at the same time, the usefulness of the public mail greatly enlarged and extended to those portions of the Union hitherto measurably denied the necessary mail facilities.

If the Government was required to pay postage upon official correspondence, and if the franking privilege was abolished or reduced to proper limits, the revenue of the Department would be increased to an amount sufficient of itself to pay the interest upon the debt to be incurred by the proposed arrangement, and liquidate the principal in less than thirty years. I respectfully submit to the President the propriety of communicating to

Congress the views which I entertain and have here expressed upon this subject.

Some embarrassments to the free transit of the United States mail coaches over that part of the Cumberland road which lies within the limits of the State of Virginia have been experienced during the present year, incident to a right assumed by the authorities of that State to impose a tax upon the coach transporting the mail.

In the act of Congress proposing a cession of all right which the United States claimed over said road, upon certain conditions, to the States through which it passed, it was expressly provided that no toll upon the stages, coaches, &c., conveying the United States mail should be imposed. With this, among other reservations and exceptions, the States of Maryland, Pennsylvania, Virginia, and Ohio, accepted the cession and assumed the control over so much of the road as is within their respective territories. It appears that, by a subsequent act of the Virginia Legislature, so much of the act, by which she accepted the road, exempting the stage, coach, &c., conveying the United States mail from the payment of tolls, was repealed, and a tax was authorized to be, and was, imposed upon the same. Without detaining you with a further narrative upon this subject, I submit the letters and correspondence of the Department in relation thereto, and the documents accompanying the same, (marked G.) Though the amount charged and exacted at the single gate in Virginia is inconsiderable, yet, if she have the right to impose the toll, the other States have an equal right, and will, most unquestionably, assert it; and thus an additional annual burden of near \$9,000 will be added to the transportation of the United States mail over that road, which is already the most expensive mail-coach service in the United States.

It is proper I should inform you that the prosecution instituted against the agent of Virginia, before I was called to the discharge of the duties of this Department, for obstructing the passage of the United States mail on said road, by closing the toll-gate against the free passage of the coach conveying the mail, has, upon my suggestion, been suspended for the present, under a hope that, upon a full representation of this subject, by the proper authority, to the State of Virginia, all cause of difficulty might be removed, without the necessity of a penal prosecution.

I submit, for your information, the report of the chief clerk of the Post Office Department, in reference to the expenditure of the appropriation, made at the extra session of Congress, to pay the debts due to contractors and others, for services rendered prior to the 31st of March, 1841, (marked H.)

There are other matters of detail, connected with the service of this Department, which by law are required to be reported to Congress; and it is therefore deemed inexpedient to bring them particularly to your notice in this communication.

I have the honor to be, with respectful consideration, your obedient servant,

C. A. WICKLIFFE.

A.

The Postmaster General, upon an investigation of the financial condition of his Department, is convinced that, to continue the transportation of the mail upon its present plan and extent, and to meet the increasing demands caused by the extension and increase of population and the business of the country in the South and Northwest, the present nett income of the Department is not sufficient.

His two immediate predecessors, aware of this, have in many instances reduced the service to that standard below which it is not deemed wise at this time, if it can be avoided, to make a further reduction. Some further diminution in other branches of the service is contemplated during the current year. With all these, however, the income from postage will fall short of the expenditure absolutely required.

It was the original design, in the establishment of the General Post Office, (and ought not now to be abandoned,) that the Department should sustain itself: that, whilst it should never be regarded as a source of revenue to the nation, it ought never to become an annual charge upon its Treasury.

To ascertain the best mode, at this time, to prevent this latter result, has been to the present head of the Department a subject of anxious inquiry. If he adoptéd the plan of still further reducing the service of transportation, he endangered the usefulness of it, without a certainty of attaining the end desired. It is not always certain that, by discontinuing the number of trips upon a given route, we save in the expense more than we lose by a decrease of postage. The community in such cases will often seek other channels of communication.

The Postmaster General, under all the circumstances, regrets that he feels it his duty to add to the income of the Department by a reduction of the commissions allowed by the existing regulations to the deputy postmasters. He hopes, however, the necessity for this reduction may only prove temporary. The period at which it is proposed it shall take effect is not only fixed so distant that each postmaster of the United States will be informed of this order, but it is sufficiently protracted to place it in the power of Congress to arrest its force, if in its wisdom it shall think proper to make other provisions to enable the Department to defray the necessary expenses of the mail service over and above its nett current income.

The Postmaster General cannot doubt but the deputy postmasters will concur with him in the necessity of this measure, and see in it a further incentive on their part to economize the expenses of their respective offices. He hopes, at least, they will accord to him the influence of no other motive than a desire to continue and extend the usefulness of the United States mail; and he respectfully invokes their cheerful acquiescence in a measure rendered necessary to the well-being of a public service in which we are all embarked.

It is therefore ordered, as a regulation of the Post Office Department, to take effect from and after the first day of January, 1842, that there be allowed, in lieu of the rates of commissions now allowed to each postmaster in the United States and Territories thereof, commissions of the following several rates on the amount he shall receive in each quarter, and no more, viz:

On a sum not exceeding one hundred dollars, twenty-seven per cent.

On any sum over and above the first hundred dollars, and not exceeding four hundred dollars, twenty-three per cent.

On any sum over and above the first four hundred dollars, and not exceeding two thousand four hundred dollars, eighteen per cent.

On any sum over and above the first two thousand four hundred dollars, seven per cent.

Postmasters at whose offices the mails shall regularly arrive between the hours of nine o'clock at night and five o'clock in the morning will be allowed, on the first hundred dollars collected in one quarter, eighteen per cent., in addition to the twenty-seven per cent., so that they will be allowed an aggregate commission of forty-five per cent.

Postmasters will be respectively allowed a commission of forty-five per cent. on the money arising from the postage of newspapers, magazines, and pamphlets; and to postmasters whose compensation shall not exceed five hundred dollars in one quarter, one cent for every free letter delivered out of the office, excepting such as are for the postmaster himself.

To the postmaster at New Orleans will be allowed seven hundred and twenty dollars, instead of eight hundred, as mentioned in the act of 3d March, 1825, in addition to his ordinary commissions as here designated.

To the postmaster of the city of Washington will be allowed for postage collected, and for free letters received by him for delivery, a commission of four and a half per cent., instead of five, on the amount of mails distributed at his office; provided, nevertheless, that the whole annual emolument of the postmaster in the city of Washington, including the extra compensation of seven hundred and twenty dollars, shall be subject to the restrictions imposed by the forty-first section of the act aforesaid, and the proviso at the end of this regulation. (Act of 3d March, 1825, section 14, page 9.)

Postmasters at the distributing offices will be allowed a commission of four and a half per cent. on the amount of postage on letters and packets received for distribution, instead of five per cent., now allowed by the first section of the act amendatory of the act regulating the Post Office Department, approved the 2d of March, 1827, subject, however, to the restriction of the proviso of the act last mentioned, (section 1, pages 26 and 27;) provided, also, the whole amount to be allowed to any postmaster for commissions shall not exceed the sum of eighteen hundred dollars in any one year.

B.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,

November 20, 1841.

SIR: The following statement exhibits the number and aggregate amount of the accounts of late and present postmasters which have been stated and sent out since the 4th of March, 1841, the amount collected, with the number of other accounts partially completed:

Late postmasters' accounts.

1st. 3409 Have been stated, copied, sent out, and balances drawn for, whose aggregate amount is	-	\$228,358 70
Of which this sum has been collected	-	90,203 15

		Leaving, to be collected or adjusted by outstanding claims - - - - -	\$138,155 55
2d.	432	Have been stated, copied, and sent out, ready for draft, on which is apparently due - - -	21,184 98
3d.	1531	Have been stated in part, and suspended by the absence of books from the office, they having been required on the trial of a suit against Mr. Reeside, in Philadelphia, and by the necessary withdrawal of other books temporarily from the collecting clerks.	

5372 Whole number of late postmasters mentioned above.

Present postmasters' accounts.

1st.	1289	Have been stated, copied, and sent out, on which the aggregate sum apparently due is -	37,085 67
2d.	1416	Have been stated, or nearly so, and have necessarily been suspended by the withdrawal of books.	

2705 Whole number of present postmasters' accounts mentioned above.

5372 Late postmasters.

8077 Total number of accounts completed, or partially so.

The progress made in stating the accounts of late and present postmasters, under the act of 9th September last, is as great as could be expected from the force employed and the character of the work performed.

It is impossible to ascertain the condition of the finances of the Department until the accounts of late and present postmasters are stated, sent out, and audited, on such state of facts as their investigation elicits.

Large balances frequently appear to be due on accounts as they are stated and sent out, which are greatly reduced or entirely discharged by outstanding claims for the transportation of the mail, on the procurement of that service by postmasters, when contractors have failed to perform their contracts, or by claims for contingent expenses, or by claims for transporting the mail on special routes. The last class of claims exists where postmasters at special offices are charged with their quarterly receipts, and not credited with the expense of transporting the mail, because vouchers were not sent with their accounts, to prove the amount of money paid.

I have been obliged to employ a part of the temporary clerks in preparing information for the biennial register, under the joint resolution of Congress of July 14, 1832, and for making out a list of post offices and the amount of the nett revenue, under the resolution of April 27, 1825.

Most sincerely yours,

E. WHITTLESEY.

HON. C. A. WICKLIFFE,
Postmaster General

C.

POST OFFICE DEPARTMENT, *November 4, 1841.*

SIR: To the duties assigned you by any former instructions, as special and confidential agent of this Department, I desire to add that of strictly observing the manner in which the post offices are kept in the section and along the lines of route you may be called to inspect and travel.

The Postmaster General expects that every post office, whatever may be its importance, shall be attended to or supervised by the deputy postmaster. The practice which, I regret to learn, has obtained in many portions of the United States, of one man holding the commission of postmaster, whilst another discharges its duties, must be stopped; and when such cases fall within your knowledge, I desire that they shall be made the subject of special report.

Great carelessness in the opening and keeping the mail in insecure places, and permitting persons other than the postmaster, or his sworn assistants, to have access to the same when opening, or after it is opened, has been charged, in general terms, upon many of the postmasters in the small towns and villages. This evil must be corrected, and when you have evidence of the fact it is expected you will make it known to the Department, that the only efficient remedy may be applied. I will not continue in office those who will not themselves give their time and attention to the discharge of its duties, or who violate or suffer violations of the rules of the Department in opening and distributing the mail.

It is also desirable that you observe the department of all carriers and drivers of mails, and report any misconduct arising from wilful negligence or carelessness and inattention to their employers and to the Department.

Many complaints have been made against the agents or travelling postmasters on railroad routes. You are expected to observe the conduct of all such as may fall within the range of your supervision.

Information has been communicated to this Department, that drivers and carriers of the mail, on the more distant and more unimportant routes, are in the habit of carrying letters, in violation of law, thereby lessening the income of the Department. As this may be done in ignorance of the law, you will inform and instruct the contractors to charge the carriers and drivers not to violate the law in this particular. The act of 1825, section 20, directs that all carriers shall deliver such letters, whether sealed or unsealed, to the first post office at which they arrive after receiving them, and the postmaster is directed to rate and charge the postage.

If you become satisfied that any post office is not of public utility, and not required for the public accommodation, you will report that fact, and the reasons for the opinion.

Upon the active exertions and vigilant supervision of the special agents of this Department mainly depend the regularity, security, and efficiency of mail transportation; and I cannot too strongly impress upon you the importance and high responsibility of your stations. It is to you the Postmaster General must look for accurate information upon all subjects pertaining to the out-door operations of the Department. Give me your efficient aid, and I do not despair of making the Post Office Department eminently useful and popular.

C. A. WICKLIFFE.

To _____,
Special Agent, Post Office Department.

D.

POST OFFICE DEPARTMENT,
Contract Office, Nov. 30, 1841.

SIR: Having been directed by you to make investigation, during my recent stay in Philadelphia, into the nature and extent of the express arrangements, by individuals and companies, for the transportation of letters and papers out of the mail, their points of operation, the rates charged by them, and the probable loss of revenue to the Department which they occasion, I have the honor to submit the following report:

It becoming obvious that the information to be obtained at the Philadelphia post office, and at the branch office in that city, of Harnden & Co's Boston, New York, and Philadelphia express, would not be as ample as desired, I addressed inquiries to several of the principal postmasters, and to others, from whose replies I have made the following tables and extracts.

I. It appears that the business of travelling to and fro on railroads and steamboats, to convey and deliver packages, and in most, if not all the cases, letters and newspapers, is carried on between the places, and by the persons and companies hereinafter named, as follows:

The following information was obtained from the several postmasters and express companies, and is submitted to you for their consideration. It is also desirable that you observe the department of all carriers and drivers of mail, and report any misconduct arising from within their respective or careless and inattention to their employers and to the Department. Many complaints have been made against the agents of travelling-post- carriers on railroad routes. You are expected to observe the conduct of all such as may fall within the range of your supervision. Information has been communicated to the Department, that drivers and carriers of the mail, on the more distant and more important routes, often take advantage of the mails, in violation of law, thereby becoming the means of the Department. As this may be done in ignorance of the law, you will inform and instruct the carriers to charge the carriers and drivers that all carriers shall deliver such letters, whether sealed or unsealed, to the post office at which they arrive, and receive the same, and the post- master is directed to take and charge the package. If you become satisfied that any post office is not of public utility, and not required for the public accommodation, you will report the fact, and the reasons for the opinion. Upon the subject of the regulation and supervision of the express agents of the Department, mainly beyond the territory, security and efficiency of mail transportation; and I cannot too strongly impress upon you the importance and high responsibility of your station. It is in you the Post- master General must look for accurate information upon all subjects pertaining to the out-door operations of the Department. Give me your assistance, and I do not despair of making the Post Office Department and nearly useful and popular.

C. A. WICKLIFFE.

To
Special Agent, Post Office Department.

Between	By	Since	Upon
Boston and New York.	Harnden & Co.	- April, 1839	Providence railroad, and Stonington steamboat.
	Adams & Co.	- May, 1840	Norwich railroad & steamboat.
Boston and Albany.	Harnden & Co.	- July, 1841	Western railroad.
Boston and Providence.	Earle	- -	Railroad.
Boston and Taunton.	E. F. Davenport	- July, 1840	Railroad.
Boston and New Bedford.	Hatch	- July, 1840	Railroad.
Boston and Fall river.	Kingsley.		
Boston and Worcester.	Leonard	- Aug. 1840	Railroad.
Boston and Lowell.	Gray	- -	Railroad.
Boston and Nashua.	Gilliss	- -	Railroad.
Boston and Concord.	Walker.		
Boston and Dover	Niles	- Oct. 1840	Railroad.
Boston and Haverhill.	Dow	- 1838	
Boston and Salem	A. Law	- 1840	Lynn road.
	Potter	- -	Railroad.
Boston and Portsmouth.	P. C. Hatch	- Nov. 1840	Railroad.
	Conant & Walker	- -	Railroad.
Boston and Portland.	J. Winslow	- 1840	Steamboat.
Boston and Augusta and Bangor.	Carpenter & Harris.		
New York and Philadelphia.	Harnden & Co.	- July, 1840	Railroad.
New York and Albany.	Harnden & Co.	- Mar. 1841	Steamboat.
Albany and Buffalo.	Pomeroy & Co.	- Aug. 1841	Railroad.

The postmaster of Philadelphia says :

"There are agents *also* employed by the brokers, who travel by the mail routes between the different cities, who are making a deep hole in the coffers of *Uncle Sam*. For instance, there are two agents who travel between Philadelphia and New York, who take an immense number of *letters* and *money packages*. A respectable broker acknowledged to me, a

II.

The express of	As reported by	Charge.
Harnden & Co. -	Postmaster of Boston	25 cents per single letter between Boston and Albany, Boston and New York, and Boston and Philadelphia. \$1 per ounce for heavier letters, all which they enter, as they say, at the post office, as 75 cents per ounce. 3 cents for each newspaper, but carry few except to editors, and these they take free. Packages are charged for according to size, value, and other circumstances.
The same -	Postmaster of N. York	25 cents for single letters, and in proportion for double or triple ones. 2 cents per newspaper.
The same -	Assistant postmaster of Albany.	50 cents a package of bank notes an inch thick between Albany and New York: more for larger bundles; knows nothing as to their conveying letters, except to the Cunard line of steamers, and on them they pay the postage into the post office.
Pomeroy & Co. -	Postmaster of Buffalo	50 cents for smallest parcels, say to Rochester. 75 cents for smallest parcels, say to Utica. \$1 for smallest parcels, say to Albany. \$1 25 for smallest parcels, say to New York. \$1 additional for every additional \$1,000 conveyed. Single newspapers free.
		<p><i>Brief of parcels and packets forwarded east on the 11th November, 1841, as copied from their register.</i></p> <p>2 lawyers' parcels - - expense \$2 79 2 merchants' bills, lading, and money 1 00 1 broker's specie and bank certificate 15 25 Robinson & Co., brokers, pay by the quarter, amount not known. Commercial Bank, gold and paper money 7 50 Waring & Co., brokers, parcel - 1 50 Murray & Sutor, brokers, parcel - 1 00 1 order for goods - - - 1 00</p>
Adams & Co. and the other expresses.	Postmaster of Boston	12½ cents per single letter, or more, between Boston and any point to or past which they run, but nothing paid into the Post Office Department on the same.
Brokers' expresses between Philadelphia and New York, and Philadelphia and Baltimore.	Postmaster of Philadelphia.	Take letters for considerably less postage than the Department's rates.

III. As to the effect of these expresses upon the revenue of the Department, whilst the general result is manifestly of a most unfavorable character, a distinction appears to be made in favor of some of them in this respect. It is represented that Harnden's line, instead of operating to the prejudice of the United States mail establishment, acts as an important auxiliary to it. On the other hand, facts are stated to rebut this conclusion.

It is here proper to mention that, some two years since, Mr. Harnden

entered into contract with the Department, at a nominal amount, to convey paid letters between Boston and New York, under the United States mail lock, and took the oath as a carrier; thus placing himself under the additional liabilities to punishment provided by law against such as stand in those relations, for any acts in violation of the Post Office policy of the United States. This arrangement was adopted on the recommendation of the then postmaster at Boston, Nathaniel Greene, Esq., and some of the most prominent gentlemen of that city. It expired on the 30th June last, and has not yet been renewed, from a prevailing doubt of its expediency. In prosecuting this investigation I had much conversation with Mr. Greene, whom I met at Philadelphia, and who displayed great intelligence on this subject. At my request, he reduced his statement to writing; so much of which as bears upon this branch of the inquiry I will present, with the evidence derived from the other sources.

The evidence at hand is not sufficiently exact, nor can it be, from the nature of the subject, to enable me to indicate, by any specific sum, the probable loss to the revenue caused by these expresses. This must be a matter of general inference with all; and the best mode of enabling just conclusions to be formed is, to present the statements I have received under this head, with such correlative facts as are otherwise in my possession.

The postmaster of Boston states:

"Each of the express establishments named convey letters, packets, newspapers, and parcels, receiving and delivering them at Boston, and at each of the depots or stopping places along the route over which it travels.

"On the days of the sailing of the British steamers, Adams & Co. generally deposite letters in this office several times during the morning, and frequently fifty or more at once. They send in on such days, as I have reason to believe, large numbers by persons who are strangers to myself and clerks, for the purpose, probably, of avoiding detection, and of preventing its being known what number they do bring. A large portion of the letters for the packets are double, treble, and more. I have several times estimated what the postage from New York would be on a parcel of letters deposited by Adams & Co., and found it to amount to from 25 to 30 dollars on a single deposite. Excepting such letters as are to be forwarded by the British steamers, very few of those conveyed by the several expresses come into the post office.

"In regard to the effect that these express establishments have upon the revenue of the Post Office Department, my opinion is that it is very great; to estimate the loss, however, with much accuracy would be difficult. All the expresses, with the exception perhaps of Harnden & Co's, (who do take charge of packages of merchandise conveyed over the Providence route between this city and New York,) are supported mostly by the profits derived from conveying letters and small packages, as they take charge of very little heavy freight. Besides the letters that are carried openly by the express, the carriers knowing them to be such, a great many are carried by them, done up in packages. I have very good reason to believe that merchants and others, in the same neighborhood, both in this city and New York, are in the daily habit of putting their letters together in a bundle, and forwarding them in this way, paying perhaps 25 or 50 cents for the whole. In some cases even trunks and bags are used, which I doubt not pass daily between this city and New York as regularly as the mail. A merchant in New York, who is largely connected with the Boston manufacturers, told me last March that he wrote and sent to Boston from 6 to 10 letters daily,

and that he did not think one in fifty of them was conveyed by mail. His custom was to do up all he had to send on any particular day in one packet, and address it to one of the parties to whom he was writing, and send it by express carriers, at the charge of 25 cents. Answers were returned in the same way."

The postmaster of New York speaks as follows :

"The effect of these arrangements, (meaning Harnden & Co's, and Adams & Co's lines,) and of other smaller establishments between this city and Boston, and the large towns east of this city, this side of Boston, upon the revenue of the Department, is at least one-third—a probable *loss of one-third to the Department*. The number of letters carried outside of the mails, particularly to the eastern towns, is very great ; but it is very difficult to obtain any accurate estimate of the number. Perhaps you may remember of my giving information to the Department of the number of letters found on one of the unfortunate persons who was on board the steamer Lexington, and, after being drowned, floated on shore on Long Island. There were 148 letters found on his person and taken to the nearest post office, and mailed to this office; and many other letters were found on most of the passengers that were found from the same vessel. This will give the Department some idea of what number is sent by individuals. This will also apply to the large towns on the Hudson river, between this city and Troy."

The postage accruing between New York and Boston, and the intermediate towns on the line of railroad, does not appear separately on the post office returns, nor can it be ascertained in time for this report. The one-third of it must amount to several thousand annually.

The assistant postmaster of Albany says :

"We are unable to furnish any very full account of the operation of the express lines in this city. Harnden & Co. have an office here, and, we understand, do a profitable business ; but their manner of doing it is not fully known to us. They have, we understand, an iron safe on board of the steamboat, and an agent constantly goes with it, receiving and delivering all parcels intrusted to their care. Letters, we understand, they do not forward by mail, except to Cunard's line of packets, paying the regular postage at this office, which is 3 to 5 dollars for each ship. We do not know that they carry any thing which would go by mail if they did not carry it.

"We have been unable to discover that these express lines affect the revenue of the Department; but it may well be imagined that they will be unable to refrain from carrying letters, more especially law papers. But, as yet, we cannot prove that they have done so. We keep with several of the law offices a monthly account of postage, and we have not discovered any falling off in the amount."

The postmaster of Buffalo reports :

"They (Pomeroy & Co.) carry packets of money, law papers, an occasional newspaper to printers, and some half dozen for gratuitous distribution ; and have once carried 150 New York Herald's. They will not carry common business letters without they contain orders for parcels of goods to be brought back, or a draft or bill of exchange. They also carry gold, silver, trunks, parcels of goods, and whatever may be offered in small compass.

"The effect upon the Department at this time is very trifling, perhaps

from two to five dollars per week ; but I understand the venders of newspapers intend making an arrangement to have their papers brought on by express, which, you will ascertain from a schedule this day forwarded to the Postmaster General, amounts to 2,032 per week, if the express should bring the dailies."

The following statement of the postmaster of Philadelphia bears upon this head of the inquiry :

"I will remind you now, however, of a circumstance which I communicated to you verbally. Mr. Brown, the Philadelphia agent of Harnden, has brought letters to this office, the day before the sailing of the Havre packet, on which he had received postage at his depot, and offered to pay the postage as single letters ; but, upon examination by one of my clerks, they were found to be double, when he took them away, and did not return to the office. The conclusion, therefore, was inevitable, that he forwarded them by private hand. *Packages of letters* have frequently been dropped into this office, from Boston, New York, and other points, by Harnden's express, for deliverance by our carriers ; and having ascertained that they were thus conveyed, in consequence of the '*per Harnden's express*' not being entirely obliterated, I have invariably charged them with postage, which has been quietly submitted to by the recipients of such packages. Many other packages have doubtless escaped my observation, which have been thus *illegally* conveyed. A highly respectable and extensive merchant of Philadelphia informed me that, to his certain knowledge, Harnden was in the habit of conveying, by his express, multitudes of letters which ought to be transmitted by mail. If an opportunity should be afforded of bringing up, on a subpoena, any of our large commission dry goods merchants, either in Philadelphia, New York, or Boston, there would not be the slightest difficulty in establishing the fact of Harnden's gross violations of the Post Office laws ; and I am firmly convinced that, if he and Adams be not put down, they will ere long put down the Post Office Department."

[See, also, the statement of the postmaster of Philadelphia, quoted in this report, next to the list of expresses.]

A different view of Mr. Harnden's operations, and their effect upon the Post Office receipts, is presented by Mr. Greene. His statement furnishes an interesting memoir of this successful enterprise, the most important of its kind in the United States. He says :

"Mr. Harnden's was the first express established. I may add to this, that it was established as a *package express*, and without any intention of conveying letters. He commenced simply the business known to the law as that of a '*common carrier*,' with a sprinkling of the *commission merchant* ;" that is, he not only *transported* packages of goods between New York and Boston, but, in many cases, was employed to *purchase* the goods he transported. Being an honorable man, and wishing to establish himself in a legitimate business, he soon made arrangements with the proprietors of the railroads and steamboats on the route, by which each party was enabled to derive its appropriate profit from Mr. Harnden's enterprise, and the business was thus rendered mutually beneficial. On the establishment of the Cunard English steamboat line, Mr. Harnden's reputation for enterprise and honesty attracted the attention of the proprietors of that line, and he was offered the *exclusive* agency of the line for the management of its freighting business, which, though confined to light goods and small packages, is yet very considerable in the aggregate, and lucrative.

On all freight forwarded by the English steam packets, Mr. Harnden receives a commission of 10 per cent. This arrangement rendered it necessary for him to establish a branch of his house at Liverpool; and out of this has arisen another branch of business, which he is enabled to carry on, much to the convenience of the public and his own advantage—I mean drawing bills of exchange, in small sums, for the accommodation of emigrants and others. I understand that he now draws, in this way, bills to the amount of from \$10,000 to \$20,000 for each packet; and even our merchants are beginning to apply to him for accommodations of this kind. I add, that Mr. Harnden is now in Albany, for the purpose of signing a contract with the managers of the Western railroad, (from Boston to Albany,) which will place him in something like the same relation to the freight transported over that road that he already bears towards that transported in the British steam packets. I presume I shall have said enough to give you some general idea of the nature and extent of Mr. Harnden's business.

“By the foregoing you will see that the carrying of letters was no part of Mr. Harnden's original intention, and can now form, under any circumstances, but an inconsiderable item of his business.

“From a time whereof the memory of man runneth not to the contrary, there have existed in Boston, New York, and probably the other maritime cities, what have usually been called *foreign letter offices*, generally kept by the keepers of the news rooms in the respective cities, who assumed the business of receiving letters to be forwarded to foreign countries by sea. These letters were despatched by a vessel sailing directly from the port where the letter was originally deposited, or sent by mail to some other port, whence a packet or other ship was about to sail. When such a letter was to be sent direct from the same port, a small compensation was charged for the trouble. When to be sent by mail to another port for despatch, then the amount of postage was charged in addition, and paid into the *post office* by the keeper of the *foreign letter office*. This is the system which has always been practised, and from which no detriment to the revenues of the Department has ever arisen; but there was a defect in this system, detrimental to the merchants. The packages of letters sent by the keepers of the foreign letter offices (say from Boston) would be sent by the very last mail previous to the sailing of the foreign packet from New York, and would arrive there but a few hours previous to the sailing of the packet; and it would often happen that the mail would not be assorted in season for the letters to be put on board, or that the packet agents (to whose care they were directed) would forget to send to the post office at the last moment; so that, from one or the other of these causes, the whole ~~budget~~ would often have to lie over until the sailing of the next packet. The frequency of these occurrences led many of the merchants to send their letters by such of their friends and acquaintances as happened to be going to New York on the day, and thus a large portion of the foreign-letter business was gradually withdrawn from the mail. On the establishment of Harnden's express, a sure means of securing the forwarding of these letters presented itself, in the person of his agent, who could immediately, on his arrival in New York, repair on board the ship and deposite the letters in the hands of the captain; and Harnden was constantly importuned to take them. Under these circumstances, Harnden communicated the facts (through me) to the Department, and the final result was an

arrangement, by which he was appointed a mail carrier, gave bonds, and took the oath. By this arrangement he received the foreign letters from the merchants, put them up in parcels directed to himself in New York, brought them to the office and paid the postage on them; they were then mailed for New York, put in a separate bag, with a separate way bill, locked with the post office lock, and the bag confided to the hands of Harnden, to be conveyed to the New York post office. On his arrival there, the bag was immediately opened, its contents delivered to Mr. H., according to the direction, and he immediately repaired on board the packet ship with the same.

“By this arrangement the objects of all parties were accomplished. The Department got the postage; the merchants were assured of the certain conveyance of their letters, even into the cabin of the ship; and Mr. Harnden got a reasonable compensation for his trouble. This arrangement was originally one of my suggestion; it has brought thousands of dollars into the treasury of the Department, which otherwise would never have found their way there; and, to this day, I can see no objection to it. The establishment of the English mail, by the Cunard line, has since somewhat modified the details of this business, and partially changed its direction; but, were it not for wearying you with a letter too long to permit a hope of its being read, I could show you, conclusively, that Mr. Harnden's services are now as conducive to the interests of the Department, and to the public accommodation, as they previously were. I will just give one illustration. The postmasters cannot receive money for European postage; they have no means of transmitting the money to Europe, and of sending a letter as a *paid* letter. Now, many people who write, *on their own business*, to persons in England and on the Continent, being unwilling to tax their correspondents with the expense of postage, desire to pay through; and many who write to friends or poor relations desire to do the same thing. Mr. Harnden enables them to do this. A person in Philadelphia, wishing to pay the American, English, French, and German postage on a letter to Vienna, can pay the same to Mr. Harnden, and the letter will go free of expense to the recipient. Mr. Harnden will pay the postage from Philadelphia to Boston; at Boston he will enclose it, with others of the same kind, to his partner in Liverpool, and that partner will pay at Liverpool the postage to its place of destination. This arrangement has already been found to be of great public convenience, and to deny him the privilege of doing so would be to deny to the public a facility for which it is not in the power of the Department to furnish a substitute. Now, if the theory be correct, that the Post Office Department is established for the public convenience, it would seem to be a perversion of its powers and duties to act in any manner as an obstruction to communication in those particular cases where it cannot itself furnish the necessary facilities.

“I recollect that, in conversation, you considered it an objection to the present system that Mr. Harnden collects the postage on the letters singly, and pays it in aggregate, by weight, thereby saving a difference in his own favor. If this be an objection, it certainly is not one of great importance. The difference cannot be very great, and must be nearly, if not quite, balanced by the labor saved in the post office, by mailing them collectively in packages, instead of mailing them separately. Besides, it enables him to keep his bag open until within five minutes of actual departure, which is at least half an hour later than the regular mail can be kept open, and thus

catch all the tardy, who are a numerous race, and who would otherwise be compelled to send by private hand.

“It has also been suggested that, although Mr. Harnden would not, knowingly, convey a letter out of the mail, yet he is liable to be imposed upon by having letters done up in packages resembling some article of merchandise, and thus sent in disguise, to the injury of the revenue. We know that a case of this kind of imposition recently occurred, in which a distinguished merchant of this city enclosed forty-five thousand dollars, in notes, between two pattern cards, directed the package to his friend in Philadelphia, and endorsed on the outside, ‘*pattern cards only.*’ The consequence was, that he deceived not only Harnden, but his correspondent; who, neglecting to open the package of ‘*pattern cards only,*’ a great fuss was made about the supposed loss of the notes. These cases may and do occur; but they would occur with the same frequency, whether Mr. Harnden were or were not authorized to carry the mail he now carries, and cannot affect the decision of the question of his continuance in the performance of that function.

“You will perceive, by Mr. Gordon’s letter, that Mr. Harnden charges twenty-five cents for a letter from New York to Boston; and I have already stated my conviction that the effect of the system established by him has been to put ‘thousands of dollars into the treasury of the Department, which otherwise never would have found their way there.’ For the foregoing, as well as many other reasons equally cogent, I desire, in the most distinct and formal manner, to advise a renewal of the arrangement with him, which has recently expired.

“Of Mr. Adams’s express, perhaps, it may be sufficient for me to say that, while he subserves *his own interest*, the Department derives but very little advantage from his exertions.

“That the shorter expresses, running to different points in this State, all carry more or less letters, is a fact of which scarcely any doubt can reasonably be entertained. Many of them would be glad, however, to act legitimately under the authority of the Department, which would serve to increase its revenue. It seems to me that, with regard to them, the Department has to choose only between a legal employment of them and a vigorous system of repression; and I hardly know which to advise. Perhaps the one course would be best with some, and the other with others. But it should be borne in mind that the expresses are a public want, without reference to the carrying of letters, and will continue to run over the road for other purposes, whatever may be the course of the Department; and it is questionable whether the repression system can ever be entirely successful with our present laws. But if, with our present laws, it is difficult to suppress the rivalry of the ‘*common carriers,*’ it is utterly impossible to suppress that of transient travellers. Hundreds of these pass daily between Boston and New York, with their pockets full of letters, and no law can reach them. It is a notorious fact, that our principal hotels are the common receptacles of letters, which are daily forwarded by some of their departing customers. The Tremont house, in this city, has thus become quite a formidable rival to the post office, and I am utterly at a loss to devise a remedy for this evil.”

Further evidence is furnished, as to the two principal expresses, in the following report of the present postmaster of Boston, made anterior to the present inquiry:

"Mr. Harnden, who has a commission from the Department as a mail carrier, has an express carrier, who accompanies the mail daily between here and New York both ways; and although he doubtless carries a large number of letters in packages on which no postage is paid, still I think him very honest in paying postage on all those openly intrusted to his care, and having them stamped; and I think he refuses to take charge of any parcels if he *knows* they contain letters. I doubt not, judging from the short experience I have had, that he pays more postage on letters he carries than would be received from the same letters if his express was discontinued, as a large portion of them would in that case be intrusted to private hands or other expresses. I understand from him that he has paid the New York post office six or eight hundred dollars on letters brought from there for a single English mail steamer.

"There is, however, another express, run by Adams & Co., between here and New York, on the Worcester and Norwich route, in regard to which I think it my duty to inform the Department. This express is daily both ways, and is the bearer of a great number of letters on which no postage is paid. About the time of the sailing of the British steamers, they have deposited letters in this office several times during the day, and sometimes fifty or more at once. I have good reason to believe that they daily carry letters openly, knowing them to be such, at a low rate, and such as would otherwise be sent either by mail or by Mr. Harnden.

"My knowledge of this matter arises as much from past experience, having been long in correspondence with merchants in New York, as from any information gained since I have had charge of this office."

"The postmaster of Webster, Mass., situated on the line of Worcester and Norwich railroad, reports:

"The young man who has the care of Adams & Co's express from New York to Boston is making great inroads upon the income of this office. He takes letters daily to one of these cities, and brings letters from each city to some one of this place. Four letters have been left at their office in New York, for a gentleman of this place. Those enclosed in a wrapper have been brought here by this express for 13½ cents. Operations like this, some days to a greater extent and some days less, are occurring continually. He will reduce the receipts of this office, this quarter, \$50."

The quarterly receipts of this office are about \$125. The estimated loss, therefore, is at the rate of 40 per cent.

Mr. Grenville, formerly employed by the Postmaster General to investigate this class of depredations, says:

"In Boston there are several *daily express offices* established, where agents receive, convey, and deliver, all descriptions of mailable matter, particularly to and from Salem, Newburyport, Portsmouth, Portland, Bangor, Haverhill, Exeter, Dover, Lowell, Nashua, Concord, Taunton, New Bedford, Worcester, Norwich, Springfield, Providence, Stonington, New York, Albany, Philadelphia, and Baltimore; thus completely including the principal routes on which the Department must depend for its revenues in this section of the country. In my opinion, many of the post bills *to and from* the Boston post office do not amount to *shillings*, when they should exceed dollars.

"I am informed from an authentic source, that the proprietor of a commercial news room in New York is in the daily habit of receiving and

forwarding letters to Boston, for which he charges 12½ cents each, on an 18½ cents route; and I have known a conductor on the railroad from New York to Philadelphia to charge 50 cents on a 12½ cents route.

"As the mails are usually closed one hour before the starting of the railroad cars, steamboats, and post coaches, I would suggest that, in order to secure to the Post Office Department all its legal revenues, and effectually to obviate all excuses for fraudulent practices responsible persons be authorized to receive letters, &c., until 15 minutes previous to starting of said conveyances, to be paid for at the post office in the place where they may be written.

"By a contract with the Department, Wm. F. Harnden, of Boston, is now authorized to carry letters to and from New York and Boston; which is greatly approved of by the business community. Mr. Harnden says that the money he has paid into the Boston and New York post offices has averaged about *six hundred dollars per month the past year*, although Mr. Alvin Adams runs a daily express between Boston and New York, *via* Norwich and Worcester, who, I believe, has never paid one dollar on his letters at the post offices, and that the amount he forwards is about equal to Harnden's express.

"Mr. Harnden is desirous of having his contract include Philadelphia, New York, Albany, and Boston, if, in the estimation of the Department, it should be deemed expedient. Mr. H. deservedly enjoys the highest confidence of the business community in the above-named cities. I think it will advance the interests of the Department to make the arrangement immediately."

It will be seen by the table given at the commencement of this report that Boston has a greater number of package and letter expresses running to and from it than any other point. It will be seen by the quarterly returns that its postage receipts are falling off to a greater extent than any other place of its class. Its postage, for the year ending June 30, 1841, was less by \$8,102 80 than for the preceding year, when special reasons for an increase are furnished in the opening of new and important lines of communication with it, the establishment of the Cunard line of steamers, and the consequent addition to its business and correspondence. Did time allow this comparison to be followed out at all the points on the track of these expresses, a distinct and increasing cause for no inconsiderable portion of the large aggregate decline in the revenue of the Department which has occurred within the last year would no doubt be exhibited.

It is upon those already in the enjoyment of the amplest provisions of mail service that these additional facilities for the conveyance of letters and newspapers by private expresses are bestowed; and, as it is done wholly at the expense of the resources of the Department, the unequal and unjust consequence results, that an equivalent amount in cost of mail accommodation elsewhere must be withdrawn or withheld.

When the post office receipts are falling off from year to year, and the mail service is retrenched from time to time in the effort to keep the expenses of the Department reduced to its income; when Congress, in view of these facts, refrains from exercising its power to establish post roads, and from introducing the desired amelioration of the postage tax, the necessity and duty of protecting the resources of the Department against this species of encroachment must be obvious to all. But I beg leave to suggest whether it cannot be done with better discrimination and effect by

obtaining further legislation in regard to it than by relying wholly on the penal provisions of the present law. Those provisions enforce the principle of prohibition against all the modes then known of conveying letters, &c., as a regular business. But these contrivances of expresses upon railroads, and even railroads themselves, have come into existence long since; and though the language of the enactments referred to may be broad enough to reach them, yet provisions might now be framed, under a full knowledge of these novelties, that would guard the revenue in a more intelligent, just, and effectual way. The package carriers might be allowed to convey, on the application of their customers, but for the Department, letters and newspapers, under arrangements with the Postmaster General, the full postage on every mailable article to be secured by requiring periodical returns under oath, and by proper pains and penalties for all acts of unfaithfulness or fraud upon the Department, especially for concealing letters in packages or otherwise. Thus these "common carriers," as they are called in one of the statements, might be continued in all their usefulness as such, with the incalculable advantage of acting honestly and legally in regard to the conveyance of mailable matter, and become important auxiliaries to the Department. This would enable it to continue arrangements with Mr. Harnden, so strongly recommended in some of the communications, and to enter into like ones with others, but under sanctions and safeguards that would better protect its interests. Believing that my report of the facts I was directed to ascertain would be less incomplete by adding these suggestions, I have ventured on the liberty of presenting them.

All which is respectfully submitted.

S. R. HOBBIE,

First Assistant Postmaster General.

HON. C. A. WICKLIFFE,

Postmaster General.

E.

POST OFFICE DEPARTMENT,

Contract Office, November 23, 1841.

SIR: I have the honor to report the following TABLE of *mail service* for the year preceding the 1st July, 1841, giving the length of routes, the annual transportation, and the rate of the cost of the mails for the year, according to the state of the contract arrangements on the 30th June last.

States and Territories.	Length of routes.	Annual transportation and rate of cost.						Total transportation.	Total annual rate of cost.
		Horse and sulkey.		Stage and coach.		Railroad and steamboat.			
Maine - -	3,993	279,294	\$14,997	735,347	\$72,372	-	-	1,014,641	\$87,369
New Hampshire - -	2,841	135,130	6,155	786,157	61,460	-	-	921,287	67,615
Vermont - -	2,526	107,205	5,055	615,430	50,869	-	-	722,635	55,924
Massachusetts - -	3,927	140,030	8,710	1,185,730	96,393	391,954	\$33,817	1,717,714	138,920
Rhode Island - -	414	8,970	809	115,306	8,789	60,164	2,722	184,440	12,220
Connecticut - -	2,546	133,652	7,690	393,240	21,949	403,470	29,038	930,362	58,677
New York - -	14,556	1,100,994	63,805	2,978,812	243,823	618,328	73,269	4,698,134	380,897
New Jersey - -	2,044	138,706	6,480	398,446	23,224	123,660	22,150	660,812	51,854
Pennsylvania - -	11,034	981,378	45,590	1,889,438	141,622	261,941	37,779	3,132,757	224,991
Delaware - -	423	34,840	1,825	83,465	4,477	20,003	8,743	138,248	15,045
Maryland - -	2,352	241,522	15,206	266,654	44,796	257,489	56,117	765,665	116,119
Virginia - -	11,953	1,081,244	55,017	952,298	85,518	333,300	43,370	2,366,842	183,905
North Carolina - -	7,465	566,290	32,924	728,602	65,106	274,560	43,260	1,569,452	141,290
South Carolina - -	4,677	299,537	25,772	547,833	68,544	155,064	36,045	1,002,434	131,261
Georgia - -	6,927	486,272	34,669	844,080	101,406	153,332	35,856	1,488,684	171,931
Florida - -	1,817	95,884	11,563	75,416	15,476	99,424	18,840	270,724	45,879
Ohio - -	11,604	966,564	46,553	1,370,511	119,470	103,308	9,062	2,440,383	175,085
Michigan - -	3,615	325,354	19,709	287,608	19,307	95,368	4,475	708,330	43,491
Indiana - -	7,793	631,890	38,390	681,382	55,645	45,136	4,811	1,358,408	98,846
Illinois - -	9,787	550,623	41,949	1,070,576	108,841	63,232	7,193	1,684,431	157,983
Wisconsin - -	1,096	142,484	12,351	58,072	5,824	-	-	200,556	18,175
Iowa - -	1,014	96,768	7,716	29,224	4,012	-	-	125,992	11,728
Missouri - -	5,935	483,596	33,179	275,872	33,382	7,038	1,540	766,506	68,101
Kentucky - -	6,698	555,598	30,619	732,868	61,790	97,308	11,611	1,395,774	104,020
Tennessee - -	8,035	630,374	33,296	756,402	70,092	16,891	3,047	1,403,667	106,435
Alabama - -	7,920	594,813	52,785	688,376	116,635	106,184	42,878	1,389,373	212,298
Mississippi - -	5,209	602,434	58,410	260,832	55,807	84,499	11,226	947,765	125,443
Arkansas - -	3,626	373,360	36,190	140,192	31,917	42,224	7,619	555,776	75,726
Louisiana - -	2,599	294,056	34,483	13,104	3,089	127,573	40,475	434,733	78,047
Total - -	155,026	12,088,862	781,897	18,961,213	1,791,635	3,946,460	585,843	34,996,525	3,159,375

The cost of service above exhibited is not the actual amount paid for the year; it is what the amount for the year would have been, had the service throughout that period been the same as at the end of it. As it was much more at the commencement, and was subsequently retrenched, the amount paid will necessarily exceed the rate above stated. These tables show the extent of service, and the rate of its cost at a given time, and furnish comparative views from year to year, and between the different States and Territories. For better convenience, the transportation and cost are expressed by annual amounts.

The annual cost of mail transportation for the last year appears to be less than for the preceding year by the sum of \$137,501. This reduction is caused by orders of curtailment.

For the *current* year the service in operation stands at the annual rate of \$3,046,657—\$112,718 less than the last year. This results from the re-letting of the service in the Eastern States and New York, in which section new contract arrangements commenced on the 1st July last, effecting a reduction in the transportation expense of that section of \$120,855 per annum. It should be noted, however, that on an important portion of this service the terms of compensation have not yet been adjusted. It is carried into the foregoing statement at the amount offered by the Department, to wit: \$85,651, but the parties ask \$41,714 more.

The amount of \$3,046,657 above given for the cost of transportation of the present contract year, now only advanced into the second quarter, is liable to increase not only upon the unadjusted service referred to, but also for the substitution of railroad conveyance in lieu of the cheaper grades, as the railways progress to completion; for the employment of temporary service, at higher rates, when routes are abandoned by the contractors; and for the general extension of mail accommodation which the country may demand. To what extent such increase may be made must depend mainly on the ability of the Department to provide for the additional expense. The probability of the passage of a new route bill at the approaching session of Congress presents the prospect of an important augmentation of expenditure for the ensuing contract year.

I am, most respectfully, your obedient servant,

S. R. HOBBIE,

First Assistant Postmaster General.

To the Hon. CHARLES A. WICKLIFFE,
Postmaster General.

F.

Proceedings for expediting the great mail North and South.

POST OFFICE DEPARTMENT,

October 18, 1841.

GENTLEMEN: I beg leave to call your attention to the suggestions for alterations in the running of the mail on the great line covered in part by your railroads, which the First Assistant Postmaster General is authorized and directed to submit to you.

I have considered the changes which this officer proposes, through your concurrence, to introduce; and they meet my approbation. I see no other

mode to prevent the delay of near 24 hours at Charleston, in the mail going South, and of 13 hours at Baltimore, in the mail going East, and of bringing the passage of the mail down Cape Fear river in daylight, instead of the night, which the difficult navigation of that river renders indispensable. The arrangement proposed confers the desirable advantage of flinging the Southern mails into Boston in one direction, and into Albany in another, and all points beyond, 24 hours in advance of their present receipt, besides greatly expediting the mail into Philadelphia from both directions. It is possible objections may arise in New York, as the Southern mail will depart five hours earlier in the day than now; but will it not be considered that this is more than counterbalanced by a gain of 24 hours at Charleston, and the avoidance of the frequent failures this side?

This change will dispense with the present late night running from Philadelphia to Baltimore, by substituting a trip performed earlier in the evening and night, and a night run going North. This night running, I understand, will be made the objection, which nothing can obviate but an increased price. In this matter it appears that the Department has gone as far as the law will allow. It is for the law makers, then, to provide you the redress which you ask for the additional difficulties and expense incident to night running. But, in the mean time, is it right or politic that the whole nation should be denied the advantages which a perfect arrangement now in your power to make would give? Let me entreat your acquiescence; and, when Congress meets, submit to that branch of the Government the question of remuneration.

I am, with great respect, your obedient servant,

C. A. WICKLIFFE.

To Messrs. McLEAN, NEWKIRK, and STOCKTON,
*Presidents of the Railroad Companies between
 Washington and New York.*

Proposed arrangement of departures and arrivals for the great Atlantic mail line going South.

- Leave Boston at 4 a. m.; arrive at New York by 10 a. m. next day.
- Leave New York at 12 m.; arrive at Philadelphia by 6 p. m.
- Leave Philadelphia at 8½ p. m.; arrive at Baltimore by 2½ a. m. next day.
- Leave Baltimore at 3 a. m.; arrive at Washington by 5 a. m.
- Leave Washington at 6 a. m.; arrive at Richmond by 5½ p. m.
- Leave Richmond at 6 p. m.; arrive at Petersburg by 7½ p. m.
- Leave Petersburg at 8 p. m.; arrive at Gareysburg by 1 a. m. next day.
- Leave Gareysburg at 1½ a. m.; arrive at Weldon by 2½ a. m.
- Leave Weldon at 2½ a. m.; arrive at Charleston by 8½ a. m. next day.

This arrangement will allow ample time for distribution in New York, and enable the mail of the day to bring off intelligence of part of the transactions of the day. In this respect, however, the proposed is not as good as the present schedule; which, putting the departure at 5 p. m., allows all the transactions of the day to be communicated by the mail of the day; but this late departure compels the mail to lie over at Charleston, South Carolina, nineteen hours, and exposes the mail boat on Cape Fear river to frequent detentions and failures, by delaying its passage down that difficult navigation till after dark.

The great object of this arrangement is to enable the mail and travel of the great cities and the entire North to pass off to the South, without suffering a day's detention at Charleston. The direct despatch through that city cannot be accomplished, unless the great mail is made to depart from New York in the middle of the day, 5 hours earlier than at present. This delay at Charleston affects most seriously the correspondence and travel to Savannah in one direction, and to Augusta in another, and to all points beyond, embracing in that extensive region the cities of Mobile and New Orleans.

Proposed arrangement of departures and arrivals for the great Atlantic-mail line going North.

No change is needed south of Washington. The mail now arrives at Washington by 25 minutes past 4 p. m.

Leave Washington at 5 p. m.; arrive at Baltimore by 7 p. m.

Leave Baltimore at 8 p. m.; arrive at Philadelphia by 8 a. m. next day.

Leave Philadelphia at 6 a. m.; arrive at New York by 12 m.

Leave New York at 4 p. m.; arrive at Boston by 9 a. m. next day.

This arrangement takes the great mail through to Philadelphia, without any detention at Baltimore. For the Southern correspondence and travel it gains a business day at Philadelphia, half a business day at New York, and full twenty-four hours at Albany and Boston, and all points beyond.

Respectfully submitted.

S. R. HOBBIE,

First Assistant Postmaster General.

POST OFFICE DEPARTMENT,

Contract Office, November 16, 1841.

SIR: As the alterations in the running of this mail, necessary to effect the improvement above set forth, would fall chiefly upon the Philadelphia and Baltimore, and Philadelphia and New York railroads, I had, agreeably to your directions, interviews with the presidents of those companies, in the city of Philadelphia. Besides presenting your letter to them, and the accompanying statement, I went into full explanations of the necessities and advantages of the desired change. From Captain Stockton, president of the New Jersey Railroad Company, I received assurances of his readiness to conform to your wishes in this matter, so soon as the Philadelphia and Baltimore company should concur in the proposed arrangement; and I was informed by the vice president of the Baltimore and Washington railroad that the assent of that company likewise might also, in that event, be fully depended on. The determination of this matter thus resting with the Philadelphia and Baltimore company, I availed myself of an occasion when the directors were convened to obtain a full consideration of the subject, urging, in particular, the public dissatisfaction at the detention of the Southern mail in Baltimore. The president of the company, Mr. Newkirk, afterwards informed me that, without deciding to reject absolutely the alterations proposed by the Department, they had concluded to postpone adopting them this winter, on account of the increased expense and hazards of night service during that season, particularly in crossing the Sus-

quehannah; and from the belief that the closing of navigation by ice on the Potomac would compel the loss of a day, and prevent the expedition south which the Department anticipated from the change; and, also, under the hope that Congress, in the mean time, would readjust the rates of compensation for mail transportation on railroads, so as to allow higher pay to be given for night service. He made statements, showing how expense was increased and profits lessened by running in the night, and the justice and expediency of increasing the pay for it; which might be done without enlarging the aggregate, by making a countervailing reduction of the rates for the day service, with many suggestions as to mode of compensation, &c., not necessary to be given in this communication. The final result which it becomes my duty to report is, that the accomplishment of this most obvious and beneficial improvement on the chief mail line in the United States cannot, under the present disposition of the parties, be effected at this time. And it remains to be decided whether it shall be made the subject of further efforts by the Department, or referred to the action of Congress.

I am, with high respect, your obedient servant,

S. R. HOBBIE,

First Assistant Postmaster General.

HON. CHARLES A. WICKLIFFE,

Postmaster General.

Subjoined is Mr. Newkirk's reply to the Postmaster General's letter, which did not come to hand till after the foregoing report was made:

PHILADELPHIA, *November 12, 1841.*

DEAR SIR: I received your favor, dated 18th October, a few days since, through the politeness of Major Hobbie, in which you suggest some alteration in the running the mails between this city and Baltimore, with a view of expediting the same. I can assure you, on the part of our board, there is the most earnest desire to accommodate the Department, and we will do so on every occasion as far as we consistently can. Being trustees or guardians of other persons' property, we must have some regard to the benefit or loss that may arise to the company in making the arrangement. You will observe your proposed arrangement will give our line the whole of the night running, which is very objectionable, as our road has to depend largely on the way travel. This arrangement would deprive us of nearly the whole of that business, as it would be impossible for the mass of the way passengers to leave at such hours; consequently, this line would have to run with the mail and such persons as might be willing to take their chance with a night line. There is still a greater difficulty with us: we are obliged to cross the Susquehanna river in a very heavy and (during stormy weather) unmanageable steamboat, one built expressly for the purpose of carrying mail car, &c., over, and such as cannot be replaced by any ordinary one; consequently, we are very much afraid of risking her during the night, and never do so when we can possibly avoid it. I have stated to Major Hobbie, who is very familiar with our road, all our difficulties. As soon as you can ascertain from the other parties you have addressed, we will then see what arrangement we can make with you.

I have been very anxious to visit Washington, to have an interview with you on another subject, but severe illness in my family has prevented me. I think it immensely important for the Government to obtain an interest in our road, which could be done, I think, at a cost which would not be deemed too great for the attainment of an object so important to the Post Office Department, viz: Let the Government issue scrip to the amount of one million of dollars, at five per cent., to our company, payable in 20 or 30 years, and, in return, have the perpetual control of the road as far as one mail daily line is wanted, and at such hour as the Department might direct. This would save an immense trouble in making new contracts and new engagements, as every year additional weight and importance will be attached to the mail on so important a route. In addition to the mail, make our company agree to furnish the War Department certain facilities—such as to carry all Government troops, ordnance, and ammunition, at half the regular price; during a war, if we should be so unfortunate as to have one. The road would soon return, in advantages, all the Government would pay; and, if we never have a war, the bargain is still good enough for the Post Office Department; for I have no doubt in a few years the Department will have to pay \$50,000 or more for the transportation of the mails, particularly if carried at such hours as may interfere with the travel.

I have not time at this moment to present any thing in detail, but have hastily thrown out the above hints. I am well satisfied our company would make a more favorable arrangement at this time than they would do should they succeed in making some negotiations they now have in prospect.

With great respect, I remain your obedient servant,

M. NEWKIRK,

Pres. Phila., Wil., & Balt. R. R. Co.

Hon. C. A. WICKLIFFE, *Postmaster General.*

G.

POST OFFICE DEPARTMENT,

Inspection Office, June 17, 1841.

SIR: A difficulty of several years' standing still exists, and now threatens actual and early interruption to the progress of the United States mail, to and from the West, on the Cumberland road, at a point on that part of it which lies within, and has been ceded to, the State of Virginia.

It appears that, on the 7th of February, 1832, the Legislature of Virginia passed a law, in anticipation of the surrender by the General Government of the United States to that State of so much of the Cumberland road as lies within its limits, by which it was expressly enacted, "that no tolls shall be received or collected for the passage of any stage or coach conveying the United States mail, or horses bearing the same."

With this law in view, the road, or so much of it as is within the State of Virginia, was surrendered to that State by an act of Congress of the 24th June, 1834. Subsequently, (to wit: on the 22d March, 1836,) the Legislature of Virginia passed an act to *repeal* that portion of their act above referred to which exempted the mail of the United States from the payment of tolls; and in the month of September, 1837, toll was demanded from the contractors; and process issued against them daily, for the amount

charged for each passage of the stage. On trial before the city alderman of Wheeling, the claimants, represented by Mr. Thompson and by the Hon. Mr. Steenrod, now a Representative in Congress, were nonsuited and mulcted to the amount of costs of suit. The process was issued in these cases after tender and refusal of a bond with security, to pay any damage that might be ultimately awarded in an amicable suit, subject to the right of appeal. Being thus defeated in a trial of the question under process of law, the claim was not again renewed until February, 1838, when the contractors were warned by a notice from the superintendent of the public works of Virginia, that on a certain day in that month the *gates would be closed* against the mail if the toll should be refused. The Department being advised of this determination to interpose, forcibly, a physical obstacle to the passage of the mail, instructed the contractors to demand for it a free passage, and to take precaution to be able to prove the refusal of the gate keeper, with a view to the trial of the question by way of prosecution, under the act of Congress in such cases provided. The contractors accordingly went on to pay the tolls until advised by letter, dated on the 26th November, 1840, that the "Department will not be bound for any tolls you may pay on that road hereafter." Whereupon, they gave notice to the superintendent of the road that they would not pay toll after the 1st of December last. On the 7th December, 1840, the Department said, in a letter to the contractors, "If the mails be still denied a free passage at the Virginia gate you are requested to inform the Department of the fact, in order that measures may be taken to a final settlement of that question."

On the 1st February, 1841, the agent for the contractors was served with the following "copy:" "At a meeting of the Board of public works on the 25th day of January, 1841, the following resolution was adopted: *Resolved*, That the superintendent of that portion of the Cumberland or National road lying within the State of Virginia, be instructed *to close the gates on said road against all stages or other vehicles carrying the mail of the United States*, the owners or drivers of which refuse to pay the tolls established thereon in conformity to law, first giving reasonable notice of intention to do so." The contractors allege that they were induced to pay the toll by the request, in February last, of the late General Harrison, then President elect, he saying that the case should be looked into after the 4th of March. The superintendent now again threatens to close the gates, but has consented to leave the matter open until the contractors who are now here, can hear definitely from this Department, *and thus the case now rests*. The juncture is at hand. The difficulty must be met, and for its solution the Department has to choose, as it seems to the undersigned, between the payment of an unlawful exaction, or the arrest and prosecution of the agents of Virginia upon their execution of the order to close the gates against the mail; or is it the pleasure of the Postmaster General that further attempts at adjustment of the question be made by correspondence with the Board of public works, or other authority of the State of Virginia? For his greater convenience, I have here brought together all the facts of the case, being ready to receive his instructions, and remaining

Very respectfully, his obedient servant,

J. S. SKINNER,

Third Assistant Postmaster General.

HON. FRANCIS GRANGER,

Postmaster General.

(COPY.)

POST OFFICE DEPARTMENT,
Inspection Office, February 19, 1838.

SIR: Your letter of the 15th instant, bringing to the notice of the Department the difficulties you apprehend with the superintendent of the public works on the Cumberland road, at Wheeling, has been duly received.

The Legislature of Virginia passed an act on the 7th of February, 1832, in anticipation of the surrender, by the Government of the United States, to that State, of so much of the Cumberland road as lay within its limits, in which it is expressly enacted "*that no tolls shall be received or collected for the passage of any stage or coach conveying the United States mail, or horses bearing the same.*"

Upon the conditions and under the regulations of this act, the road was surrendered to the State of Virginia by an act of Congress of June 24th, 1834. That all stock necessary, *bona fide* for the transportation of the mails upon this road, in the mode and manner contracted with, or ordered by, the Postmaster General, is toll free, under the provisions of the act referred to, seems beyond doubt; and after legislation by the State of Virginia, without the assent of Congress, changing the conditions of the surrender, would, I think, be inoperative.

If, however, the superintendent should persist in his attempt to execute his threat, in order that there may be as little interruption in the transportation of the mail as possible, I would beg leave to suggest that, after a demand on your part to pass, and a refusal on his part to open the gate, you pay him such sum as he may demand, protesting at the same time against his right; and in each and every instance, when such free passage is not allowed you after demand, you will report to this Department the facts, and the names of such persons as will be able to establish them in a court of justice, and the Department will endeavor to try the question with the superintendent, gate-keeper, or any other person engaged in thus regarding the mails, by way of prosecution, under the act of Congress in such cases provided.

I am advised to say to you that such sums as may be wrongfully extorted from you under the circumstances before detailed will be refunded to you by this Department.

D. COLEMAN,
Third Assistant Postmaster General.

L. W. STOCKTON, Esq.,
Baltimore, Md.

POST OFFICE,
Wheeling, October 14, 1841.

DEAR SIR: Since I had the pleasure of seeing you here, I have been collecting such information as I could obtain on the subject of the claim by Virginia of collecting toll on the stages carrying the United States mail, and herewith submit such as I suppose may be useful to you in deciding what course to pursue. Before, however, referring you to the accompa

nying documents, I will give you a brief account of what has transpired here.

Some years ago toll was demanded by the then superintendent of the National road, (John McLure, Esq.,) which was resisted by the contractors; the gate was closed on the stage, after which the contractors consented to pay the toll, and continued to do so until some time last summer. The Department, I am informed, allowed the contractors the amount of toll in settlement, but after some time refused to allow it any longer. The contractors then notified the superintendent that they would not pay the toll; consequently he closed the gate, and refused to let the mail pass until the tolls were paid. This occurred on the 30th of July last.

The mail from the East returned from the gate to the post office at Philadelphia, a few miles east of the gate, from whence one of my clerks had it brought to this office in a wagon. On the same day the mail made up at this office for the East proceeded as far as the gate, and, after remaining there about two hours, returned.

The next morning I rode out to the gate and found the eastern mail there (had been there some ten or fifteen minutes) and the gate shut. I paid the toll, and sent the mail on to town. I then paid the toll for four days in advance. Before the expiration of that time, Doctor Kennedy, agent of the Department, arrived. The agent of the contractors, the doctor and myself, visited the superintendent; he consented to let the mails pass for a time, to allow time to communicate with the Department, in hopes some arrangement could be made. At the expiration of the time (no arrangement having been made) I informed the superintendent that I would individually account to him for the tolls until I should inform him to the contrary, and on this arrangement the matter still remains. I have paid the tolls (88 cents per day) from the 16th August to the 1st instant, and design to continue to pay until the matter shall be decided, unless otherwise instructed. Now, sir, permit me to refer you to the accompanying documents.

No. 1 is extracts from the act of the Legislature of Virginia, accepting the road from the General Government. Section 3, you will perceive, exempts the mail and other public property from the payment of toll.

Section 5, same act, reserves to the Legislature the right to change, alter, or amend this act, without the consent of Congress.

On the provisions of this section, the Legislature passed an act on the 22d March, 1836, (marked No. 2,) repealing that part of the act of 1832 which exempts the mail from the payment of toll. It is under the provisions of this last-named act, amended act, that the difficulty has occurred.

No 3 is the opinion of the Attorney General of Virginia, from which you will find he claims for the Legislature the right, by the 5th section of the act of 1832, to pass the act which it did in 1836, exacting toll on the mail stage, &c.

You will also find, herewith, extracts of letters to the superintendents, and resolutions of the board of public works, under which the superintendent has acted in closing the gates on the mail stage as before mentioned.

From these documents I trust you will be able to understand the matter fully, and be prepared to take such measures as you may deem proper in the premises.

I ought, perhaps, to add that proceedings have been commenced in the

district court against the gate-keeper, and two bills of indictment have been found against him for stopping the mail, but have not yet been tried.

There is another subject to which I beg leave to call your attention; that is, the irregularity in the transportation of the great mail through this place from the East to the West. Great complaints have been made throughout the West; and I have been frequently written to by postmasters and others on the subject. The contractors, I understand, claim the right, under their contract, to carry three passengers on the mail stage, to the exclusion of a portion of the mail. By this means we receive considerable portions of the *paper mail* by passenger coaches. This happens frequently, as will appear by reference to our mail register reports, as also my special reports to the Department. The consequence is, that this extra matter is delayed here, sometimes for several days, before it can be forwarded by the Western mail, as they, also, claim the right to carry passengers. It has twice occurred since I have had charge of this office, that the Eastern mail has failed to arrive until the Western mail had left; the whole mail, therefore, had necessarily to remain here until next day, and then only a portion of it could be sent, and so on, daily, until the whole was sent, which required nearly a week. I am satisfied that, to meet public expectation, some change is necessary; and would respectfully suggest what I suppose would be a remedy. Let the contracts be so changed as to exclude passengers whenever the mails require the whole coach. I think this would enable the contractors to carry *the whole mail in one coach*, regularly, without resorting to the passenger coaches at all; or, if at all, very seldom. This would, in my opinion, convey the mails with such regularity, at least, as to obviate any just complaints on the part of the community. Accidents will sometimes happen, by which the mails will occasionally be delayed—such as breaking down; deep snows on the mountains, &c.; to remedy such, as far as possible, it would be desirable that some arrangement should be made with the Western contractors, to take on, without delay, in an *extra*, what cannot be taken in the regular mail, and not suffered to remain here until it can be got off, a little at a time, by the regular mail, as is now the case.

Hoping the information I have given, in relation to the toll matter, and the suggestion I have taken the liberty to offer, in relation to the mails, may be of service to you in correcting these evils,

I remain, very respectfully, your obedient servant,

DAVID AGNEW.

Hon. C. A. WICKLIFFE, *Postmaster General*.

(No. 1.)

(EXTRACT.)

AN ACT concerning the Cumberland road, passed February 7th, 1832.

SECTION 3, after fixing a tariff of tolls to be charged, and declaring what shall be subject to toll, has the following provisos: "*Provided, however, That nothing in this act shall be so construed as to authorize any tolls to be received or collected from any person passing to or from public worship, or to or from a visit to a friend or other place within the county in which he resides, or to or from any muster, election, or courts, or to or*

from his common business on his farm or woodland, or to or from a funeral, or to or from a mill or school, or to or from his common place of trading or marketing within the county in which he resides, including the wagons, carriages, and horses, or oxen drawing the same: *Provided, also*, That no toll shall be received or collected for the passage of any stage or coach conveying the United States mail, or horses bearing the same, or any wagon or carriage laden with property of the United States, or any cavalry or other troops; army, or military stores, belonging to the same, or to any of the States comprising the Union, or any person or persons on duty in military service of the United States, or of the militia of any of the States."

"SECTION 5. *Be it further enacted*, That the General Assembly reserves to itself at any future session thereof, without the consent of Congress, to change, alter, or amend this act: *Provided*, That the same shall not be so changed, altered, or amended as to reduce or increase the rates of toll hereby established, below or above a sum necessary to defray the expenses incident to the repair and preservation of said road; to the erection of gates and toll houses thereon; and for the payment of the fees or salaries of the superintendent, the collector of tolls, and of such other agents as may be necessarily employed in the preservation and repair of the said road, according to the true intent and meaning of this act."

(No. 2.)

(EXTRACT.)

AN ACT to amend an act, entitled an act, concerning the Cumberland road, passed 22d March, 1836.

"*Be it enacted by the General Assembly*, That so much of the third section of the act concerning the Cumberland road, passed the seventh of February, eighteen hundred and thirty-two, as exempts from the payment of toll any person passing to or from a visit to a friend, or other place within the county in which he resides, or to or from his common place of trading or marketing within the county in which he resides, including the wagons, carriage, and horses or oxen drawing the same, or any stage, or coach conveying the United States mail, or horses bearing the same, the same shall be, and the same is hereby, repealed."

(No. 3.)

Extract of a letter from W. H. Brown, Assistant Secretary Board of public works of Virginia, to John McLure, Superintendent Cumberland road, dated January 31, 1838:

"Your communication to the Governor, postmarked 16th December, 1837, was duly received by him, and laid before the board of public works.

"*Deeming* the questions contained in it in relation to mail coaches to be of a character which ought to be judged of by the Attorney General, the board referred your letter to him. By their direction, I herewith send you a copy of Mr. Baxter's opinion, which it is hoped will enable you hereafter to get along smoothly."

Attorney General's Opinion.

RICHMOND, January 22, 1838.

I have carefully examined Mr. McLure's letter referred to me by the board of public works.

The act of 1831-'2, page 90, exempts from toll any stage or coach carrying the mail of the United States. The same act reserves to the General Assembly the power, without the consent of Congress, to change, alter, or amend this act, provided the tolls are not increased above or diminished below the sum necessary to keep up the road. The act of 1835-'6, page 81, repeals so much of this act as exempts mail coaches from toll. This may be done under the power reserved to the State, and without any violation of a compact with Congress. It then raises the question, Can a mail-carrier pass over a turnpike road, the property of the State, or of a State corporation, without complying with the law requiring the payment of tolls? I reply, no.

The act of Congress of April, 1810, section 6th, has these words: "Whenever it shall be made to appear to the satisfaction of the Postmaster General that any road established, or which may hereafter be established as a post road, is obstructed by fences, gates, or bars, or other than those lawfully used on turnpike roads to collect their toll, and not kept in good repair, with proper bridges and ferries where the same may be necessary, it shall be the duty of the Postmaster General to report the same to Congress, with such information as can be obtained to enable Congress to establish some other road instead of it in the same main direction."

Section 7th provides, "If any person shall, knowingly and wilfully, obstruct or retard the passage of the mail, or of any driver or carrier, or of any horse or carriage carrying the same, he shall, upon conviction for every such offence, pay a fine not exceeding one hundred dollars; and if any ferryman shall, by wilful negligence or refusal to transport the mail across any ferry, delay the same, he shall forfeit and pay, for each ten minutes that the same shall be so delayed, a sum not exceeding ten dollars."

I think the inference from these sections clearly is, that Congress does not assume jurisdiction over the roads of any of the States, and that wilful obstruction spoken of is not an obstruction arising from bar placed by a turnpike company over their roads to insure the collection of tolls. To suppose the contrary would be to infer that Congress intended to seize on roads made by the States, and by companies incorporated by the States, for the use of transportation of the mail. Such intention is expressly waived as to roads not turnpiked, by the direction to the Postmaster General to report cases of obstructed roads, that other roads may be established. The exception as to turnpikes obviously arises from the design to make the contractors over these roads conform to the regulations of the companies for the collection of tolls. When a contract is made for the transportation of the mail over a turnpike, the contractor is cognizant of the tolls he will have to pay, and is allowed for them in his contract. The Government cannot intend that the tolls are to be given by the company as a gratuity either to the contractors or Government. It must contemplate a payment by the contractor.

If he refuses to pay, and the mail is thereby delayed, it is an obstruction arising from the default of the contractor, and not an improper act of the company. The effort of the contractor to force his way through is a fraud

on the company, and the company may lawfully use the means given them to prevent this fraud without incurring the penalties of the 7th section.

I would advise that the gates be closed by the superintendent on all stages not paying toll, a fair notice being first given the owners of the intention to do so.

S. S. BAXTER.

“Accompanying this opinion is the following resolution, passed by the board of public works, at a meeting 25th January, 1836 :

Resolved, That a copy of said opinion be transmitted by the 2d Auditor to Mr. McLure, with instructions to be governed thereby.

At a meeting of the board of public works, on the 25th day of January, 1841, the following resolution was adopted :

Resolved, That the superintendent of that portion of the Cumberland or National road, lying within the State of Virginia, be instructed to close the gates on said road against all stages or other vehicles conveying the mail of the United States, the owners or drivers of which refuse to pay the tolls established thereon in conformity to law, first giving reasonable notice of his intention to do so.

A true copy from the minutes.

W. H. BROWN, *Assistant Secretary.*”

H.

POST OFFICE DEPARTMENT,

December 1, 1841.

SIR : I respectfully submit, by your direction, the following statement, showing the disposition made of the funds appropriated by Congress at its extra session “to enable the Post Office Department to meet its engagements and pay its debts.”

The sums due and unpaid to creditors of the Department on the 30th of June, for services rendered prior to the 1st April, 1841, were stated in my communication to the Postmaster General, dated the 14th August last, as follows :

Arrears of the 1st quarter of 1841, as settled and reported upon by the Auditor, after deducting \$20,000 for available funds on hand	\$267,657 25
Undisputed claims outstanding and in process of settlement, estimated at	80,000 00
Total of arrears, ascertained and estimated	347,657 25
To pay the arrears above stated, and to place the Department in a condition to meet its engagements, Congress appropriated by act, approved 9th September, 1841, the sum of	\$482,657 00
Of the amount thus appropriated there has been drawn from the Treasury	407,657 00
Leaving undrawn	75,000 00

