

thirty-two miles from the ocean. This yard possesses a large and extensive dry dock, constructed of hewn granite, capable of receiving a line-of-battle ship, and which cost nearly \$200,000. The harbour is safe and capacious, having eighteen feet of water.

PENSACOLA.—The United States navy yard here is an important one, distant eight miles from the city, and five from the entrance of the harbour, and covers nearly eighty acres of ground, enclosed by a high brick wall. It contains houses for the officers, and a naval store and other buildings adapted to the convenience of the establishment.

According to the American papers, there are sufficient materials in their naval yards to build twenty-six sail of the line and forty frigates; but this information is very questionable, and savours strongly of exaggeration. The *Army and Navy Chronicle*, the United Service Journal of the States, informs us that instructions have been issued for building at their navy yards the following steam vessels:—At Norfolk, one of medium size, say between 600 and 700 tons, and one of 300 tons, to be propelled by Lieut. Hunter's paddle wheels. The engine for the latter is to be made at the Washington Navy-yard, where it is understood work equal to any in the country has been turned out. At Philadelphia, one of 600 tons, to be propelled on Captain Stockton's plan, and one of medium size. At New York, one of medium size, 600 to 700 tons. The description of engines for the medium steamers has not yet been determined upon. The commissioners of the navy have opened a correspondence with the most experienced and scientific gentlemen in the country as to the best models, and have collected a large amount of information upon the subject, which will be increased by further communications before the time arrives for making a decision. They will, by these means, have the aid of the best experience the country can afford. Captain Stockton and Lieutenant Hunter will each have, as a matter of course, a general superintendence of the building of the vessels on their respective plans.

There is a matter connected with the naming of American vessels, which may be incidentally adverted to, for the information of professional men: it is this:—A joint resolution of Congress, of 3rd March, 1819, requires vessels of the first class to be called after the *States* of the Union; those of the second class, after *rivers*; and those of the third class, after the principal *cities* and *towns*; but no two vessels in the navy can bear the same name.

The Americans have been recently boasting very loudly, and not without reason, of the success of the Princeton, one of their war steamers, which beat the Great Western in a trial of speed, and the result of this trial speaks well for the screw or propeller, by which

a speed of eleven knots per hour was attained, according to Captain **Hoskin**, or fourteen knots per hour, according to Captain Stockton. That the Americans are on the alert to strengthen their navy is clear, for the Philadelphia *United States Gazette*, after giving the present force of the naval armaments of England and France, remarks-

“ These **formidable** navies, and the other navies of Europe, admonish us of the growing necessity of keeping a watchful eye to the gradual increase and efficiency of our naval establishment. All the great interests of our country are deeply interested in the welfare of this iron arm of our national **defence**; our commerce, foreign interests, and firesides, cannot be regarded as safe in the present state of European **affairs** without an efficient and active navy.”

And yet, notwithstanding these high-sounding words, the **Americans** are unable to proceed in the equipment and fitting of their vessels, and have been under the necessity of discharging all the workmen engaged in the “ increase and repair” of the navy at all the yards of the United States, in consequence of having exhausted the appropriation made by the last Congress for this branch of **the** public service. The want of funds to maintain their naval force is even pressing so strongly at the present time, that it is seriously in contemplation to reduce the existing low pay of the navy. One of the latest propositions of this kind which we have met with, is one to lessen the pay of commodores and commanders 50 *per cent.*, and of lieutenants and other subordinate ranks 25 *per cent.*

“ The officers of the American navy receive three **different** grades of pay, according as they are doing duty at sea, doing duty on shore, or doing nothing; besides being paid their **travelling** expenses when under orders and receiving the pay of a higher rank when performing the duty of that rank.

	DOLLARS.	
A captain at sea receives	4,000	per ann.
otherwise employed	3,500	
on leave, or waiting orders	2,500	
A commander at sea receives	2,500	
otherwise employed	2,100	
doing nothing	1,800	
A lieutenant at sea receive;	1,800	
otherwise employed	1,500	
doin nothing	1,200	
A passed mids [●] oman at sea or on *duty	750	
doing nothing	600	
Masters at sea	1,100	
On shore or on leave	750	

The first twenty of the captains (the highest rank in the American navy) whose names appear upon the register, entered the service between the years 1798 and 1805. About one-half of these officers are waiting orders with a pay of about **£500** per annum,-the others are on duty either at home or on foreign stations, and receive about **£700** per

annum : a reduction of the pay, as proposed, would leave the latter **£350**, and the former **£250** per annum ! The pay of a commander would be under the same **graduation—£250 per annum at sea**, and **£1 80 when** waiting orders ; that of a lieutenant the same as the pay of a commander, and only **£70** less than that of a captain, whose commission is twice as old as that of the lieutenant. The operation of this reduction upon the lower ranks of the service would be still more onerous, if not more unjust, **than** upon those already mentioned, giving to midshipmen from **£45 to £90** per annum, and to warrant officers, a majority of whom have families, sometimes **£74**, and never more than about **£105** per annum, when engaged in the most arduous duties. So much for the practical operation of the theory of a reduced pay for officers. It will be seen that **the** object of it would be to make the pay of captains and commanders in the American navy, ranking, according to their own showing, with our admirals, very little more than that of a merchant's clerk, and to reduce most of the subordinate ranks, which are composed of well-educated and active men, to the level, in a pecuniary point of view, with day-labourers upon the public works. It must also be borne in mind, that a naval **officer** is compelled by virtue of his station to incur expenses which as a merchant's clerk, or a **labourer**, he need not incur; and that when he had discharged these indispensable incidentals, he would have even less pay to appropriate to himself than either of the classes of persons referred to.

In 1836, there were on the American Navy List, **40** captains; 40 commanders, or master commandants, as they are styled ; 253 lieutenants; 44 surgeons ; 14 passed assistant surgeons ; 36 assistant surgeons ; 41 pursers ; **9** chaplains ; **198** passed midshipmen, and 256 midshipmen.

The *American Almanac* for 1844 furnishes the following return of the officers of their navy.*—captains, **69** ; commanders, **96** ; lieutenants, **328** ; surgeons, **69** ; passed assistant surgeons, **17** ; assistant surgeons, **50** ; pursers, **64** ; chaplains, **21** ; engineers, **23** ; passed midshipmen, **120** ; midshipmen, **404** ; masters, **30**.

In the Annual Report of the Secretary of the United States Navy last year, he asserted, that hitherto the shallow waters of the coasts of America had been her great protection, but that the adaptation of steamers had destroyed this natural bulwark, and that now America must be provided at all points with a defensive force, as well as such an **aggressive equipment** as would **insure** a constant respect to her rights and *flag*. Among other recommendations, the Report advised as **rapid** an **increase** of **the** force of the navy as its means would permit. The establishment of higher grades in the naval service, and especially the rank of Admiral, were proposed, but have not been acted upon. This

rank the Secretary considered absolutely requisite to keep up **the** spirit of the navy, to place it on a level with the military order, and to facilitate the intercourse of officers with the representatives of **foreign** governments. We **give** the following **lengthy** extract **from** this document, **because** it bears directly on the subject we are discussing, and furnishes us with the views and opinions entertained by the Americans as to the character, extent, and requirements of a navy :—

“ Of what description 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 steam ships. 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 the 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 at 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 well may 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 steam ships 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 steam ships 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 steam ships for distant cruises, **until** the 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 coasts and **harbours**.— 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 harbour in the violent tempests which are common in that latitude. There is, in truth, but the single **harbour** of Pensacola in which a ship of large draft 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,

“ Steam ships 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** 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 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 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 could not **encounter** upon equal terms the modern frigates of England and France. To enable us to contend successfully with these, the 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 that they will use against us.

“It is, as a general rule, wise and politic to establish as many grades as possible in all military services. 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 exertions 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 subject to his command. There are in

that service nine different grades of commissioned officers, while in the navy here are **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 abrigadier-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.

“bur 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 they themselves **are** willing to pay, are compelled to insist that the highest grade of service in the **United States**, by whatever **title** it is 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 admiral! 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 honour 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,”

At the close of 1834, **the** following was the return of the United States Navy :—

Description.	iii Corn- mission.	In Ordi- nary.	Building	at Ships of the Line.	Frigates
Ships of the line.....	1	6	Portsmouth	1	1
Frigates, 1st class....	2	5	Charleston	2	1
- 2d class....	1	2	Brooklyn (N. Y.)....	0	2
Sloops, 24 guns.....	1	1	Philadelphia.....	1	1
18 guns.....	9	4	Washington	0	1
Schooners	7	2	Gosport (Norfolk)...	1	1

The following was the state of the American Navy at the close of 1843:—

Description.	In Corn- mission.	Ordi- nary.	Building.	Ships of the Line.	Sloops.	Fri- gates.
Ships of the line.	2	4	Portsmouth	1	0	1
Frigates, 1st class.	5	5	Boston	2	0	0
2d class.	2	0	Norfolk	1	2	1
Sloops, 16 to 20 guns.	13	4	Philadelphia	0	1	0
Brigs, 10 guns	6	2	New York	0	1	2
Schooners	5	4				
Steamers		3				
Store ships.	3	0				
	<u>38</u>	<u>22</u>		<u>4</u>	<u>4</u>	<u>4</u>

This constitutes the whole American effective force ; viz., sixty large and small vessels.

In comparing the Navy Lists of 1834 and 1843, we find the following changes have taken place:—Vessels broken up or condemned, the Independence and Washington line-of-battle ships, the Java, Guerrihre, and Constitution frigates ; the Peacock, Natchez, Concord, and Cyane sloops of war. Another sloop bearing the name of the Cyane has just been built. The Americans have added seven new sloops-of-war to their naval force within the last three years, and six more are ordered to be built. One of their finest steam frigates, the Missouri, was recently destroyed by fire, and it will take some time to replace her.

The following is a list of vessels in the navy of the United States, their rate, place where built, age, and station:—

VESSELS OF WAR IN THE UNITED STATES NAVY, -July, 1843.

Name and Rate.	Where & when built.	Where employed.
SHIPS OF THE LINE. 10		
Guns		
Franklin 7	Philadelphia . 1815	Under repairs, Boston.
Columbus i	Washington . 1819	Mediterranean.
Ohio i	New York . 1820	Receiving Ship, Boston.
North Carolina i	Philadelphia . 1820	Receiving Ship, New York
Delaware 7	Gosport (Va.) . 1820	Mediterranean
Alabama 7		On stocks, Portsmouth.
Vermont 7		do. Boston.
Virginia 7		do. do.
Pennsylvania 12	Philadelphia . 1837	Receiving Ship, Norfolk.
New York 7		On stocks, do.
FRIGATES, 1ST CLASS. 1		
Independence, <i>Razee</i> 5	Boston 1814	Home Squadron.
United States	Philadelphia. 1797	Pacific Ocean.
Constitution	Boston 1797	In ordinary, Norfolk
Potomac 4	Washington . 1821	Boston.
Brandywine 4	do. 1825	East Indies.
Hudson 4	Purchased . . 1826	In ordinary, New York.
Sawee 4		On stocks, Portsmouth
Cumberland 4	Boston 1842	In ordinary, Boston.
Sabine 4		On stocks, New York

Name and Rate.	When & where built.	Where employed.
	Guns.	
Savannah	44	On stocks, N. York.
Raritan	44	Philadelphia.
Columbia	44 Washington	Coast of Brazil.
St. Lawrence	44	On stocks, Norfolk.
Congress	44 Portsmouth	Mediterranean.
FRIGATES, 2D CLASS.	2	
Constellation	36 Baltimore	East Indies.
Macedonian	36 Norfolk, rebuilt,	Coast of Africa.
SLOOPS OF WAR.	17	
John Adams	20 Norfolk, rebuilt,	Coast of Brazil.
Boston	20 Boston	Boston.
Vincennes	20 New York	Home Squadron.
Warren	20 Boston	Norfolk.
Falmouth	20 do.	Home Squadron.
Fairfield	20 New York	Mediterranean.
Vandalia	20 Philadelphia	Home Squadron.
St. Louis	20 Washington	East Indies.
Cyane	20 Boston	Pacific Ocean.
Levant	20	do. do.
Saratoga	20 Portsmouth	Coast of Africa.
Ontario	18 Baltimore	Receiving Ship, New Orleans.
Marion	16 Boston	In ordinary, Boston.
Decatur	16	Coast of Africa.
Preble	16 Portsmouth	Mediterranean.
Yorktown	16 Norfolk	Pacific Ocean.
Dale	16 Philadelphia	do. do.
BRIGS.	8	
Dolphin	10 New York	Home Squadron.
Porpoise	10 Boston	Coast of Africa.
Pioneer	do.	Receiving Vessel, Baltimore .
Consort	do.	In ordinary, Boston.
Bainbridge	10 do.	Home Squadron.
Perry	10 Norfolk	Preparing for sea.
Summers	10 New York	Home Squadron.
Truxton	10 Norfolk	Special Service.
SCHOONERS.	9	
Grampus	10 Washington	Home Squadron.
Shark	10 do.	Pacific Ocean.
Enterprise	10 New York	Coast of Brazil.
Boxer	10 Boston	West Indies.
Experiment	4 Washington	Receiving Vessel, Philadelphia.
Flirt	Transferred from	Packet Service.
Wave	War Department.	Receiving Vessel, Charleston.
Phenix		Norfolk.
On-ka-hye	Purchased	do.
STEAMERS.	5	
Fulton	4 New York	In ordinary, New York.
Poinsett	Trans. War Dep.	Surveying.
Mississippi	*10 Philadelphia	In ordinary, Boston.
Union	Norfolk	Coast Service.
Princeton	Philadelphia	In ordinary, Philadelphia.
STORE SHIPS.	3	
Relief	6 Philadelphia	Pacific Ocean.
Erie	8 Baltimore	do. do.
Lexington	8 New York	Mediterranean.

ⁿ Paixhan Guns.

These vessels, for the most part, carry more guns than their rate would lead the reader to suppose. The line-of-battle ships, rated

seventy-four, mount from eighty to one hundred and ten guns. The only three-decker in the navy, the *Pennsylvania*, mounts one hundred and forty guns. The frigates of the first class mount from fifty-four to sixty-four guns. The frigates of the second class mount forty-eight guns. The sloops-of-war of the first class mount, with two exceptions, twenty-four guns. The two exceptions are the *Cyane* and *Levant*; these vessels mount no more than the number they are rated. The sloops of the second class carry twenty-two guns, and those of the third class mount the number of guns that they are rated. The brigs, brigantines, and schooners rated ten, mount from twelve to fourteen guns; and those marked without any rate, mount, if any, from one to six. The two small steamers mount four guns, and the *Mississippi* mounts eight sixty-eight pounders on her quarter-decks, and two one hundred and twenty pounders forward, all *Paixhan* guns.

Persons unacquainted with naval affairs would most probably imagine from the rates, that there were actually but 1942 guns in the American navy, whereas there are about double that number.

The United States frigate *Savannah*, on the stocks at the Navy Yard, Brooklyn, is now undergoing repairs, and preparations are about to be made for launching her. This is a first-class frigate, and will, it is anticipated, prove herself an ornament to American naval architecture.

It has been well observed, that the mercantile interests of the United States have far less protection, in proportion to their extent, than those of any other maritime country. Not only is the American navy deficient in numerous and well-appointed vessels, but the very materials of a navy are wanting. The arsenals are most inadequately stored, and few, if any, of the modern improvements in naval architecture have been introduced into their dockyards. But four or five steamers have as yet been built for their navy. Of the sixty-eight vessels mentioned in the foregoing table, thirty-eight only (including the store ships, receiving depôts, and, as it would seem, the revenue cutters,) are in commission. Of ten ships of the line, only two are in commission, and these not in the American seas. The Navy List contains sixteen frigates, of which seven are in commission, and seventeen sloops, of which thirteen are in commission.

Our remarks on the British and American navies having extended to a greater length than we had intended, we must defer, until our next, the account of the French, Russian, and other navies.

PROGRESS OF DISCOVERY.

MA. SCHOMBURGK'S EXPEDITION INTO THE INTERIOR OF GUIANA.

WE learn from our correspondent at Georgetown that that enterprising, well-informed, and scientific traveller the Chevalier Robert H. Schomburgk and his party have just returned, after an absence of eight months, from an exploring expedition in the interior of Guiana, which completes the boundary survey he was employed by the British Government to make. Mr. Schomburgk, by his perseverance and industry, has rendered essential service both to this country and the settlement of Demerara in particular, and also to the world at large, by confirming from personal observation many disputed points connected with the **different** rivers and their tributaries which intersect this hitherto unexplored country ; and by throwing much light on the physical aspect of the **colony**, the indigenous productions and **natural** capabilities of the soil, and the facilities afforded for internal navigation.

In a national point of view, (as is well observed by Mr. Schomburgk himself,) it is highly important to the colony that its boundaries should **be** clearly defined, and freed from the encroaching claims of the adjacent states, which, if admitted, would deprive British Guiana of the greater part of her most valuable territory.

Mr. Schomburgk **left** Georgetown in February last, ascended the **Essequibo**, and reached Piraro on the 24th March, where he met the other gentlemen of the expedition, from whom, it may he recollected, Mr. Schomburgk separated, -they to proceed to **Pirara**, to await his **return**— he to direct his course to Georgetown. He found the party happily in good health.

It was not till the **30th** April, that all the arrangements were completed to enable the party to leave **Pirara**. “ On quitting this spot,” says Mr. Schomburgk, “ it **was** with some feelings of regret I bade adieu to a place which I had seen rising into the most populous **Indian** village I ever visited, but which, at the time of my departure, was only inhabited by a single family, the houses **abandoned**, the whole place offering a picture of wretchedness.”