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REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, Nov. 25, 1844.

Sir: I have the honor to present to you the annual report of the condition and operations of this Department of the public service.

The Navy of the United States consists of six ships of the line, one raze, fourteen frigates, twenty-one sloops of war, sixteen brigs and schooners, three store-ships, and eight steamers afloat.

There are on the stocks in an unfinished state, four ships of the line, three frigates, one store-ship, an iron steamer at Pittsburgh, and one at the Navy Yard at Washington to be used as a water tank. Since the last Annual Report, after careful survey and inspection, it was found most conducive to the public interest to sell the frigate Hudson, and the store-ships Consort and Chipola, and orders have been recently given for the sale of the Pioneer. In each case the Navy Agent conducting the sale was limited as to the price, and the sales are satisfactory. The Hudson was originally built by contract for a foreign government, was found to be unworthy of repair, and it was believed to be more advantageous to sell than to break her up.

The vessels in commission have been employed as follows:

In the Home Squadron, the frigate Potomac, the sloops Vincennes, Vandalia and Falmouth, the brigs Somers and Lawrence, and the steamer Union, under the command of Com. Conner. In the month of August the Vincennes returned north from the Gulf of Mexico, was put in ordinary, and her crew discharged.

In the Mediterranean sea, the squadron was under command of Com. Morris, until he left that station in the Delaware 74 in February, when the command devolved on Com. Joseph Smith. Our Naval forces in that sea consist of the frigates Cumberland and Columbia, sloops Plymouth and Fairfield, and store-ship Lexington. The new sloop St. Mary's is under orders, and will proceed, as soon as she is ready for sea, to relieve the Fairfield.

On the coast of Brazil, the squadron has consisted of the Columbus 74, frigates Raritan and Congress, sloops John Adams and Boston, brig Bainbridge and schooner Enterprise.

The Columbus, John Adams and Enterprise have returned home, been put in ordinary, and their crews discharged. The squadron is under the command of Com. D. Turner.

In the Pacific Ocean there have been employed the frigates United States and Savannah, sloops Cyane, Levant and Warren, schr. Shark, and store-ship Relief. The U. States and Cyane have returned home, been put in ordinary, and their crews discharged. The new sloop Portsmouth has been fitted for sea, and is under orders to join this squadron. Com. Thomas P. Jones was relieved from the command by Com. Alex. J. Dallas, by whose lamented death in the month of June last, the command devolved on Capt. James Armstrong, the second in command. Com. John D. Sloat has been ordered to the Pacific to assume command on that station.

No change has been made in the vessels composing the East India Squadron since the last annual report. The frigate Brandwine arrived at Macao with the Hon. Caleb Cushing on board, in February last. The sloop St. Louis and the brig Perry have since arrived at the same port. Both of these vessels were detained on their outward passage by the illness of Com. Cooke, of the St. Louis, and of Com. Dupont, of the Perry. To the mortification of both these officers, and to the regret of the Department, each was compelled, by the state of his health, to relinquish his command and return to the United States. Capt. McKeever and Com. John Stone Paine were sent on to supply their places. The squadron is commanded by Com. Foxhall A. Parker. The frigate Constellation, bearing the pendant of Com. Kearney, returned home in April last, after a cruise of nearly four years. She has been laid up and her crew discharged.

The squadron on the coast of Africa, under command of Com. M. C. Perry, consists of the frigate Macedonian, sloops Saratoga and Decatur, mounting ninety-three guns. The sloops Preble and Yorktown, and brig Truxton, have been sent out to relieve the Saratoga, Decatur and Porpoise. The new sloop Jamestown has been launched, and is in active preparation to go to sea to relieve the Macedonian. Com. Glas W. Skinner has been ordered to proceed in her to the station and relieve Com. Perry. Another sloop will be ordered to the station with all practicable despatch. The squadron, as thus constituted, will mount 83 guns. It is found that single decked vessels are best suited to this service, and that in them the health of the officers and crew will be more secure than in those of a larger class and more difficult of ventilation. It affords me pleasure to state that the apprehensions which were entertained for the health of the squadron have not been realized. While at sea it is found that their health is good, and the deleterious influence of the climate is only felt by those on shore.—The operations of the squadron have, it is believed, exercised a favorable influence in preventing the slave trade. With the provision of our law denouncing it as piracy, and the presence of our own Naval forces, with authority to visit all vessels under the American flag, it is not probable that our citizens will engage in this disgraceful and perilous traffic, or our flag be used by others to any great extent.

If other Christian nations would inflict the same punishment on the offenders, it is not improbable that the trade would cease.

The store-ship Erie is about to sail from New York with stores for this squadron. The unhealthiness of a residence on shore, the influence of the climate in deteriorating provisions when in store, and the difficulties of landing them, make it very desirable to have a large and well fitted store-ship permanently attached to the station.

No alteration has been made in the cruising grounds of the several squadrons since the last annual report.

The following vessels have been employed on special service. The frigate Constitution, Capt. Percival, sailed from New York on the 29th May last, on a cruise in the Indian Ocean. The Hon. Henry A. Wise took passage in this ship, and was landed at Rio de Janeiro on the 6th August, when she proceeded on her cruise. The steamer Princeton, Capt. Stockton, has been employed in gun-practice and experiments. She is under orders to be prepared for a cruise to test her qualities, as well under her sails as her steam, and to determine the advantages of her mode of propulsion.

The steamer Poinsett, Lieut. Semmes, has been employed in making surveys between Apalachicola bay and the Balize. The work is finished, and she will be laid up for the winter.

The brig Truxton, Lieut. Upshur, returned from Constantinople in January last, with the remains of Com. David Porter, and in June, sailed to join the squadron on the coast of Africa, under command of Com. Bruce.

The steamers Col. Harney and Gen. Taylor were transferred from the War Department for the use of the Navy. The former has been employed in the transportation of recruits and supplies for the Navy, and is now under orders to sail without delay under command of Lieut. Lynch, to prevent trespasses on the live-oak and other timber on the public lands between Cape Sable and the Balize, with instructions to give aid to merchant vessels in distress during the coming winter. The Gen. Taylor, Lieut. Farrand, has been employed for like purposes during the past season.

The schr. Phenix, and brig Oregon, have been successively employed under the command of Lieut. Arthur Sinclair, as a packet between this country and the Isthmus of Darien. The mails for the squadron, and for such of our citizens as choose to adopt this mode of conveyance, are regularly forwarded by this route. The schr. Flirt, Lieut. Davis, will be employed on the same duty. It is believed that great advantages to the service and to the public will result from this mode of communication with the Pacific Ocean.

The Pennsylvania, at Norfolk; the North Carolina, at New York; the Ohio, at Boston; the Experiment, at Philadelphia; the Onkaly-h-o, at Charleston, and the Ontario, at Baltimore, are employed as receiving vessels.

The force estimated for and proposed to be employed during the year, commencing on the 1st day of July, 1845, consists of 10 frigates, 13 sloops of war, 7 brigs, 2 schooners, 4 armed steamers, 3 small steamers, 4 store-ships, and 2 small vessels.

It is not so large as that estimated for in the last annual report—but it is somewhat larger than that authorized by the appropriations for the current fiscal year. It is confidently believed that this force may be most advantageously employed in giving protection to American commerce, which is daily enlarging its operations in every region of the globe.

The cruising grounds of the several Squadrons are so extended, and the interest of our fellow-citizens requiring their protection, so large, that it is hardly possible, with the utmost care and activity on the part of the officers, to visit many points, where the presence of a national ship is necessary to attain this great object. To this protection they are entitled. In affording it, a high public duty is discharged, the officers and men are kept familiar and practiced in their duties, and it is not believed that the public vessels sustain more damage than if kept in ordinary.

By the act of the 17th of June, 1844, it is provided that the whole number of petty officers, seamen, ordinary seamen, landsmen, and boys in the Naval service during the current fiscal year shall not exceed, at any one time, seven thousand five hundred men. The Department promptly gave orders to suspend the enlistment of men, and to discharge the crews of the vessels as they reached our own waters, until the required reduction was effected. The line of battle ships have been put out of commission, except as receiving vessels, and the complements of men allowed to the several classes carefully revised and reduced to the lowest point consistent with the safety of the vessel and the honor of the flag. It is hardly possible, in view of the changes of crews on foreign stations to maintain any specific number with exact precision. The Department has endeavored to conform to the law, and it is believed that the measures adopted have been successful.

I deem it my duty to suggest that the reduction made by that proviso will, in my opinion, be injurious to the public interest. It precludes the employment of ships of the largest class, and if it should become the settled policy of the Government, the officers who will be required to command them, in the event of war, will not have that degree of familiarity, with the order and management of ships of the line, which is essential to success. There are also considerations of great weight against adopting as a maximum the number of men intended to be actually employed. In sending reliefs to the squadrons abroad, it will frequently happen that the relief vessels sail before the one to be relieved returns home; while one is on the way to her station and the other on her return, there is apparently a double crew in service, but not so for any valuable purpose. With such a restriction no public exigency or unforeseen national necessity would authorize an addition to the number until the law could be repealed. The Coast Survey, the Ordinary, and the Receiving ships, all require men, and they form a part of those allowed to the Navy.

I have, therefore, caused estimates to be prepared for nine thousand men for the next year, and it is believed that this number will not leave available, for the ships of war in their appropriate duty on foreign service, more than seven thousand five hundred men.

An increase of the number of Purser and Surgeons is respectfully recommended. The number of the former is not sufficient to relieve the commanding officers from the necessity of performing the duties of Purser. For this they are not compensated, the duties are not professional and they are sometimes involved in apparent defalcations for want of knowledge of accounts and of the required forms of vouchers. The duties of disbursing officer places the Commander in such a relation to the crew, as to affect injuriously the discipline of the ship. If provision shall be made for the increase of the number of disbursing officers of the Navy, as is earnestly recommended, it may be effected with more economy, and with great advantage, by authorizing the appointment of Assistant Purser at a small salary. Twelve such officers might be employed with great advantage in the small vessels in commission. They would acquire an accurate knowledge of their duties, and constitute a class from which promotions to the more important and responsible office of Purser might be advantageously made. In the British naval service, the employment of clerks in charge, in the smaller vessels, doing the duty of Purser, has been approved, after long experience.

The number of Surgeons and Assistants is found to be below the wants of the service.—The Oregon had to proceed to sea, recently, with a citizen Surgeon, and the voluntary but

reluctant resignation of several passed Assistant Surgeons of great merit, shows that the duties required of those in service are greater than they ought to be subjected to.

The measures adopted to keep a regular property account and to enforce accountability in the purchasing and disbursing of supplies and in the public stores have been very successful.

The inventories exhibit a very large amount of public property under the control of this Department, and the returns required and the examinations to which they are subjected, will insure, in a great degree, against any abuse or waste in this respect.

There appeared to be a considerable quantity of articles of various kinds which were no longer fit for use. After a careful selection of those, which could be made available with respect to the residue have been directed to be sold and the proceeds carried to the head of appropriation from which they were purchased; a detailed statement of these sales will be communicated as soon as they are closed.

Under the act of 17th of June, 1844, and the Joint Resolution of 18th February, 1843, a Hemp agent has been appointed for the State of Missouri. The agents for Kentucky and Missouri have been instructed to afford every facility and information on the subject, and arrangements have been adopted for purchases of Hemp, with a view of carrying out the policy, indicated by Congress, of buying no more foreign Hemp, if domestic can be procured of suitable quality, and at as low a price. Some deliveries have been made, and the reports as to their quality are highly satisfactory. The same rule has been adopted in securing supplies of Sail Duck.

To enable the Hemp-growers to have their products submitted to the necessary tests and inspection with greater convenience, it is proposed to establish a rope-walk at the Memphis Depot on the Mississippi river.

In execution of the act of the 15th of June last, to establish a navy yard at, or adjacent to, the city of Memphis, a board of officers was organized and ordered to repair to that city, accompanied by Mr. Sanger, the Engineer of the Bureau of Yards and Docks. Captain Rousseau, Commr. Adams, and Lt. Johnson, were ordered on this duty; they made the selection, and reported the results of their examinations, with a draft and diagram, and with the evidences of title as far as made. The selection is approved and believed to be highly advantageous. But the difficulties, or rather delays, unavoidably encountered in obtaining a perfect title to the site have suspended the organization of the establishment and the commencement of active operations. Estimates of additional appropriations for this work are presented.

It is proposed to finish the construction of the frigate St. Lawrence, and of the sloops Albany and Germantown, and of the steamer at Pittsburgh. The estimates from the Bureau of Construction contemplate the completion of these vessels and their equipment. The reasons on which this recommendation is founded are stated by the Chief of that Bureau in his special report. Under the general head of appropriation for "Increase, Repair, &c.," as now presented, Coal and Hemp, which have heretofore been a subject of specific appropriation, are included.

It is not proposed during the coming year to procure any additional supplies of live oak timber beyond those already contracted for.—A schedule of all outstanding contracts for supplies of materials for construction, was prepared by my direction soon after the adjournment of Congress, and they have been satisfactorily adjusted and closed or limited, so as to bring them to a speedy consummation. The estimates from this Bureau provide for the repairs of the necessary vessels to keep up the contemplated force under any circumstances of accident, disaster, or recall; and for the wear and tear of vessels in commission or in ordinary.

It is also submitted for the consideration of Congress, that an appropriation be made to rebuild the frigate Guerriere, for completing the iron war-steamers which Robert L. Stevens, Esq., has contracted to build according to the provisions of the act of April 14, 1842; and to build a brig to replace the Enterprise.

The estimates from the Bureau of Docks and Yards are made with a view of prosecuting with efficiency the dock-yard at Memphis, and to carry out the plan of improvement at the other dock-yards, which was adopted in the year 1828. Amongst the buildings estimated for at Pensacola is a house, or shelter for coals for steamers, which is deemed of very great consequence to the future operations of our Naval forces. Whether appropriations shall be made now, or at a future time, to complete the plan of the Atlantic Dock Yards, is a question respectfully submitted for the consideration of Congress.

There are reasons of great weight in favor of progressing with all these works with some degree of activity. Labor is at a moderate price, and employment eagerly sought after.—It is desirable to retain in the public service experienced mechanics and laborers accustomed to the routine of duty, and the regulations of the public works. Thus on an emergency the public interest will not suffer by suddenly calling into employment men who are not thus prepared to be efficient. By temporary employment and sudden discharges in dock-yards, great distress is often produced, which justice to the men employed, and a due regard to the public interest, forbid.

By the act of 17th June, the Secretary of the Navy was directed to expend an appropriation therein made in "continuation of the work already commenced at Brooklyn for the construction of a stone dry-dock," or in the construction of a dry-dock on some other plan, if he shall deem the same better suited for the purposes of the Navy, as in his discretion he shall deem best for the public interest.

In a subsequent section of the same act, the Secretary of the Navy was directed to appoint a competent board of officers and engineers to examine and report to Congress at its next session, the relative properties and advantages of a dry dock and of the different kinds of floating docks with or without a basin and railways. A board of officers and engineers, consisting of Commodore Kearny and Capt. Wyman, of the Navy, and Capt. A. Talcott, and U. P. S. Sanborn, Civil Engineers, were ordered to perform this duty, and to examine the harbors of Pensacola, and of Portsmouth, N. H., for the purposes mentioned in the said section. Uncontrollable circumstances have delayed the board in the performance of their duties. But they have made considerable progress, and their report may be expected at as early a day as will be consistent with the thorough examination necessary to correct conclusions.

In discharge of the duty devolved on me by the section last above recited, I repaired to New York and examined the site, at Brooklyn and the plans of docks submitted for my inspection.

One of these was Gibbert's balance dock, and the other the sectional docks of Messrs. Moody & Dakin. Both are floating docks. Messrs. Moody & Dakin have patented a plan of basin and railway as an appendage to receive the vessel which has been elevated by their dock. I am not aware that this last improvement had been put into actual operation, otherwise than by a model. In view of the terms employed and of the duties imposed, by the two sections above referred to, I constructed the law to require the establishment of a Dry Dock at Brooklyn.

With our own experience of the admirable adaptation of such structures to the purposes of the Navy, confirmed by the practice of the principal maritime powers of Europe, I feel it to be clearly my duty to proceed with the stone Dry Dock already commenced on a plan similar to those which had been so successful at Norfolk and Boston. Of the relative properties and advantages of floating docks with or without basin and railways, and of the stone Dry Dock, for the purposes of the Navy, I do not deem it proper to express an opinion, as the aid in forming a correct conclusion to be expected from the board charged with that inquiry, by the direction of Congress, was not at my command.

The work on the stone Dry Dock is progressing in a satisfactory manner, under the direction of Wm. Gibbs McNeill, Esq., an Engineer of the Dock.

The estimates from the Bureau of Yards and Docks also provide for improvements at the several Naval Hospitals. These improvements are believed to be important for the protection of the public property and to ensure the safe and judicious treatment of the sick. The Navy Hospital Fund is not sufficient to bear so heavy an outlay at once, and it is respectfully submitted for the consideration of Congress whether an appropriation shall be made for these objects in aid of the fund.

I would also respectfully state that there are now confined in the several Naval Hospitals, twelve insane persons belonging to the Naval service. These noble edifices, which have been constructed for the accommodation and comfort of the sick and disabled, have no suitable apartments for the treatment of the insane. Those suffering under this deplorable malady cannot receive that judicious treatment, which has, in modern times, so frequently led to a recovery of reason, and the ravings of the maniac often prove highly injurious to the sick inmates of the hospital. I therefore, suggest that, if it shall be the pleasure of Congress to provide an asylum for the insane of the District of Columbia, provision may be made for the insane of the Navy and Army in the same establishment.

I invite attention to a report from the Bureau of Ordnance and Hydrography on the subject of the delays and difficulties encountered in procuring, under contract, as required by existing laws, ordnance and gunpowder. The operation of the proviso to the act of the 31st March, 1843, which requires that all supplies for the Navy, when time will permit, shall be procured by contract with the lowest bidder after advertisement, has not promoted the public interest, nor secured to the public, in all cases, the advantage of a full and fair competition.—To the head of the Department and the officers making purchases, it is a great safeguard against reproaches or imputations of improper preferences. But experience has demonstrated that the public interest is not promoted in procuring many of the most important and necessary supplies for the Navy in this mode. Some of these are ordnance, gunpowder and medicines. The law gives no discretion but the lowest bidder is to have the contract, whatever may be his means, his experience or skill. If he declines, which he may do without penalty, it is to be offered to the next, and so on, until, in unfrequently, injurious delays occur, and well-founded complaints are made, that by combination among bidders, the prices paid are higher than the articles would have cost in open market.

I deem it to be my duty to ask that the provisions of this law, applying only to this Department, may be revised and modified.

The building for a Depot of Charts is completed, and a substantial wall constructed around the square. The grading has been partially made, and it is proposed to construct a house for the Superintendent, an estimate is submitted, and an appropriation recommended. The instruments purchased have been received and placed in the Depot. They are well selected, and may be advantageously employed in the necessary observations, with a view to calculate nautical almanacs. For these we are now indebted to foreign nations. This work may be done by our own naval officers, without injury to the service, and at a very small expense. It is confidently believed that, in the process of time, a most perfect set of charts may be supplied to the Dept by the Navy, and to the commercial marine, entirely to be relied on for accuracy, at the most moderate cost.

The operation of the system for supplying the Navy with clothing, established by the act of 26th August, 1842, has been highly satisfactory. An appropriation of one hundred thousand dollars is required to meet existing and future liabilities, which will call for payment before the returns from the pay of the men will enable the Department to continue the supplies.—It is believed that after this appropriation, the addition to the per cent. on the prime cost, will cover all losses, and the receipts meet the disbursements, while the system possesses the great merit of furnishing to the seamen the best clothes at moderate prices.

The Navy Hospital Fund, on the 1st day of November, 1844, consisted of two hundred and thirty thousand four hundred and thirty-four dollars and fourteen cents. The number of aged and disabled seamen who have sought a home at the Army near Philadelphia, has so increased, that it was found necessary to their comfort to provide for withdrawing the Governor and Surgeon from the rooms occupied by them in the building. Two houses are being erected, and will be occupied by these officers. A small slip of ground adjoining the site of the Asylum has been purchased at a reasonable price. These are believed to be very important additions to the establishment.

If it shall be the pleasure of Congress to authorize the investment of the fund in securities of the United States, it would add considerably to its income. The money is now unproductive in the Treasury, and I earnestly recommend that authority be given to make the investment.

The condition of the Navy Pension Fund, and the claims on it, are stated in the report of the Commissioner of Pensions, herewith transmitted.

Great anxiety is felt by many of the Surgeons and Assistant Surgeons, and of the Purser in the Navy to have allowed them an assimilated rank: the corresponding officers in the Army enjoy it without detriment to the service. I respectfully recommend the subject to consideration.

Pursuant to the act of the 17th of June last, the Naval Storekeepers at Rio de Janeiro, Hong Kong, Mahon, the Cape de Verdes, and the Sandwich Islands, were discontinued, and, with a little delay as practicable, officers of the Navy were ordered to perform those duties.—As these officers were required to give bond when they entered on the execution of their orders, some delay occurred in making the selection. The compensation allowed to each is fifteen hundred dollars per annum, and to each is allowed a clerk at six hundred dollars per annum.

The experimental examination of coals, of iron and copper, in which Professor Walter R. Johnson was engaged, and on which he reported at the last session of Congress, were suspended; the appropriations being exhausted. It shall be the pleasure of Congress to have them continued, an appropriation will be necessary.

In pursuance of the directions of the act of June 17th, orders were given for the discharge of all persons in the Navy appointed as Master's Mates, to do duty as Mid-shipsmen, since the 31st day of August, 1842, and who were not at the time of their appointment seamen of the 1st class. These orders have been executed as to all persons thus situated who were in the United States, or who have returned from foreign stations.

The third section of the act repealed so much of previous acts of Congress as provided that officers temporarily performing the duties belonging to those of a higher grade, should receive the compensation of such higher grade while actually so employed.

I respectfully suggest that the operation of this repealing act on those officers who are thus employed on foreign stations, will probably involve them in very serious embarrassments.—Uninformed of its passage, they will regulate their expenditures by the rate of compensation which they supposed that the law accords to them, and in some of the squadrons, may not be advised of their mistake until they have received the higher pay and expended it to so large an amount as to leave them without any income from their pay for a long time. It is not desirable that the officers should be indebted to the Government, and to many the regular receipt of their pay is necessary to their support.

I would respectfully suggest that the operation of the law as to them should be postponed until information of its passage shall be received on board the vessel to which the officer so situated may be attached, and I would recommend that it should not embrace the case of Passed Midshipmen performing the duty of Master. The expenses necessarily incurred by these class of officers in the performance of these duties is beyond the pay of their own grade.

Their services as Master are highly advantageous and with the present limited number of warranted masters, many of whom are unable to go to sea, from age or infirmity, indispensable.

The report of the Commandant of the Marine Corps, on the necessity of an increase of the numbers in that branch of the service, is respectfully recommended to consideration.

I respectfully repeat the recommendation of the last annual report, that an additional number of permanent Clerks be allowed to this Department and the several Bureaux. The force now allowed by law, except for a limited time and for temporary purposes, is not sufficient to perform the duties which the present arrangement of the business in the Department requires.

The appropriation now made for temporary purposes, the two clerks allowed for the current year, with an addition of two or three book-keepers in the Bureaux, would procure a sufficient number of permanent clerks.

The division of the duties of this Department, made by the act of re-organization of 31st August, 1842, has produced much system and order in its operations and promises to be yet more beneficial in its results, under regulations suggested by experience. The duties of the Chiefs of the Bureaux are very laborious, and advantage would result from a division of the duties of the Bureau of Construction, Equipment and Repair, and the establishment of another Bureau.

The estimates from the several Bureaux and from the Commandant of the Marine Corps, of the sums which will be required for the proposed service of the ensuing year, are transmitted with this Report.

Respectfully submitted,
JOHN Y. MASON,
Secretary of the Navy.

To the PRESIDENT of the United States.

HEROIC CONDUCT. The Hartford Courant states that, on Monday last, two lads about 12 years old, the one a son of Mr. Erastus Goodwin, the other a son of Wm. J. Denslow—while attempting to cross the ice at Mill River, broke through just above the dam—while struggling in the water, and endeavoring to sustain themselves by the surrounding ice, they were seen by Col. Nathan M. Waterman, who immediately rushed upon the ice to their rescue—when two or three rods from them, he broke through himself, but, resolved on saving the lads at all hazard, he forced his way through the intervening ice, breaking it with his arms and elbows, until he had reached the lads, who had sunk once or twice each and were nearly exhausted, and sustained them above water until boats and planks were brought to the rescue, and the trio, all quite exhausted, were brought safely to the shore.—Such acts of heroism, put forth in such a cause, surely deserve all praise.

AN ABOLITION VICTIM. A colored man named Isaac Dean, who was employed by the abolitionists to reside in St. Louis, Mo., and superintend the stealing of slaves in that city, has been fully committed to prison for the offence, and stands a fair chance of serving in the State Prison for life. The man is said to have been ignorant of the laws and of the consequences of his proceedings, and was urged to take the agency by white abolitionists who reside in free States.

LIBERTY STATE CONVENTION. Wednesday and Thursday, January 8th and 9th, are the days fixed upon for the annual gathering in Boston, of the "Liberty" men of Massachusetts.

MILITIA MUSTERS. The New Hampshire Legislature has passed a resolution abolishing regimental musters.

BALTIMORE LOCK HOSPITAL, NORTH FREDERICK STREET.

ON the right hand side, between Baltimore-st., two doors from the corner—where may be obtained most speedy remedy for Gonorrhoea, Gleet, Stricture, Seminal Weakness, pain in the Loins, &c. &c. of the Kidneys, and every Symptom of a secret Discharge.

A CURE WARRANTED, OR NO CHARGE MADE, IN FROM ONE TO TWO DAYS.

ATTENDANCE FROM 7 in the MORNING till 10 at NIGHT.
DR. JOHNSTON,

A member of the Royal College of Surgeons, Licentiate of the Apothecary's Hall, London, and Graduate from one of the first Colleges in the United States, may be consulted in all diseases incident to the human frame, but more especially in all cases of a CERTAIN DISEASE.

When the insidious and insipid votary of pleasure finds he has imbibed the seeds of this painful disease, it too often happens that an ill-timed sense of shame, or dread of discovery, deters him from applying to those who, from education and respectability, can alone befriend him in laying till the constitutional symptoms of this horrid disease make their appearance, such as ulcerated sore throat, diseased nose, nocturnal pains in the head and limbs, dimness of sight, deafness, nodes on the skin bones and arms, blotches on the head, face and extremities, progressing on with frightful rapidity, till at last the palate of the mouth or the bones of the nose fall in and the victim of this awful disease becomes a horrid object of commiseration.

It is a period to his dreadful sufferings, by sending him to "that horrid whelping traveler" who, to such, therefore, DR. JOHNSTON pledges himself to preserve the most inviolable secrecy; and, from his extensive practice in the first hospitals of Europe and America, he is enabled to administer a safe and speedy cure to the unfortunate victim of this horrid disease.

TAKE NOTICE. Those persons who have injured their constitutions by a certain practice, secretly cured.

SURGICAL OPERATIONS on the Eye, such as for Squinting, Cataract, &c. Also those for Deformity of the Limb, such as Club Foot, &c., performed on the Poor free of Charge.

SKIN DISEASES SPEEDILY CURED.—Take notice, on the right hand side of N. Frederick street, going from Baltimore street, 2 doors from the corner. Observe this, and you will be cured of your SKIN DISEASES, and arrive in Philadelphia early the same evening.

The public are assured that (notwithstanding the false reports in circulation, of this line having been suspended) it is and will continue to run, and no exertion spared to give comfort and speed to passengers.

The only change that has been made is in placing the Steamboat PIONEER on this line in the stead of the Steamboat Portsmouth, because of a popular Prejudice (justly founded) against the latter vessel. PIONEER, Capt. Biddick, and arrive in Philadelphia early the same evening.

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