

To form a satisfactory opinion upon this important point, we must look to our harbours and consider well the localities of our harbours. It will be found, that, although numerous, there are but few of them which can be safely entered by ships of the line, or even large frigates; and surely it will be conceded that none other should be selected as a general rendezvous for our Navy.

Our maritime frontier presents two prominent positions, of which a skilful invading enemy would endeavour to gain possession—as enabling him, more effectually than any other, to harass our coasting and foreign trade, and cut off our internal communication by water—while they would also enable him, with but a small military force, comparatively, to compel us to maintain more than ten times his number of troops to protect points in the very heart of our country which he might be continually threatening, although he might never seriously design to attack. These positions are precisely those which we should most vigilantly preserve from his grasp. The very reasons which render them objects of great interest to him, render them doubly important to us. If he, possessing them, could thus seriously annoy us, we, having them in possession, could then most effectually protect our line of coast, and assail him, should he attempt a blockade. An enemy excluded from these positions, can no where upon our coast find more than temporary shelter for his ships. It is indeed confidently believed, that, if we had these two points well secured, (and we surely possess amply the means of rendering them so,) the inducement to maintain a squadron upon our coast would be so diminished—the difficulties, inconveniences and hazards would be so numerous and so serious—that an enemy, even one physically and numerically our superior in force of ships, would find it his interest to avoid such an attempt.

The history of our Revolutionary war, and our experience during the last war with Great Britain, indicate these two positions too clearly for them to be mistaken.

Our past sufferings admonish us, that the Chesapeake Bay, and the waters near Rhode Island, are our most valuable points; but while this is admitted, there is great satisfaction in the reflection that they are known to be susceptible of perfect defence—and from their relative positions to each other—their accessibility, at all times, to ships of the greatest draught of water, and their greater range of anchoring grounds than are afforded by any other harbours on our whole line of coast, they form, in the opinion of the Commissioners, the two most important and desirable points for the general rendezvous of our Navy, in peace as well as in war; and these, they think, would, in every view, be the most judicious locations for our chief naval depots.

The central position, the mildness and salubrity of the climate, the facilities of ingress and egress, and the almost inexhaustible supplies of ship timber afforded by the Chesapeake and its tributary streams, render it superior to any other place on our whole line of coast for a great naval station and depot; and next, in the order of importance, for such purposes, is Newport, Rhode Island, or some other spot in Narragansett Bay.

Aside of the considerations which recommend these as the most important position for naval depots and stations, in reference to the local advantages and facilities they afford for the rendezvous of ships, there are other views which strike our minds with increased force and interest, and conduct us to similar conclusions.

Let us, Sir, for a moment, contemplate a state of war, and suppose these to be the general rendezvous of our Guarda Costa, consisting of line of battle ships, aided by steam batteries. These, co-operating with the permanent fortifications now in progress, would place those points in a state of security, and enable us to protect extensively, if not effectually, our inland coasting trade, and to render invasion difficult and hazardous at any point, and probably impracticable at most—while our frigates, sloops of war, and smaller vessels, sailing thence, as they would be able to do at all times, and returning, as they might, in all winds, would annoy the commerce of the enemy in distant seas, even on his own coasts, and at the mouths of his harbours—to protect which he would necessarily be obliged to draw the larger part of his force from our coast (if stationed there). We might thus compel him to act on the defensive, while the chances of our merchant and others vessels returning into port, would be greatly increased. The importance of a Navy does not depend so much upon the number of ships as upon their size and efficiency, and a judicious disposition of them in reference to our own protection and the annoyance of an enemy to the greatest possible extent.

In time of peace, our ships, particularly those of the line and frigates, ought to be laid up in situations where they could be most easily united, and their services most readily commanded, in defensive operations against an enemy coming suddenly upon our coast, and bringing with him, as it might happen, the first intelligence of his having declared war against us. In this view of the subject, the two positions referred to, again present themselves as being more desirable than any other, for the rendezvous of our Navy—between the Chesapeake & Newport, each being so accessible, so easy of egress and ingress, that a junction of forces stationed at them might generally, if not at all times, be effected in less than forty hours. This is an advantage of vast importance, not possessed by any other two ports, fit for the rendezvous of our ships of war, on our whole maritime frontier. Between Boston and the Chesapeake, to form such a junction, under ordinary circumstances, it might take ten days, or even a longer time; but with adverse winds, and other causes not unlikely to occur, the detention would be incalculable; for, so long as they should continue, a ship of war might not be able to get out of the harbor of Boston.

But we have incurred great expense in es-

ablishing other Yards, and what shall be done with them.

At Boston, the buildings and improvements are highly valuable, and the dock now in progress at that Yard, makes it desirable that it should be retained as an auxiliary establishment. Its dense and active population—its numerous artificers and mechanics, and other resources it affords, give it facilities in the building and repairing of ships. It is understood, that a canal is in contemplation, between Massachusetts Bay and the waters of Rhode Island; and should the work be completed upon a scale sufficiently extensive to admit the passage of Steam Batteries and Sloops of War, it would become highly important, as presenting the means of affording additional protection to our whole line of coast East of Cape Cod and Nantucket South Shoal, by a direct, safe, and speedy communication, between Boston and Newport, while merchant vessels bound to Boston, would often, particularly in time of war, avail themselves of this channel, to reach their destined port. For our ships rendezvousing at or near Newport, Boston might thus be relied on as furnishing many of the necessary supplies that may be required, either during peace or war.

As has heretofore been observed, Portsmouth New Hampshire, is liable to particular objections; and its remote position, and Boston intervening, deprive it of any advantages it might otherwise possess, as an auxiliary establishment. New York, Philadelphia, and Pensacola, are neither of them easily accessible—the two latter cannot be entered by ships of great draught of water, at any time.

The yard at Washington has been established at great expense.—It possesses factories of chain cables, anchors, cambooses, blocks, castings, and laboratory stores generally; and advantages attach to these valuable factories, being conducted under the immediate eye of Government—and although, like Philadelphia, it does not afford a sufficient depth of water to admit the passage of ships of heavy draught, with their guns and stores on board, yet, still considering its connexion with the Chesapeake Bay, and the facility with which the hulls of ships of the largest class, may be towed to Hampton Roads or Norfolk, by common steam boats, it will be seen, that it is not destitute of advantages, even as a building yard, if viewed in the light of an auxiliary to a large and more important establishment, in the lower waters of the Chesapeake.

Upon the whole, with respect to the number of yards, viewing the question in all its aspects, the Commissioners of the Navy, with great deference, submit the opinion; that, with the exception of the yards at Boston, Washington, and Norfolk, and another near the Gulf of Mexico (principally as a place for the deposit of stores,) all of our other yards might in the course of a few years (depending upon the removal of the ships, &c.) be dispensed with, without injury to the Naval service—provided an establishment be made near Newport, Rhode Island. That the places of general rendezvous, in peace and in war, should be the Chesapeake Bay, and the waters at or near Newport—that the yard at Washington should be retained as an auxiliary to the one—and that at Boston as an auxiliary to the other. And the opinion is confidently entertained, that economy and efficiency would be greatly promoted by such an arrangement.

As to the most advisable position near Newport, a satisfactory judgment cannot be formed until a thorough and minute examination shall have been made. It is known that there are several suitable places—but it is not known which is entitled to a preference.

With regard to the preservation of ships in ordinary from the injuries arising from climate much has been said and written by men of practical information and many theories still exist upon the subject. It is believed, however, that the climate from the Chesapeake eastward, does not differ so much as to effect materially the preservation of ships, as any one of our yards more than at another; that if a ship be originally built of the best materials, and be in sound condition and well caulked, when placed in ordinary, she may, by excluding the sun and rains, keeping her thoroughly clean, dry and well ventilated, and winding her occasionally, be preserved in that state at either of the yards. The great cause of early decay in our ships is confidently believed to be, in their having been planked with timber, sometimes cut in the wrong season, (although always endeavoured to be guarded against in the contracts)—most generally not well seasoned—and not infrequently to the union of both causes. The frames, being of *live oak*, many almost be considered as imperishable.

These observations apply to all ships placed in ordinary, whether they have been in actual service or not, prior to their being placed there. While in actual service, it is found that ships do not decay as rapidly as they do when lying in ordinary, unprotected from the weather; but if protected, in the way above suggested, they may be preserved much longer in ordinary, than while in service—as they are not subject to the wear and tear and vicissitudes of climate, which vessels in service are exposed to. It would be a difficult task indeed to estimate the losses sustained under the present system of management with reference to the quality and condition of the materials used in the construction of our ships. From necessity, ever since the creation of our Navy, we have been compelled to use, to a great extent, unseasoned timber in the construction and repair of our ships, hence immense expenditures and great loss of time (invaluable in war) arising from the necessity of frequently repairing them.

The remedy for this evil consists in providing extensive supplies of ship timber, and placing it in a state to be well seasoned, before it shall be used—and by never using, either in the construction or repair of our ships, timber that shall not be perfectly seasoned.—The Commissioners earnestly recommended this subject to your consideration; and they would, also, respectfully recommend that our vessels

in ordinary be all placed in the state previously indicated, as necessary to preserve them from decay. They cannot be so preserved, without being well protected by close coverings or roofs over them. It was indeed hoped, that this point, often heretofore urged, would have so far claimed the favourable attention of Congress, as to have induced that honourable body to have made the necessary appropriations.

It may be proper here to submit the result of our observations and inquiries, with respect to the modes of seasoning ship timber. As to the best methods many opinions exist—and it is yet an unsettled point among the most experienced and intelligent. Weighing all these opinions, and referring to our past experience, we incline to the conclusion, that the following would be found as effectual, if not more so, than any other that could be adopted, viz: *Live oak timber*.—Let it be immersed in water for 12 months—then taken up and placed under cover to protect it against the sun, rain and high winds—its immersion is recommended by the fact, that it renders it less liable to split or rent.

White oak timber.—Let it be docked about 18 months in fresh, or two years in salt water—then taken up and sawed into such sizes as may be required—then placed under cover for two or three years, when it will be fit for use.

Yellow pine.—Let it be docked for about 12 months, then taken up and sawed to proper sizes for use—then placed under cover for about two years.

Mast timber.—Let it be immersed in water and covered in mud, and continue in that state until it shall be required for use.

All timber ought to be cut, if practicable, when the greatest portion of the sap is arrested in its circulation (say from the 1st of November to the last of February)—and after being immersed in water ought never to be taken out at any other season than early in the Spring, if to be avoided—and it should then, early as may be practicable, after being sawed or reduced to proper sizes, required in ship building, be put under sheds so constructed as to admit a free circulation of air but at the same time to shield it from too much exposure to the sun and strong currents of air. It is believed, if the timber used in the construction of our ships was to undergo a process like this, that their durability would be increased twofold.

The Commissioners entertain no doubt that much loss has been sustained by launching ships before they are required for service. On the stocks, well protected, a ship can be preserved almost without expense, for a great number of years; probably as long as the furniture of a house, particularly if built of the best materials and properly ventilated.

Launched, and not protected while building, by a house, or other covering, from the weather, as has from necessity been the case with many of our ships, and continuing unprotected, their decay soon commences, and becomes destructive, particularly in their planking.

As to the effects of different kinds of water upon copper on ships lying in ordinary, salt water is doubtless more corrosive than fresh. In fresh water, where there is not a strong current such copper as is used for our ships (32 oz) would last probably twenty to twenty five years. In salt water, the effects upon copper, depending probably upon the degree of saltness, differ at different places.

The bottoms of our ships, in some situations soon become barnacled, and even muscled and oysters attach themselves to the copper, and prove very injurious. In other situations, when the water is only a little brackish, a crust is formed on the external surface of the copper, which some suppose protects the interior copper—and it may do so in a small degree. But the fact admitted, that copper can be preserved longer in fresh, than in salt water, still the contrary is no doubt the case with regard to the timber of ships, which is universally believed to be more durable in salt than in fresh water—and this is a far more important material than copper in the construction of our ships, whether we refer to the cost, or the difficulty of providing it.

Suitable copper may be readily obtained at all times and seasons; but it requires years to procure suitable ship timber. And it may be remarked, as worthy of consideration, that the water is salt in all of our harbours in any way calculated as rendezvous for our navy.

I have the honour to be, with great respect, Sir, your obedient servant,

JOHN RODGERS.

Hon. JOHN BRANCH,
Secretary of the Navy.

TWENTY-FIRST CONGRESS.
SENATE.

Monday, Dec. 7, 1829.

At noon, the Hon. Samuel Smith, of Maryland, President pro tempore of the Senate, took the chair.

The roll of Senators was then called over by Walter Lowrie, Esq. Secretary of the Senate, when it appeared that thirty four members were present.

A message was sent to the House of Representatives notifying them that a quorum of the Senate had assembled.

Mr. White and Mr. Sanford were then appointed a committee to join the committee of the House of Representatives, to inform the President of the United States, that a quorum of the two Houses had assembled, &c.

On motion by Mr. White,

Resolved, That the roll requiring the President pro tempore to appoint the standing committees of the Senate, be suspended, so far as it relates to the appointment of the Chairman of the Committee on Finance, and that the Senate will proceed to make that appointment by ballot. And then the Senate adjourned.

Tuesday, Dec. 8.

Mr. White, from the joint committee appointed to wait upon the President, reported that they had performed that duty, and that he

would communicate with them at 12 o'clock to-day.

Mr. HOLMES offered a resolution, that during the session of Congress the members of the Senate be furnished with such newspapers as they may designate, the cost of which shall not exceed that of three daily papers.

No objection being made to the consideration of the resolution, the question was put immediately and the resolution carried.

Mr. HOLMES further moved that when this House adjourned hereafter, it adjourn to meet at 12 o'clock, until otherwise ordered. Carried.

The credentials of Mr. FORSYTH, the newly elected Senator from Georgia, were presented by Mr. TROUP; and having been read, Mr. Forsyth took the oath and assumed his seat.

At 12 o'clock the message of the President was received by his Private Secretary, and having been read;

On motion of Mr. ROWAN,

Ordered, That 3000 copies of the message, and 1,500 copies of the accompanying documents, be printed. The Senate then adjourned Wednesday, December 9.

A resolution was received from the House of Representatives, directing the appointment of Mr. Chaplins, of different religious denominations, to serve during the present session; in which the Senate, on motion of Mr. White, concurred.

On motion of Mr. Woodbury, the Senate proceeded by ballot to the election of a chairman of the Committee of Finance; when Mr. Smith of Maryland, was elected without opposition.

The President (Mr. Smith of Md.) then announced the appointment of the Standing Committees, as follows:

On Foreign Relations—Mr. Tazewell, Mr. Sanford, Mr. White, Mr. Bell, and Mr. King.

On Finance—Mr. Smith of Md. Mr. King of S. C. Mr. Silsbee, Mr. King, and Mr. Johnson.

On Commerce—Mr. Woodbury, Mr. Johnson, Mr. Silsbee, Mr. Sanford, and Mr. Forsyth.

On Manufactures—Mr. Dickerson, Mr. Ruggles, Mr. Knight, Mr. Seymour, and Mr. Bibb.

On Agriculture—Mr. Marks, Mr. Wiley, Mr. Noble, Mr. McLean, and Mr. Seymour.

On Military Affairs—Mr. Benton, Mr. Barnard, Mr. Troup, Mr. Hendricks, and Mr. Livingston.

On the Militia—Mr. Barnard, Mr. Tyler, Mr. Clayton, Mr. Dudley, and Mr. Noble.

On Naval Affairs—Mr. Hayne, Mr. Tazewell, Mr. Robins, Mr. Woodbury, and Mr. Webster.

On Public Land—Mr. Barton, Mr. Livingston, Mr. Kane, Mr. Ellis, and Mr. McKinley.

On Private Land Claims—Mr. Burnett, Mr. Barton, Mr. Sprague, Mr. Kane, and Mr. Grundy.

On Indian Affairs—Mr. White, Mr. Troup, Mr. Hendricks, Mr. Dudley, and Mr. Benton.

On Claims—Mr. Ruggles, Mr. Bell, Mr. Chase, Mr. Foot, and Mr. McLean.

On Judiciary—Mr. Rowan, Mr. McKinley, Mr. Webster, Mr. Hayne, and Mr. Frelinghuysen.

On the Post Office and Post Roads—Mr. Bibb, Mr. Burnett, Mr. Forsyth, Mr. Ellis, and Mr. Seymour.

On Pensions—Mr. Holmes, Mr. Marks, Mr. Foot, Mr. Chase, and Mr. Chambers.

On the District of Columbia—Mr. Chambers, Mr. Tyler, Mr. Holmes, Mr. Clayton, and Mr. Sprague.

On the Contingent Fund—Mr. Kane, Mr. Ireddell, and Mr. Knight.

On Engraving—Mr. Marks, Mr. Wiley, and Mr. Grundy.

On motion of Mr. Hendricks, it was Resolved, That a Select Committee, to consist of five members, be appointed on the subject of Roads and Canals, with leave to report by bill or otherwise.

Mr. Hendricks, Mr. Tyler, Mr. Webster, Mr. Dudley, and Mr. Ruggles, were appointed to be the committee.

On motion of Mr. Sanford, it was Resolved, That a Select Committee be appointed to consider the state of the current coins, and to report such amendments of the existing laws concerning coins, as may be deemed expedient.

Mr. Sanford, Mr. Dickerson, Mr. Livingston, Mr. Ireddell, and Mr. Tazewell, were appointed to be the committee.

Mr. Ellis, having announced the death of his colleague, the Hon. Thomas B. Reed, of Mississippi, submitted the following resolutions, which were unanimously agreed to:

Resolved, That the members of the Senate, from a desire of showing every mark of respect to the memory of the Hon. Thomas B. Reed, deceased, late a Senator of this body, from the State of Mississippi, will go into mourning for one month by wearing crape on the left arm.

Resolved, That as an additional evidence of respect to the memory of the Hon. Thomas B. Reed, the Senate do now adjourn.

Adjourned accordingly.

Thursday, December 10.

The President of the Senate communicated the Annual Report of the Secretary of the Senate, on the expenditures of the Contingent Fund; which, on motion of Mr. Bibb, was ordered to be printed.

The President announced as a communication from the State Department, the Memorial of Francis Legrade, of Havana, Attorney for James A. Watson, praying for the interference of the Government in his favour, to procure satisfaction from the Spanish Government, for losses sustained by the illegal seizure of the Brig Morgiana, in the Canaries, by the Spanish Custom Officers, in the year 1824.

Mr. Barton submitted the following resolution, which was considered and agreed to:

Resolved, That the Committee on Private Land Claims be instructed to enquire into the expediency of making farther provisions for the final adjustment of private Land Claims in Missouri, derived from the former governments of France and Spain.

The Senate then adjourned over to Monday.

Monday, December 14, 1829.

The Vice-President appeared to-day and took his seat.

Members King and McKinley of Alabama, Mr. Knight of Rhode Island, Mr. Hayne of South Carolina, and Mr. Clayton of Delaware, also appeared and took their seats.

Mr. Barton, at the request of the Delegates from Arkansas, presented the following resolution:

Resolved, That the Committee on the Public Lands be instructed to inquire into the expediency of extending the provisions of the pre-emption law of 1814 to the present inhabitants of the Territory of Arkansas.

The Senate then proceeded to the election of its officers; when Mr. Lowry, the present Secretary was re-elected by a vote nearly unanimous: 40 for Lowry, one blank, and one scattering. Mountjoy Bailey was re-elected Sergeant at Arms and Door Keeper: For Bailey 39, 3 scattering, and 2 blank. Mr. Tins was re-elected Assistant Door-Keeper: For Tins 50; scattering 12.

On motion of Mr. Chambers, the Senate then proceeded, in pursuance of a joint resolution, to elect their Chaplain.

On the first ballot the votes were as follows:

For Mr. Johns,	13
Mr. Addison,	11
Mr. Durbin,	18-42

There being no choice, the Senate balloted a second time, when the votes were,

For Mr. Johns,	16
Mr. Durbin,	21
Mr. Addison,	4
Mr. Davison,	1-42

There being still no choice, the Senate balloted a third time, when the votes were,

For Mr. Johns,	21
Mr. Durbin,	21-42

The President, thereupon, gave the casting vote in favour of Mr. Johns, who was thereupon declared duly elected.

On motion of Mr. Smith, of Md. the Senate went into the consideration of Executive business, after which

The Senate adjourned.

Tuesday, Dec. 15.

The annual Report of the Secretary of the Treasury on the state of the Finances of the United States, was communicated by the Chair; and it was referred to the committee on Finance, and 1500 additional copies ordered to be printed.

On motion of Mr. Smith, of Md. John Donnell's heirs, and Alexander MacTier, had leave to withdraw their petitions.

Mr. Woodbury, upon leave, introduced a bill to repeal the tonnage duties upon ships and vessels of the United States, and upon certain foreign vessels, which was read and passed to a second reading.

Mr. Benton gave notice that he would tomorrow ask leave to introduce a bill to graduate the price of public lands.

Mr. Smith, of Md. gave notice that he would, to-morrow, ask leave to bring in a bill to provide for the payment of interest due to the city of Baltimore.

The Senate then adjourned.

Wednesday, December 16.

Mr. Livingston offered the following resolution:

Resolved, That the Committee on Roads and Canals be instructed to inquire into the expediency of providing for the locating and constructing a direct road from the Seat of Government to the City of New Orleans.

Mr. Sanford presented a memorial of the Mechanics, Merchants, Manufacturers and others of the City of New York, against the present Auction System. Referred to the Committee on Finance.

The bill to repeal the tonnage duties upon ships and vessels of the United States, and upon certain foreign vessels, was read a second time; and referred to the Committee on Finance.

Mr. Smith, of Md. on leave, brought in a bill for the relief of the Mayor and City Council of Baltimore which was read and passed to a second reading.

Mr. Chambers gave notice that he would tomorrow ask leave to bring in a bill providing for the final settlement of the claims of certain States therein mentioned, for interest on their advances during the late war.

After some time spent in Executive business, the Senate adjourned.

Thursday, Dec. 17.

The resolution submitted yesterday by Mr. Livingston, for inquiring into the expediency of locating and constructing a direct road from Washington to New Orleans, was considered and agreed to.

Mr. Livingston submitted the following motion:

Resolved, That in the alternative of its being deemed inexpedient to cede the public lands within the state of Louisiana to the said state, that the committee on Public Lands be instructed to inquire whether justice, and the interest of the United States do not require that provision should be made by law for constructing embankments and bridges, and making roads on said lands.

Resolved, That the committee on Roads and Canals be instructed to inquire into the expediency of providing by law for opening a communication by water between the Mississippi and Lake Pontchartrain.

Resolved, That the committee on Commerce be instructed to inquire into the expediency of erecting a Light House at or near the mouth of the Tichifanet, on Lake Pontchartrain.

These resolutions lie for one day.

Mr. Chambers submitted the following resolution:

Resolved, That the committee on Roads and Canals be instructed to inquire into the expediency of authorizing a subscription on the part of the United States to the joint stock company incorporated to construct a Turnpike road from the city of Washington to Frederick, in Maryland.

This resolution also lies one day.

Mr. Sanford presented the petition of Benjamin Pendleton, of New York, asking for indemnity for his losses sustained by reason of

the non-performance on the part of the Government of its engagements with him, in relation to the recently contemplated exploring expedition to the South Seas. Referred to the committee on Naval Affairs.

Mr. Livingston presented the memorial of the merchants of New Orleans, who had ordered goods from Europe before the passage of the present tariff law, asking a remission of additional duties. Referred to the committee on Finance.

Mr. Livingston presented the petition of the merchants, traders, and others, of the city of New Orleans, requesting that a duty of ten per cent be laid on sales at auction. Referred to the committee on Finance.

Mr. Chambers, on leave, introduced a bill providing for the final settlement of the claims of certain States therein mentioned, for interest on their advances during the late war, which was read, and passed to a second reading.

The bill for the relief of the Mayor and City Council of Baltimore, was read the second time, and referred to the committee of claims. The Senate then went into conclave on Executive business, after which, on motion by E. Marks, Adjourned to Monday.

HOUSE OF REPRESENTATIVES,
Monday, Dec. 14.

The Rev. Rueben Post, who was on Thursday appointed Chaplain to the House, appeared and performed the usual service, by offering up an appropriate prayer.

Mr. WILDE of Georgia, Mr. STEVENS of Pennsylvania, and Mr. DUDLEY of North Carolina, appeared, were qualified, and took their seats.

The various Committees having been appointed, were announced by the Clerk.

STANDING COMMITTEES OF THE HOUSE OF REPRESENTATIVES.

On Finance—Messrs. Adams, Tucker, Claiborne, Randolph, Johnson, of Ten Beckman, and others.

On Ways and Means—Messrs. McDuffie, Verplanck, Smith, of Va. Ingerson, Gilmore and others.

On Claims—Messrs. Williams, Whittelee, Barlow, Conner, McIntire, Ramsey, Lee and Leatt.

On Commerce—Messrs. Crenshaw, Newton, Ham, Harvey, Southernler, Howard and Wayne.

On Public Lands—Messrs. Jackson, Jennings, Duff, Hays, Potter, Ives, of Ohio, and Clay.

On Post Office—Messrs. Johnson, of Ken. Conner, Hays, Hedges, Ross, McCreery and Campbell.

On the District of Columbia—Messrs. Powers, Almon, Washington, Varnum, Taliaferro, Irie and others.

On Judiciary—Messrs. Buchanan, Wickliffe, Johnson, of N. Y. Davis of S. C. Bushong, Ellsworth, White of Lou.

On Revolutionary Claims—Messrs. Burgess, Dickerson, Fry, Wingate, Goodenow, Young and Brown.

On Public Expenditures—Messrs. Hall, Daventon, of Va. Lionel, Maxwell, of N. Y. Spencer of Md. Simpson of Ohio, and Norton.

On Private Land Claims—Messrs. Gutley Sterngereck, Pettis, Test, Foster and Baylor.

On Manufactures—Messrs. Mallory, Standberry, Martin, Daniel, Irwin of Penn. and Monell.

On Indian Affairs—Messrs. Johnson, of Va. Hinds, Miller, of Con. Hubbard, Gaither, and Lewis.

On Foreign Affairs—Messrs. Archer, Everett of Va. Polk, Wild, Crawford and Barwell.

On Military Affairs—Messrs. Clayton, Vance, DeFazio, Blair of S. C. Mitchell and Speight.

On Naval Affairs—Messrs. Hoffman, Crossman, Miller, Hopley, Griston, Dorsey, and White of Va.

On Agriculture—Messrs. Spencer of N. Y. Wild, Lake, Smith of Pa. Standifer, Deberry, and Chaney.

On the Territories—Messrs. Clark of Ky. Green, Giddens, Armstrong, Anger, Clarke, and W. B. Spear.

On Military Pensions—Messrs. Bates, Lecompte, Chilton, Hammond, Buckee, and Ford.

On Retardation of Unfinished Business—Messrs. Reed and Pearson.

On Accounts—Messrs. Halsey, Swan, and Broadhead.

On Expenditures in the Department of State—Messrs. Hall, King of N. Y.

On Expenditures of Treasury—Messrs. Leiper Crook, and Kendall.

On Expenditures in the Department of War—Messrs. Maxwell, of Va. Muldennberg, and Crockett.

On Expenditures in the Navy Department—Messrs. H. Shepard, Bartley, and Evans, of Pennsylvania.

On Expenditures in the Post Office Department—Messrs. Yancy, Borst and Scott.

On Expenditures on the Public Buildings—Messrs. Hall, Bailey, and Swift.

On Internal Improvements—Messrs. Hemphill, of Ten. Haynes, Letcher, Vinton, Craig, of Va. Barham.

On the Militia—Messrs. Thompson, of Georgia, and Messrs. Barringer, Weeks, Craig, of Va. Knicker, and Johnson.

On Retrenchment—Messrs. Wickliffe, Coulter, of Va. Massachusetts, Lamar, Coker, Huntington, De Witt.

On the Census—Messrs. Storrs, of N. York, Crane, Barrett, of Va. Richardson, Bonn, and Cooper.

On the Presidential Election—Messrs. McDuffie, Carson, Lea, Martindale, Stephens, and others.

A communication was presented from the first comptroller of the Treasury, on the subject of various accounts remaining unadjusted for more than 2 years, to be kept 30th 1829. An adjournment then took place, until 12 o'clock, this day.

Tuesday, Dec. 15.

After the presentation and reference of more than a hundred petitions—

Resolved, That the President of the United States, by Mr. Nelson, his private Secretary, which was read, and is as follows, viz:

The Speaker of the House of Representatives a deputation from the Passamaquoddy Indians, arrived in this city, and presented a memorial, soliciting the aid of the Government in providing them the means of support.

Collecting that this tribe, when strong and numerous, fought with us for the liberty of a new empire. I could not refuse to present to the consideration of Congress, their petition for a small portion of the bark of timber of the country which once belonged to them.

It is represented that from individuals who have purchased the lands adjoining the present reservation of this tribe, purchases can be made extensively to secure the objects of memorial in this respect; as will appear