

Pay of the Officers of the United States Marine Corps.

Rank or station.	Pay per month.	No. of rations pr. day.	Rank or station.	Pay per month.	No. of rations pr. day.
Lieutenant Colonel commandant,	\$75	6	First lieutenant,	\$30	3
Captain,	40	3	Second lieutenant,	25	2

N. B. The commandant of marines receives, in addition to his pay, "eight dollars" per month for the forage of three horses. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

NAVAL STOREKEEPERS.

Names.	Where employed.	Where born.	Compensation.
John P. Decatur,	New York,	Maryland,	\$1,700
Tunis Craven,	Portsmouth, N. H.	New Jersey,	1,000
Thomas Dulton,	Gosport, Virginia,	England,	1,200
Edward W. Duvall,	Washington City,	Maryland,	1,700
George Bates,	Charlestown, Mass.	Massachusetts,	1,500
Robert Kennedy,	Philadelphia,	Pennsylvania,	1,000

NAVAL CONSTRUCTORS.

Names.	Where employed.	Where born.	Compensation.
William Doughty,	Washington City,	Pennsylvania,	\$2,300
John Floyd,	New York,	New York,	
Samuel Humphreys,	Philadelphia,	Pennsylvania,	
Francis Grice,	Gosport, Virginia,		

VESSELS OF WAR OF THE UNITED STATES.

<i>Line of battle ships.</i>	<i>Frigates of the second class.</i>	<i>Brigs.</i>
Independence, - - - 74	Congress, - - - 36	Enterprise, - - - 12
Washington, - - - 74	Constellation, - - - 36	Spark, - - - 12
Franklin, - - - 74	Macedonian, - - - 36	
Columbus, - - - 74	Fulton steam frigate, - - - 30	
Ohio, - - - 74		
North Carolina, - - - 74	<i>Corvettes.</i>	<i>Schooners.</i>
Delaware, - - - 74	John Adams, - - - 24	Lynx, - - - 6
	Cyane, - - - 24	Nonesuch, - - - 6
		Alligator, - - - 12
	<i>Sloops of war.</i>	Porpoise, - - - 12
	Hornet, - - - 18	Asp, receiving vessel.
	Ontario, - - - 18	Lady of the Lake, - - - 1
	Erie, - - - 18	
	Peacock, - - - 18	<i>Gunboats.</i>
	Alert, store ship.	Nos. 95, 8, 72, 76, 158, 168—1
		gun each, - - - 6

16th CONGRESS.]

No. 196.

[2d SESSION.]

CONDITION OF THE NAVY AND ITS EXPENSES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 25, 1821.

NAVY DEPARTMENT, *January 25, 1821.*

SIR:

I have the honor to report upon the subjects contained in your letter of the 8th instant, for the information of the Committee of Ways and Means, the accompanying documents, being a letter from the Commissioners of the Navy, and statements numbered 1 to 4, inclusively, which contain, with my letter of the 11th December last, to the honorable Philip P. Barbour, to which reference is made, the whole information required.

I have the honor to be, with the highest respect, sir, your most obedient servant,

SMITH THOMPSON.

The Honorable SAMUEL SMITH,
Chairman Committee Ways and Means, House of Representatives.

NAVY COMMISSIONERS' OFFICE, *January 20, 1821.*

SIR:

The Commissioners of the Navy have had the honor of receiving the letter of the honorable Mr. Smith, Chairman of the Committee of Ways and Means, of the 8th instant, addressed to you, and which you were pleased to refer to them; and they now proceed to submit their report upon the various points on which information has been required.

They beg leave to premise, that their information, with respect to the employment of our public ships and vessels is derived from your communication of the 11th ultimo, to the honorable Mr. Barbour, Chairman of the Naval Committee, of the House of Representatives.

The 1st inquiry is, "What is the present force in the Mediterranean, and its annual expenditures?"

The present force in the Mediterranean appears to be the Columbus, the Peacock, and the Spark, and the annual expenditure may be estimated at \$285,000.

Query 2d. "What would be the annual expenditure of one 44, one 36, and a sloop of war?"

The annual expenditure of one 44, one 36, and a sloop of war, may be estimated at \$256,000.

Query 3d. "What is the annual expenditure of the force employed on the African coast? What is the force, and what would be the annual expense of three of the new schooners?"

The present force cruising on the coast of Africa appears to be, the Cyane, the John Adams, and the Hornet, and the annual expenditure may be estimated at \$165,700.

The annual expenditure of three of the new schooners would be about \$70,500.

Query 4. "What is the annual expense of the ship employed in the Indian seas?"

The annual expense of the Congress, now employed in the Indian seas, may be estimated at \$110,000.

Query 5. "What is the annual expense of the ships employed in the Pacific, allowing for both being under expense when relieving?"

To gain two years service of a ship in the Pacific ocean, and the constant presence of a ship in that ocean, we should estimate the expense to be equal to two years and nine months service of the ship, in order to allow for the expense of relieving, at the expiration of the term of service of the crew. Two years and nine months expense of such a ship as the Constellation, on so distant a station, may be estimated at \$300,000.—Hence "the annual expense of the ships employed in the Pacific, allowing for both being under expense when relieving," may be estimated at \$150,000.

Query 6. "What is the annual expense of the vessels employed in the West Indies and on our coast, to protect against piracies? and what will it be if all the small vessels, except three for Africa, be employed?"

It appears that the Enterprise, the Nonesuch, the Lynx, and gunboats Nos. 158 and 168, are "now employed in the West Indies and on our coast, to protect against piracies, &c." the annual expense of which may be estimated at \$105,000.

As to what the expense would be "if all the small vessels, except three for Africa, be employed," the Commissioners find no little difficulty in forming an estimate, not distinctly understanding the scope of the inquiry—whether it contemplated no exception but the "three for Africa," particularly mentioned. Whether the object was to withdraw from the coast of Africa the vessels now on that station, and include them in the estimate of the expense of the vessels employed, or whether leaving all the smaller vessels now in service, on the service now respectively assigned to them, the object was to add to the vessels now in the West Indies and on our coast, all the smaller vessels belonging to the navy, and not now in actual service, the Commissioners are not able to infer from the terms used in propounding the query. If, however, they can be informed precisely of the object of the inquiry, and the vessels intended to be included in the estimate, they will, with great pleasure, afford every information in their power.

The Commissioners, in reply to the 7th query, beg leave to submit the papers herewith marked No. 1, 2, 3, and 4.

No. 1 exhibits a view of the naval stations in the United States, the navy officers, seamen, and ordinary seamen, attached to each station, and an estimate of the annual expense of each station, exclusively of the mechanics and laborers.

No. 2 shows the number of mechanics and laborers employed at the different navy yards and stations and the total amount of the expenditures, on account of mechanics and laborers, for one month, distinguishing the amount expended for the gradual increase of the navy, and for other objects, such as repairs of vessels building schooners, &c.

The paper No. 3, shows the vessels at the different stations in the United States.

No. 4, gives a general view of the property belonging to the navy, at the several and respective stations. This paper would have been prepared more in detail, but the Commissioners presumed that it was not required by the honorable chairman, and it probably could not have been prepared in less than three or four weeks, so as to give a view of each and every article at each and every station.

Of these stations, Norfolk, Washington, Philadelphia, New York, Boston and Portsmouth, are building yards. New Orleans, and Charleston, S. C. are stations for the rendezvous of our small vessels cruising in those waters. At Sackett's Harbor and at Erie, we have, it will be seen, a considerable amount of public property, which could not be removed to any of the Atlantic stations, without incurring very great expense, and probably injury. The public property at White Hall might be removed to New York, and that station might be dispensed with. The Newport station might also be dispensed with. Baltimore should, in our opinion, be retained as a recruiting station, as that city furnishes its full proportion of the best seamen in our country.

The 8th query of the honorable chairman calls for the following information, viz: "Are any of the vessels of war so far decayed that they are unworthy of repairs? If so, name them." And in reply, the Commissioners beg leave to observe, that, in their opinion, the following vessels are unworthy of repair, viz:

The Confiance,
Detroit,
Eagle,
General Pike,
Ghent,
Jefferson,
Jones,
Lawrence,
Linnet,
Mohawk,

The Madison,
Niagara,
Oneida,
Queen Charlotte,
Ranger,
Raven,
Superior,
Saratoga,
Sylph,
Ticonderoga,

And 15 barges and 6 galleys, all on the lakes: that the schooners Fox and Spitfire, gunboats No. 72, 76, 95, and three barges, on Atlantic stations, are also considered as undeserving of repair; and the frigate, the Java, at Boston, is probably unworthy of repair.

The vessels in ordinary, at stations on the Atlantic board, and incurring expense for their preservation, are,

SHIPS OF THE LINE.

The Washington,
Franklin,
Ohio,

The North Carolina,
Independence,
Delaware.

FRIGATES.

The United States,
Guerriere,

The Java,
Fulton Steam Battery.

Exclusively of supernumerary officers, the number estimated to be attached to each ship of the line is,

1 master,	1 sailmaker,
1 boatswain,	10 able seamen,
1 gunner,	4 ordinary seamen,
1 carpenter,	6 boys.

Estimated annual expense, \$6,432 50.

To each 44 gun frigate:

1 master,	1 sailmaker,
1 boatswain,	6 able seamen,
1 gunner,	4 ordinary seamen,
1 carpenter,	3 boys.

Estimated annual expense, \$5,002 75.

To the steam battery:

Same officers as to frigate,	4 ordinary seamen,
5 able seamen,	2 boys.

Estimated annual expense, \$4,604 25.

All the vessels on Lakes Erie, Ontario, and Champlain, with the exception of two of the smallest class, which are employed in the revenue service, are in a state of ordinary. The expense of preserving them is shown by the paper No. 1, which exhibits the expense annually of the respective stations.

The Alert, the Asp, the Vesuvius, and the Louisiana, are employed as receiving ships.

With respect to that part of the ninth query, which calls for "a detailed view of the ships in actual service," the Commissioners have not presumed to answer it, from a conviction that you possess more precise information upon the subject than they can afford.

The tenth query is in the following words, viz: "The retained ration is now fixed at twenty-five cents each; is there any act for that sum, or is it a regulation? Would the present appropriation of money, and consequent cost of the items of the ration, justify a reduction?"

The law declares what the component parts of the navy ration shall be; but it is understood that the price of the ration is a regulation of the Department. The navy ration can probably be procured for less than twenty-five cents. By the contracts lately made, the first cost will not exceed sixteen cents. At this time provisions are known to be unusually low, and owing to this circumstance, and the competition produced among the bidders for public contracts, by advertising for all articles required, the ration is procured at a price less considerably than at any period since the establishment of our navy. It should, however, be observed, that the component parts of the ration are all of a perishable nature; and that on board of our ships they are unavoidably exposed to the vicissitudes of every climate; hence, with every care that can be taken of them, they are, in a greater or less degree, liable to damage before they can be used. These considerations render it expedient to prepare the estimates, as to the cost of the ration, so as to make a liberal allowance for the damages to which they are liable. Although, therefore, the first cost of the ration will not exceed sixteen cents, the ultimate cost is estimated at twenty-five cents.

The estimates for 1821 contemplate a provision of one million five hundred and twenty-six thousand four hundred and thirty rations, deliverable in kind, for actual consumption; and three hundred and seventy-six thousand four hundred and ninety-seven rations which are not drawn. The former is one ration per day, for every person in the service. The latter are rations which the officers are entitled to, but which, not being provided for them, are not drawn in kind, but paid for in money.

With respect to the rations which are drawn in kind, it may be observed, that, if they should not, including all the losses which may be sustained, cost the price named in the estimate, no more than their actual cost will be drawn from the treasury, the balance will remain unapplied, and subject to such disposition as the Legislature may please to decide.

With respect to the rations which are not drawn in kind, the price has at various times been regulated by the Department. Prior to the year 1801, the price was twenty-eight cents, in 1801, it was fixed at twenty cents, in 1814, thirteen years' experience having satisfied the Government that twenty cents was less than a fair average price, it was raised to twenty-five cents, and has never since been changed. This price may be more than the present cost of the ration, but next year it may be less. At the time the officers were receiving twenty-eight cents the ration, that price was known to be less, frequently, than the actual cost. The officers might, at that period, have drawn their rations and sold them to a profit; and after the price was reduced to twenty cents, although an apparent change in the market seemed to favor the reduction, yet it was fully ascertained that the price of the ration, on an average, was considerably higher; and upon this ground it was fixed at twenty-five cents as a fair average price. The officers now consider, and indeed have always considered, their undrawn rations as a part of their pay, and have made their calculations accordingly.

That there should be a fixed price for undrawn rations is essential, not only as respects the officers, but equally, if not more, essential, as respects the public accounts. Was the price to be regulated by the fluctuation of the markets, the officers would be kept in a state of constant uncertainty as to the regulation of their expenses, and great embarrassments would arise in the settlement of their accounts at the treasury. Hence it has been found expedient to give to these rations a fixed value; and the Commissioners presume that twenty-five cents is not more than a fair average price for them.

The officers, in furnishing their own tables, are unavoidably subject to pay the market prices demanded for the articles they require. These markets may be as various as the ports they may proceed to in the various parts of the world. It is also the custom to provide fresh meat for the crew whenever a vessel goes into port; and, on such occasions, we are subject to pay the market price demanded for such fresh provisions. This custom could not be dispensed with, the health of the crews requires its observance. These are contingencies which should always be considered, in estimating the cost of the navy ration.

The principle of permitting officers to commute their rations into money is universally practised in every service with which the Commissioners are acquainted; it enables the officers, from time to time, to provide their own stores. If this custom were prohibited, and the whole number of rations, to which the officers are by law entitled, were to be provided and delivered in kind to them, the capacity of the ships to receive provisions and stores, for the crew generally, would be proportionately diminished. Under the present regulation the stores of the officers occupy but an inconsiderable space, change it and you necessarily have to lessen the quantity which would otherwise be provided for the crew. By a change, these inconveniences would arise, without being attended with any conceivable benefit.

"Are not the improvements of navy yards complete? Can any thing be spared from that item?"

The improvements of navy yards are not complete. It would require a much larger sum than is estimated for this year to make them as complete as is desired, with regard to both economy and convenience. The present appropriation is not more than sufficient to keep the yards with their buildings, enclosures, building ships, launching ways, building stages, machinery, boats, lighters, mooring chains, mooring anchors, &c. in repair; and to pay officers whose services are indispensable for the preservation of the public stores.

In answer to the inquiry relative to the amount estimated for repairs; and "whether any thing can be spared from that item," the Commissioners beg leave to observe that the estimate for repairs embraces not only the repairs required to the hulls of our ships, but every object of equipment, cordage, sails, anchors, ship chandlery, &c. and it also embraces the wear and tear of the ships in-service. Hence it will be acknowledged that there are insuperable difficulties to forming any precise estimate, with respect to the cost of repairs, the amount depending measureably upon wind and weather. If, however, it should be determined to break up the Java, and not to rebuild her, the Commissioners think it highly probable, judging from past experience, that the estimate for repairs might be reduced one hundred thousand dollars, without injury to the public service.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Honorable SMITH THOMPSON, *Secretary of the Navy.*

No. 1.

Exhibit showing the Naval Stations in the United States, the officers and men attached to each, and annual expense of each, exclusively of Mechanics and Laborers.

STATIONS.	OFFICERS AND MEN ATTACHED TO THE RESPECTIVE STATIONS.														Annual expense.	
	Captains.	Masters Commandant.	Lieutenants.	Surgeons.	Surgeons' Mates.	Pursers.	Sailing-masters.	Captains' Clerks.	Boatswains.	Gunners.	Carpenters.	Stewards.	Armorsers.	Able Seamen.		Ordinary Seamen.
Norfolk, -	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15	\$14,013 50
Washington, -	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15	14,013 50
Philadelphia, -	1	1	1	1	1	1	1	1	1	1	1	1	1	6	-	10,844 75
New York, -	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15	14,013 50
Boston, -	1	1	1	1	1	1	1	1	1	1	1	1	1	10	20	16,010 75
Portsmouth, -	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15	14,013 50
Whitehall, -	1	-	1	1	1	1	1	1	1	1	1	1	1	-	5	9,313 25
Sackett's harbor, -	1	-	2	1	1	1	4	1	1	1	1	1	1	10	10	15,343 25
Erie, -	-	1	1	1	1	1	1	1	1	1	1	1	1	-	5	7,829 50
Charleston, S. C. -	1	-	1	1	1	1	1	1	-	-	-	1	-	6	-	8,093 75
Baltimore, -	1	-	1	-	-	1	1	-	-	-	-	-	-	2	2	5,551 75
Newport, -	1	-	1	-	-	1	1	-	-	-	-	-	-	-	-	4,658 75
New Orleans, -	1	1	1	1	1	1	1	1	1	1	1	1	1	6	6	12,112 25

No. 2.

Exhibit of the number of Mechanics and Laborers employed at the different Navy Yards and Stations in the United States, during the month of October, 1820.

	Washington.	Gosport.	Philadelphia.	New York.	Boston.	Portsmouth.	Erie, Penn.	Whitehall.	New Orleans.	Aggregate.
Carpenters, -	51	55	58	75	104	36	1	-	5	385
Carpenter's laborers, -	29	24	-	-	-	2	1	-	-	56
C. cable and camboose smith, -	34	-	-	-	-	-	-	-	-	34
Blacksmiths, -	36	33	32	31	27	13	-	-	-	172
Anchor smiths, -	20	-	-	-	-	-	-	-	-	20
Mast makers, -	6	14	9	-	-	-	-	-	-	29
Gun carriage makers, -	12	6	-	-	-	-	-	-	-	18
Sawyers, -	6	8	4	9	13	8	-	-	-	48
Caulkers, -	11	58	-	37	17	8	-	-	-	131
Plumbers, -	29	3	-	2	-	-	-	-	-	34
Joiners, -	22	19	15	39	14	8	-	-	1	118
Boat builders, -	9	9	-	3	-	-	-	-	-	21
Block makers, -	21	8	-	7	-	-	-	-	-	36
Coopers, -	3	9	-	2	-	-	-	-	-	14
Painters, -	6	8	6	3	4	-	-	-	-	27
Mould loft, -	2	-	-	-	-	-	-	-	-	2
Mechanists, -	6	-	-	-	-	-	-	-	-	6
Ordnance crew, -	5	-	-	-	-	-	-	-	-	5
Gunners, -	7	3	-	-	-	-	-	-	-	10
Sailmakers, -	4	-	-	10	3	-	-	-	-	17
Riggers, -	7	7	-	18	-	-	-	-	-	32
Steam engines, -	4	-	-	-	-	-	-	-	-	4
Saw mill, -	8	-	-	-	-	-	-	-	-	8
Laborers, -	39	85	36	69	47	8	1	3	-	288
Assistants in navy store, -	3	-	-	-	-	-	-	-	-	3
Armorsers, -	-	3	-	4	2	-	1	-	1	11
Receivers, -	-	15	-	-	-	-	-	-	-	15
Carvers, -	-	4	-	-	-	-	-	-	-	4
Tinners, -	-	1	-	-	-	-	-	-	-	1
Watchmen, -	-	7	-	-	-	-	-	-	-	7
Wheelwrights, -	-	1	-	-	-	-	-	-	-	1
Assistant inspectors, -	-	3	-	-	-	-	-	-	-	3
House Carpenters, -	-	-	6	-	-	-	-	-	-	6
Dock builders, -	-	-	-	8	-	-	-	-	-	8
Clerks, -	-	-	-	2	-	-	-	-	-	2
Porters, -	-	-	-	1	-	-	-	-	1	2
Masons, -	-	-	-	-	-	2	-	-	-	2
	380	383	166	320	231	85	4	3	8	1,580

No. 3.

Exhibit showing the vessels at the respective stations in the United States.

AT PORTSMOUTH, N. H.	AT CHARLESTON, S. C.
One ship of the line, building. Porpoise, schooner, building.	Gun-vessels Nos. 10, 158, 168.
AT BOSTON.	AT NEW ORLEANS.
Independence, ship of the line. Java, frigate. Ship of the line, building. Constitution, frigate. Alligator, schooner. Gunboat 95.	Tchifonte, block ship. Lynx, schooner. Nonesuch, schooner. Louisiana, receiving ship. Sheer-hulk. Bull-dog, felucca. Thorn, prize tender. One launch.
AT NEW YORK.	AT WHITEHALL, L. C.
Washington, ship of the line. Franklin, do. Ohio, do. Ontario, sloop. Erie, do. Ship, building, (frigate.) Fulton, steam ship. Ketch Vesuvius. Gunboat.	Confiance, ship. Saratoga, do. Eagle, brig. Linnet, do. Ticonderoga, schooner. Burrows, galley. Boxer, do. Centipede, do. Allen, do. Viper, do. Nettle, do.
AT PHILADELPHIA.	AT SACKETT'S HARBOR.
North Carolina, ship of the line. Frigate, building. New schooner, building.	Orleans. Chippewa. Superior. Mohawk. Pike. Madison. Jefferson, brig. Jones, do. Sylph, do. Oneida, do. Lady of the Lake. Fourteen gunboats.
AT BALTIMORE.	AT ERIE, PENN.
Asp, schooner, receiving vessel.	Niagara. Lawrence. Queen Charlotte. Detroit. Porcupine. Ghent.
AT WASHINGTON.	
Frigate, building. Two new schooners, building. Gunboat 67.	
AT NORFOLK.	
United States, frigate. Delaware, ship of the line. Alert, receiving ship. Gunboats 72 and 76.	

No. 4.

General abstract of naval stores in the building yards and naval stations in the United States, under the charge of naval storekeepers.

AT GOSPORT, VA.

10 anchors.	<i>Powder.</i>
148,252 lbs. 2,960 lbs. of copper sheathing nails. 1,048½ lbs. of copper rods, for bolts. 657 lbs. of copper spikes. 746 lbs. of copper sheathing.	314 bbls. proof cannon powder. 141 bbls. under proof. 18 bbls. damaged. 21 bbls. priming proof. 11 bbls. under do. 6 bbls. powder dust.
<i>Cordage.</i>	<i>Powder materials, and Iron.</i>
Cables, 2½. 1,886 lbs. shroud laid cordage. 11,817 lbs. running rigging. 519 lbs. ratline. 433 lbs. white rope. 1,510 lbs. cable laid cordage.	490,864 lbs. of iron. 1,469 lbs. of sulphur.
<i>Ordnance.</i>	<i>Provisions.</i>
138 iron cannon. 39 carronades. 2 mortars. 2 howitzers. 2 eprouvettes. 9,450 round shot. 1,100 double round shot. 238 stands of canister shot. 4,212 stands of grape shot. 8½ tons of double shot. 1 shot former. 5,642 leaden balls.	1,686 lbs. of bread. 481½ bbls. of beef. 39½ gallons of molasses. 400 barrels of pork. 205 gallons of rum. 42 pounds of rice. 142½ pounds of tea. 13½ gallons of vinegar. 364½ gallons of whiskey. 401½ lbs. tallow candles. 134 lbs. tobacco.

AT GOSPORT, VA.

<p><i>Slop clothing.</i></p> <p>8 blankets. 175 pairs of socks. 256 shirts. 998 yards of Russia sheeting. 2 pairs of duck trowsers.</p> <p><i>Small arms.</i></p> <p>39 pistols. 322 muskets. 349 bayonets.</p>	<p>434 cutlasses. 220 boarding axes. 285 pikes. 1,500 flints.</p> <p><i>Sundries.</i></p> <p>And a variety of other articles, such as augers, pump-tacks, whipping twine, pitch, tin, tacks, turpentine, tar, varnish, tea canisters, buck shot, copper measures, cylinders, cartridge-boxes, rocket-staffs, fire buckets, &c.</p>
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AT BOSTON.

<p>42 anchors.</p> <p><i>Canvass and duck.</i></p> <p>642½ bolts.</p> <p><i>Cordage.</i></p> <p>2,309 lbs. shroud laid cordage. 6,344 lbs. running rigging. 3,541 lbs. worm lines. 100 lbs. white rope. 632 lbs. spun yarn. 728 lbs. bolt rope. 2,268 lbs. patent running rigging. 3,276 lbs. oakum.</p> <p><i>Copper.</i></p> <p>13,597 sheets of copper. 42,980 lbs. of rods, for spikes. 176,479 lbs. of rods, for bolts. 1,753 lbs. of composition sheaves. 1,754 lbs. of composition cogs.</p> <p><i>Ordnance.</i></p> <p>126 iron cannon. 42 carronades. 2 howitzers. 15 gunades. 2,986 round shot. 1,250 double-headed shot. 1,236 stands of canister shot. 32 tons and 10cwt. of canister shot. 127.47 stools, for grape shot. 273 stands of grape shot. 125 tons and 9 cwt. of loose grape shot. 861 tons of shells.</p> <p><i>Lead.</i></p> <p>1,400 lbs. of old lead.</p> <p><i>Iron.</i></p> <p>Tons. cwt. qrs. lbs. 328 11 1 14 kentledge. 5 11 2 7 iron knees. 123 13 2 8 iron, assorted. 175½ lbs. of brads. 522 lbs. of iron spikes. 649 lbs. nails. 289 screws, in number.</p> <p><i>Powder.</i></p> <p>269 barrels of cannon powder. 5 barrels priming powder.</p> <p><i>Powder materials.</i></p> <p>38,418 lbs. of crude nitre. 3,307 lbs. of sulphur.</p> <p><i>Slop clothing.</i></p> <p>9 mattresses. 56 jackets. 25 pairs of cloth trowsers. 9 linen frocks. 25 duck trowsers. 19 duck frocks. 16 flannel shirts. 3 woollen vests. 152 hats.</p>	<p><i>Small arms.</i></p> <p>24 boarding axes, and one rifle.</p> <p><i>Provisions.</i></p> <p>492 barrels of beef and 339 barrels of pork.</p> <p><i>Timber.</i></p> <p><i>White Oak.</i></p> <p>29,454 superficial feet plank. 19,936 cubic feet of promiscuous white oak. 24,481 do. gun carriage stuff. 1,692 knees.</p> <p><i>Live Oak.</i></p> <p>50,372 cubic feet. 10,183 do. promiscuous. 83 knees.</p> <p><i>Yellow Pine.</i></p> <p>66,331 cubic feet. 10,367 superficial feet plank. 102 masts and spars. 10,240 cubic feet of do. 54 carriages for cannon No. 117 brackets and trucks for carronades. 1,761 blocks, various sizes.</p> <p><i>White Pine.</i></p> <p>4,485 cubic feet. 6,788 superficial feet of plank.</p> <p><i>Elm.</i></p> <p>221 cubic feet.</p> <p><i>Hacmetac.</i></p> <p>213 knees.</p> <p><i>Locust.</i></p> <p>94 cubic feet promiscuous. 10,314 treenails.</p> <p><i>Sundries.</i></p> <p>114 cartouch boxes. 52 passing boxes. 112 powder horns. 81,493 musket and pistol flints. 2,243 flannel cylinders. 8 pouch barrels. 35 locks. 8 but-hinges. 41 escutcheons. 1 camboose. 4 stoves. 1 furnace. 176 ensigns and signals. 129 lanterns. 561 water casks. 2,173 pounds musket balls. 2 barrels of white varnish. 1 do. black do. 9½ do. turpentine. 8 do. pitch. 19 hammocks, &c. 400 patent augers.</p>
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AT PHILADELPHIA.

<p style="text-align: center;"><i>Small Arms.</i></p> <p>744 muskets. 198 pistols. 1,485 cutlasses. 188 boarding axes. 195 boarding pikes. 4 blunderbusses. 74 repeating swivels.</p> <p style="text-align: center;"><i>Timber.</i></p> <p>3,537 pieces of live oak timber. 181 live oak knees. 415 pieces live oak fillings. 3,942 feet square timber, white oak. 20,512 feet of white oak scantling. 1 white oak cheek. 10 white oak keel and keelson pieces. 386 white oak knees. 1,790 feet white oak, for mast work. 5,965 feet white oak gun carriage stuff. 3,045 feet white oak timber. 3,942 feet white oak square timber. 5 pieces white oak square timber. 731 feet white oak round logs. 56,198 feet plank and thick stuff.</p> <p style="text-align: center;"><i>Yellow Pine.</i></p> <p>89 beams. 303 knees. 4,500 feet square logs. 47,076 feet square logs. 53 round logs. 432,515 feet plank. 2,121 feet timber. 31 pieces square yellow pine timber.</p>	<p style="text-align: center;"><i>White Pine.</i></p> <p>27 round logs. 36,929 feet plank. 41,498 locust treenails. 2,671 headings. 70 casks.</p> <p style="text-align: center;"><i>Slop Clothing.</i></p> <p>269 uniform coats. 667 overalls. 681 trowsers. 700 jackets. 220 gaiters. 1,448 linen shirts. 25 watch coats. 414 pairs of shoes. 458 pairs of socks. 61 sergeants' coats. 152 blankets. 54 duck frocks. 6 pairs of stockings. 40 hats. 5 pairs drawers. 475 flannel shirts. 80 cotton shirts. 8 Osnaburg shirts. 46 vests. 385 Guernsey frocks. 12 Nankeen jackets. 6 pairs boots. 2 suits of clothes, for patterns.</p> <p style="text-align: center;"><i>Sundries.</i></p> <p>63 patent lights. 38 do. do. 2,294 flannel cylinders. 195 cartridge boxes, &c. &c. &c.</p>
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AT NEW YORK.

<p>21 anchors.</p> <p style="text-align: center;"><i>Canvass and Ducks.</i></p> <p>3,906 bolts. 2,041½ yards of hammock stuff.</p> <p style="text-align: center;"><i>Copper.</i></p> <p>8,033 pounds of sheathing nails. 184,407 pounds copper for various purposes.</p> <p style="text-align: center;"><i>Cordage.</i></p> <p>6,272 pounds shroud laid. 126,756 pounds running rigging.</p> <p style="text-align: center;"><i>Ordnance.</i></p> <p>302 iron cannon. 2 mortars. 13 grenades. 34 tons, 4 cwt. 1qr. 3lbs. round shot, 15,275 pounds round shot. 2,170 doubleheaded shot. 22,953 canister shot. 1,046 canister shot. 30 tons, 7 cwt. 2qrs. of canister shot. 13 tons, 16 cwt. 3qrs. 5lbs. stools. 2,273 stands of grape shot. 9 tons, 3 cwt. 2qrs. 6lbs. loose grape shot. 7,192 pounds loose grape shot.</p> <p style="text-align: center;"><i>Powder and materials.</i></p> <p>523 barrels of cannon powder. 9 barrels of priming powder. 41 half barrels of priming powder. 369 quarter casks. 539 cylinders full of powder. 61,095 pounds of sulphur.</p> <p style="text-align: center;"><i>Lead.</i></p> <p>47 tons, 15 cwt. 8lbs. of pig.</p>	<p style="text-align: center;"><i>Iron.</i></p> <p>374 tons, 16 cwt. 1qr. 28lbs. of assorted iron.</p> <p style="text-align: center;"><i>Timber.</i></p> <p>53,326 feet of live oak. 3,413 inches of ash. 38 superficial feet of ash plank. 7,537 superficial feet of pine timber. 105 oak knees. 14,134 cubic feet of white oak timber. 3,652 feet of mahogany. 13,170 feet of gun carriage stuff. 4,316½ inches of masts and spars. 195 feet of locust timber. 13,712 locust treenails. 145,067 feet of oak plank. 65,265 superficial feet of pine boards. 24,282 superficial feet of pine plank. 49 superficial feet of cedar boards.</p> <p style="text-align: center;"><i>Provisions.</i></p> <p>85¾ barrels of beef. 588 pounds of flour. 16,720 pounds of bread. 390 pounds of cheese. 15 pounds of butter. 186 gallons of rice. 40 pounds of raisins. 111 gallons of vinegar. 35 gallons of molasses. 10½ bushels of peas. 20½ barrels of pork. 161 gallons of beans. 17 pounds of soap. 40 pounds of suet. 316 pounds of sugar. 39 pounds of tea. 35 pounds of tobacco.</p>
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NEW YORK.

Small Arms.

155 battle axes.
28 blunderbusses.
1,635 cutlasses.
880 muskets.
744 pistols.

Sundries.

8 tons, 3 cwt. 3 qrs. 26 lbs. of scupper and lead pipes.
10 cwt. of oakum.
34 brushes, assorted.
29 belaying pins.
9 boom irons.
2 braces and bitts.
1,272 musket balls.
76 bags.
2,277 hooks and thimbles.
406 trucks,
8,122 bolts assorted.

1,244 gunboat pintles.
108 caps.
172 elevating screws, and a great variety of similar articles.

Slops.

219 black handkerchiefs.
109 blankets.
117 blue cloth trowsers.
34 blue cloth jackets.
148 pairs of shoes.
121 pea jackets.
134 wool hats.
24 mattresses.
288 flannel shirts.
180 flannel drawers.
127 pairs of stockings.
12 duck frocks.
47 bannians.
87 red vests.
4 pairs of worsted stockings.

AT WASHINGTON.

27 anchors.

Canvass and Duck.

166 bolts.

Copper.

22,367 sheets of sheathing copper.
2,605 pounds of sheathing copper.
550 pounds of pig.
81,202 pounds of copper bolts.
2,444 pounds of old rudder braces.
190 pounds of rings.
14,391 pounds of spikes.
8,491 pounds of sheathing nails.

Cordage.

1 cable.
1 hawser.
36 pounds of ratline.
412 pounds of shroud laid cordage.
36 pounds of white line.
69 pounds of worm lines.
206 pounds of white rope and lines.
6 pounds of house-line.
7 pounds of twine.

Ordnance.

127 iron cannon.
33 carronades.
7 brass carronades.
2 gunades.
18,410 round shot.
9,589 doubleheaded shot.
2,775 grape shot.
584 stools.

Lead.

14 tons, 18 cwt. 3 qrs. 19 lbs. of lead.

Iron.

25 tons, 13 cwt. 26 lbs. of kentledge.
238 tons, 9 cwt. 2 qrs. 26 lbs. iron, assorted.
12 cwt. 2 qrs. 5 lbs. of nails.
24,000 pump tacks.

Timber.

39,523 cubic feet of promiscuous live oak.
21,636 do. moulded do.
1,657 knees, live oak.
54,854 cubic feet of white oak.
35,801 do. pine.
459 do. locust.
2,588 do. cedar.
35 do. poplar.
131 do. hickory.
3,140 do. ash.
392 do. elm.
16 do. mulberry.
915 do. cherry.
14,975 do. cypress.

364 white oak knees.
913 hacmetac knees.
29,650 locust-treenails.
117,750 feet white pine boards.
6,674 feet of cypress plank.
145,496 feet of yellow pine plank.
615,135 feet of white oak plank.
9,544 feet of white curled maple boards.
427 feet of spruce spars.
268 poles of spruce spars.
15,923 pine sheathing boards.
1,008 oak rafters.
1,763 oak boat boards.
153 feet of oak.
300 feet of pine boat boards.
5,372 feet of yellow pine plank.
630 feet of ash plank.
25 feet of walnut plank.
140 feet of deal.
3,756 staves.
2,071 headings.

Sundries.

1,256 yards of bunting.
2 joiner's braces.
128½ gallons of linseed oil.
2,415 pounds of Spanish whiting.
7 gallons of spirits of turpentine.
65 gallons of black varnish.
42 barrels of pitch.
153 barrels of tar.
28 barrels of turpentine.
7 tons 13 cwt. of oakum.
2 grindstones.
6,201 pounds of block tin.
1,752 pounds of zinc.
24 escutcheons.
15 brass headed screws.
250 files, assorted.
150 feet of glass lights.
19,158 pounds of junk.
268 gallons of oil.
70 kegs of white lead in oil.
29 kegs of yellow ochre.
2 kegs of ground verdigris.
40½ gallons of spirits of turpentine.
799 pounds of steel.
48 quires of paper.

Provisions.

185 pounds of bread.
8 gallons of peas.
16 barrels of beef.
12 barrels of pork.
50 pounds of cheese.
276½ gallons of whiskey.
544½ pounds of tallow candles.

Slops.

24 mattresses.
44 blankets.

AT ERIE.

5 anchors.		<i>Lead.</i>	5 tons 4 cwt. 6 lbs.
17½ yards.	<i>Canvass and duck.</i>	<i>Iron.</i>	1 ton 8 cwt. 12 lbs. of iron assorted. 8 tons 3 qrs. 16 lbs. of kentledge.
	<i>Copper.</i>	<i>Small arms.</i>	147 muskets. 14 pistols. 161 cutlasses. 104 battle axes. 75 pikes. 1 blunderbuss. 3 rifles.
38 pounds sheathing nails.	<i>Cordage.</i>	<i>Sundries.</i>	2,636 flannel cylinders. 218 paper cylinders. 39 field carriages. 15 caps for elevating screws. 276 dead eyes. 40 iron fore locks. 4,941 flints. 121½ gun tackles. 448 hooks assorted. 5,471 pounds of lignum vitæ. 10 leager heads. 2 barrels of tar. 39 copper ladles. 23 linchpins. 45 monkey tails. 4 mortars and pestles. 66 gunner's mallets. 55 ports. 699 stands for grape shots. 91 rammers and sponges. 96 stanchions. 2,604 gun wads. 405 blocks.
1 cable.	<i>Ordnance.</i>		
1,149 pounds bolt rope.			
764 pounds purchase falls.			
1,057 pounds rigging.			
4½ inch rope, 50½ pounds.			
	<i>Powder and materials.</i>		
60 iron cannon.			
63 carronades.			
7 howitzers.			
724 round shot.			
794 double shot.			
1,058 canister shot.			
596 stands of grape.			
12,048 pounds of loose grape shot.			
431 shells.			
31 hand grenades.			
1,260 loose canister shot.			
209 quires cannon cartridge paper.			
15,020 quires musket cartridge paper.			
3 reams do do.			
6,444 pounds cannon powder.			
787 pounds priming.			
25 port fires.			
85 false fires.			
249 pounds of sulphur.			

AT WHITEHALL.

13 anchors.			150 pounds 8 oz. tea.
6 bolts of canvass.	<i>Canvass.</i>		12 bushels potatoes.
	<i>Copper.</i>		1,394 pounds rice.
150 pounds spikes.			4 gallons vinegar.
1,430 pounds old copper.			101 gallons whiskey.
1,380 pounds copper in casks.		<i>Small arms.</i>	11 pounds candles.
	<i>Cordage.</i>		
40 cables.			687 musket bayonets.
1,200 pounds of running rigging.	<i>Ordnance.</i>		70 bayonets for pistols.
			464 cutlasses.
133 iron cannon.			108 boarding axes.
76 carronades.			473 boarding pikes.
14,243 round shot.			328 leaden balls.
130 double shot.		<i>Sundries.</i>	
818 canister shot.			26 augers.
1,059 stands of grape.			86 aprons for guns.
64 shells.			36 boring fitts.
9,000 quires of cartridge paper.	<i>Powder.</i>		8 boats.
48 swivels.			1½ pieces bunting.
			300 blocks.
23,809 pounds of cannon.			4 axes.
351½ pounds of priming.			6 lanterns.
	<i>Lead.</i>		9 saws.
150 pounds.			7 cambooses.
	<i>Iron.</i>		12 chairs.
5 tons 3 cwt. 22 lbs. iron assorted.			2 coffee mills.
120 tons 1 cwt. 3 qrs. 6 lbs. Pig iron ore ballast.			2 dark lanterns.
	<i>Provisions.</i>		624 flannel cylinders.
1,028 pounds 8 oz. of beef.			2 ensigns.
892 pounds pork.			50 fire buckets.
564 pounds flour.			145 hand spikes.
6 pounds cheese.			400 hooks and thimbles.
194 pounds 12 oz. sugar.			90 yards flannel for cylinders.
			6 hammers.
			6 cases surgeon's amputating instruments.
			6 kettles.
			28 lint stocks.
			3½ pounds tar, and a few other similar articles.

AT NEW ORLEANS.

<i>Anchors.</i>				<i>Provisions.</i>			
22 kedge anchors.				56 barrels of beef.			
<i>Copper.</i>				94 barrels of pork.			
2,089 copper sheets.				983½ pounds of candles.			
<i>Ordnance.</i>				<i>Small Arms.</i>			
64 iron cannon.				98 battle axes.			
29 carronades.				250 bayonets.			
2 mortars.				22 blunderbusses.			
5 howitzers.				157 cutlasses.			
2 brass cannon.				581 muskets.			
34,059 round shot.				45 pikes.			
244 shells.				111 pistols.			
1,182 double shot.				1 do. signal.			
43 canister shot.				138 musket barrels.			
13,720 pounds of loose shot.				57 do. do. bad.			
1,162 stands of grape shot.				37 pistol barrels.			
15,198 quires of cartridge paper.				<i>Sundries.</i>			
<i>Powder.</i>				14 boxes of hand grenades.			
316½ barrels of cannon powder.				497 grape stools.			
34 half barrels of do. do.				63 crowbars.			
18½ quarter casks of priming powder.				1,572 bolts.			
<i>Lead.</i>				225 truck bands.			
13,850 pounds of pig lead.				30 augers.			
<i>Iron.</i>				3 anvils.			
Tons.	cwt.	qrs.	lbs.	4 awnings.			
11	19	2	15	896 bushes assorted.			
scrap iron that can be wrought.				124 locks.			
6	16	0	14	1,114 hooks assorted.			
" " can't be wrought.				3,188 lbs. mast iron assorted.			
97	2	3	20	1,200 do. do. broken,			
ballast iron.				And a few other articles, such as ladles, pins for blocks, punches, lead pencils, quills, rulers, and scales and weights.			

AT SACKETT'S HARBUR.

<i>Anchors.</i>				<i>Small Arms.</i>			
63 anchors.				6 battle axes.			
<i>Canvass and Duck.</i>				804 pikes.			
17 bolts of American.				149 cutlasses.			
2½ do. Raven's, and 11½ yards.				31 muskets.			
<i>Copper.</i>				80 pistols.			
1,209 pounds of sheathing nails.				<i>Timber.</i>			
4 do. rods for bolts.				48 masts and spars.			
<i>Cordage.</i>				<i>Sundries.</i>			
16 cables.				941 augers, assorted.			
4,165 pounds of running rigging.				35 aprons.			
2,221 fathoms of cordage.				5 carpenter's adzes.			
<i>Ordnance.</i>				2 blacksmith's axes.			
119 iron cannon.				28 anvils.			
193 carronades.				2 awnings.			
8 howitzers.				1,063 yards bunting.			
1 gunade.				62 salt boxes,			
41,697 round shot.				8 filling boxes.			
756 double shot.				12 pump do.			
2,395 canister shot.				29 tube do.			
8,236 stands of grape shot.				182 bolts assorted iron.			
100 tons of loose do.				11 pump hitts.			
<i>Lead.</i>				1 brace.			
8 cwt. 14 lbs. lead.				3,023 blocks.			
<i>Iron.</i>				122 carronade gun beds.			
153 tons iron.				1 ton 3 cwt. 3 qrs. 16 lbs. broken ballast iron.			
				542 gun breechings.			
				10,414 cylinders.			
				122 chisels, &c. &c. &c.			

AT BALTIMORE.

<i>Anchors.</i>				<i>Provisions.</i>			
1 anchor.				193 barrels of pork.			
<i>Copper.</i>				<i>Sundries.</i>			
1,883 sheets of sheathing copper.				3 blocks.			
1 ton 15 cwt. 3 qrs. 3 lbs. do. nails.				2 hooks.			
<i>Cordage.</i>				1 old falls.			
1 hawser.				3 axes.			
<i>Powder and materials.</i>							
28,051 pounds crude salt petre.							
27 tons 3 cwt. 1 qr. 17 lbs. sulphur.							

AT CHARLESTON, S. C.

5 anchors.		<i>Small Arms.</i>
3 cables.	<i>Cordage.</i>	123 boarding axes.
2,913 pounds of copper.	<i>Copper.</i>	312 boarding pikes.
9 yards canvass.		541 cutlasses.
	<i>Ordnance.</i>	571 muskets.
29 carronades.		187 pistols.
3 cohorns.		
975 shot.		<i>Sundries.</i>
64 canisters, empty.		1,606 cylinders,
28 long guns.		9 quires cartridge paper.
2 gunades.		142 blocks.
871 stands of iron grape.		140 oars and sweeps.
19 star shot.		229 pounds copper mountings.
30,300 round shot.		32 quoins.
	<i>Lead.</i>	17 rammers and sponges.
1,960 pounds of lead.		25 fathoms of rope.
	<i>Iron.</i>	108 pins for grape stand.
46,188 pounds of kentledge.		1 sextant.
220 pounds nails.		7 spindles for guns.
		11 musket scrapers.
		49 spikes.
		15 gallons varnish.
		42 tin sheets.
		299 sheaves, thimbles, travellers, trucks, saws, &c. &c. &c.

16th CONGRESS.]

No. 197.

[2d SESSION.]

APPLICATION TO ABOLISH PRIVATEERING IN TIME OF WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 26, 1821.

To the Senate and House of Representatives of the United States in Congress assembled, the undersigned inhabitants of the State of Massachusetts respectfully represent:

That, in common with many of their fellow-citizens in different parts of the United States, they consider it due to natural justice, and to the honor of christian nations, that the capturing of private property should no longer be authorized by the laws of maritime warfare. Many practices once allowed in war have disappeared, as civilization and christianity have advanced; the same benign spirit calls for this further reform. It seems to be the design and scope of the modern laws of war to exempt, as far as possible, from the effects of hostilities, all persons who bear no voluntary part in the contest. On the land, public possessions alone become a prize to the conqueror. The common consent of nations has attached a deep disgrace to the plunder of an unresisting foe. On the sea, too, certain trades deemed necessary to human subsistence are privileged from capture. Why should not the same immunities be extended to all ships engaged in carrying on the commerce of nations, without agency in the war?

There is a striking inconsistency between the usages of war on the land and on the sea. Goods landed and stored are preserved to the owner, while those which remain on shipboard, though, perhaps, a part of the same cargo, are seized and confiscated. To rifle shops and dwelling-houses in a captured city would excite a general disapprobation, but it is otherwise when the same wealth is intercepted in its passage over the ocean. Why the same acts which on the land are pronounced disgraceful should on the sea escape reproach, it would be difficult to explain.

In exempting commercial property from capture, it would not be necessary to authorize a direct commercial intercourse between the belligerent Powers; this may, perhaps, be incompatible with a state of war. With this exception, the entire neutrality of trade would be far more beneficial to the parties, and to the world, than a mutual exposure to attack and capture. Commerce is the interest of the world; it connects distant regions, multiplies and distributes the fruits of every climate, and makes every country a sharer in the natural, intellectual, and moral wealth, of all others. To facilitate commercial intercourse, and multiply the incitements to industry, should be the wish of all nations. Confine any considerable part of the world to the consumption of its own products within itself, and you diminish the resources of all the other parts. Every cause, therefore, which embarrasses and restricts commerce, operates unfavorably to the progress and welfare of the human race.

And what are the effects of maritime war, as it is now carried on, upon commerce? Are they not to render trade unsettled and insecure; to destroy confidence and credit; to build up the fortunes of some, and to ruin others, with equal suddenness; to involve the rich in bankruptcy by unforeseen misfortune, and to load the adventurer who hazards nothing, with a wealth which he can only abuse? Agriculture is depressed and discouraged; idleness is forced upon many who would willingly be employed in useful labor, and the sufferings of war are increased without any apparent benefit. But your memorialists forbear to insist on the advantages which would arise to commerce from the abolition of this practice. The measure is recommended by other and more powerful reasons. They believe that they speak a language justified by past and recent experience, when they say that the custom of making prize of private property at sea has been a source of great moral depravation, and of individual suffering, the measure and extent of which it would be impossible to calculate. The habit of preying on the possessions of others, and of growing rich by a violent appropriation of their wealth, can hardly fail to engender, in those who are engaged in this pursuit, a rapacious and avaricious spirit, eager for riches, and little solicitous about the means by which they are acquired; negligent of others' rights, and ready to raise a specious pretext for invading them. This spirit will continue when the war has ceased; and there is too much reason to fear, that those who have plundered under the sanction of the laws, may continue to plunder in defiance of their prohibitions.

In the navy, perhaps, the character and education of the officers, and the elevated generous feelings they regard as the ornaments of their profession, may, in a good degree, secure them from the dominion of a sordid avarice; but seamen, with no better means of instruction than they ordinarily enjoy, are exposed to these bad influences, on