Pittsburgh Gazette.

WEDNESDAY MORNING—DEC. 9, 1863.

CITY AND SUBURBAN.

THE OFFICIAL PAPER.

C. B. EBERT & Co. are our authorized agents at Bridgeport, Fayette county, Pa.

Central Board of Education.

The Central Board of Education met Tuesday evening, December 8th, 1863. Present—Messrs. Brush, Harrison, Lowe, Marshall, McAuley, Sergeant and Singerly. Mr. Marshall in the Chair.

The minutes of the last meeting were read and approved.

The monthly report of the Principal of the High School was read, and ordered to be received and filed.

The monthly report of the Principal of the Colored School was read, and ordered to be received and filed.

The Secretary's monthly report, showing an enumerated attendance at the Ward schools, as follows, was read, and ordered to be received and filed, viz:

	Gram. Dept.	Intm'te Dept.	Prim. Dept.	Total.
First Ward	70	85	252	407
Second Ward	75	79	165	319
Third Ward	86	143	407	636
Fourth Ward	89	76	127	292
Fifth Ward	144	162	303	609
Sixth Ward	63	184	402	671
Seventh Ward	56	48	252	356
Eighth Ward	74	148	362	584
Ninth Ward	70	137	297	504
Totals	749	1062	2567	4378

Mr. Brush moved that the highest school in the Intermediate Department of the Sixth Ward, be declared in the Grammar Department. Referred to Committee on Text Books and Grades.

On motion of Mr. Lowe, an additional teacher was authorized in the Intermediate Department of the Seventh Ward School, from and after January 1st, 1864.

On motion of Mr. Brush, a vacation of the City Schools was authorised from the evening of Dec. 24th, until the first Monday of January, 1864.

On motion, adjourned.

Found Drowned.

On Tuesday afternoon, about three o'clock, the body of an unknown man was found floating in the canal, at Duquesne borough. A passing boat had agitated the water, and threw the corpse to the surface, when it was noticed by a man named Phielbach. It was dragged from the water, and Coroner McClung was summoned to hold an inquest. No information could be obtained, tending to show how the man was drowned. The deceased was apparently about fifty-five years of age, was dressed in a suit of fine clothes, with an old-fashioned stock about his neck. He had evidently been in the water but a short time. A small silver watch, and a Pocket book containing a ten cent note, were found upon his person. The body will be kept at Devores' coffin rooms, Grant street, until Thursday if not sooner identified.

Dr. Wilson's Lecture on the State of the Country.

Masonic Hall was crowded last night to hear the discourse of the Rev. Dr. Wilson on the state of the country—a repetition, indeed, of his Thanksgiving sermon—for the benefit of the Christian Commission. It was comprehensive, logical, and passionately eloquent; and we think no one left that hall who did not feel his hopes of a glorious consummation of this great struggle strengthened, his love of country intensified, and his resolve to stand up for it more determined. The speaker took a cheering and hopeful view of everything, and dealt with thrilling eloquence upon the tokens of the favor of God all through our national history, and especially in the way we have been upheld and strengthened through this war. We shall not attempt an abstract, for anything short of a full report would do it injustice.

Terrible Locomotive Explosion.

The Wheeling *Intelligencer* states that on Friday last a terrible locomotive explosion occurred at Flemington, on the Northwestern Virginia Railroad, resulting in the instant death of one man and the fatal injury of another. The engine was attached to a freight train, and was under way at the time of the accident. The engineer was blown over the tree tops into an adjoining field, and some of his clothing was caught in the branches. The head and neck were forced into the ground when he fell, and the body was horribly torn. The fireman was so badly scalded that he cannot survive. The cars were piled up in a miscellaneous manner, and the engine was blown an incredible distance. We did not ascertain the names of the fireman and engineer. The latter resided at Piedmont.

Death of Capt. John McVay.

Tuesday afternoon, about three o'clock, Capt. John McVay, residing on the North Common, Second Ward, Allegheny, was seized with a fit while walking along Ohio street, opposite the Mayor's office. He was taken into a store, where he remained until the spasm had subsided. He then started to go home, but was again attacked, and conveyed to the Mayor's office, where he expired about four o'clock. The deceased was well-known in the community, and formerly conducted a large and profitable business. He was noted for his tact and enterprise, but had ceased from active pursuits for several years. He was very respectably connected, and leaves a large circle of friends to mourn his untimely death.

The January Draft.

The following instructions have been issued from the War Department for the information of Provost Marshals:

1st. That quotas be apportioned to the sub-districts in the several Congressional districts, and that assurance be given to such sub-districts as may furnish their *full quota of volunteers*, under the recent call, that they will be exempted from the pending draft.

2d. That the several sub-districts receive credit for all such volunteers as may have been mustered into service since the draft, and that the number so credited be deducted from their proportion of the quota assigned the State under the recent call.

It will be seen by this that every encouragement is given the sub-districts to rush in the volunteers.

THE RICHMOND PRISONERS.—Dr. Charles P. Wright, of Ohio, captured at Chickamauga, Sept. 20th, has just returned from Libby Prison, by flag of truce. The Doctor States that the articles of provisions, clothing, &c., sent to Union prisoners at Richmond from their Northern friends and associations have been received by them except in a few cases. The Doctor was requested by our officers now in Libby, to convey to their friends at home, an injunction as to the necessity of confining themselves to sending forward staple articles, instead of luxuries, as the Confederate modes of transportation are now taxed to their utmost extremity.

DEATH OF HELLER, THE MAGICIAN.—This celebrated pianist and magician, whose "second sight" mystery excited such profound wonder and astonishment in our city some time ago, and who was one of the most accomplished pianists in the country, expired a few days since in Alexandria, Va., of tetanus, brought on from the effects of an accident upon the Baltimore and Washington railroad. The cars ran off the track, and the one occupied by Heller was upset, when an iron bolt was driven through one of his feet.

SALES OF STOCKS, by Davis & McIlwaine, auctioneers, at the Commercial Sales Rooms, No. 55 Fifth street, on Tuesday evening, Dec. 8th:

Exchange Bank	$59 00
Citizens' Bank	57 25
Bank of Pittsburgh	66 00
Mechanics Bank	62 25
Monongahela Bridge Company	25 00
Marine Railway Company	105 00
Allegheny Valley Railroad	10 25

JOHN MORGAN CAPTURED.—A man enjoying the sobriquet of the notorious horse thief and jail breaker, John Morgan, was arrested yesterday, on two charges of assault and battery, and committed in default of bail.

Pittsburghers Captured.

Charles M. Colvin, of the 1st Excelsior Brigade, (Friend Rifles,) and George Rinehart, of Co. C, 5th Excelsior, both belonging to this city, were recently captured by guerrillas, in United States uniform, at Brandy Station, Va., and are now doubtless in Richmond. After the army had moved forward, these men, with several others, who were attached to corps Headquarters, were ordered to remain in the house lately vacated by Gen. French, when a guard of Mosby's guerrillas happened along that way and gobbled them up.

PROF. JOHN ZUNDEL, failing to arrive in Pittsburgh yesterday, in consequence of having missed the connection at Philadelphia, will positively meet his friends and all lovers of music at Central Hall, second story, *Dispatch* Building, this (Wednesday) evening.

REJUVENATOR FOR THE HAIR is not a dye; contains no Nitrate of Silver, or any other ingredient injurious to either Skin or Hair. Price, ONE DOLLAR. For sale by all respectable druggists. SIMON JOHNSON, General Agent, corner Fourth and Smithfield sts.

DROWNED.—David Bay and Jacob Jarrett, residing near Selinsgrove, were drowned in the river, opposite Sunbury, on Friday. They were crossing with a flat loaded with coal, when all sank in twelve feet of water.

THE Zanfretta Family will give three entertainments at Union Hall, Johnstown, Thursday, Friday and Saturday.

SPECIAL LOCALS.

THOMAS PARRY, Plain and Ornamental Slate Roofer, and dealer in Pennsylvania and Vermont slate of the best quality at low rates. Office at Alex. Laughlin's, near the Water Works, Pittsburgh, Pa.

THE CLIMACTERIC REACHED.—Men of undoubted scientific ability pronounce the Grover & Baker sewing machine to be the climacteric of perfection. The principles of its construction are too simple to admit of improvement. In many respects, no other machine can possibly compete with them. The Grover & Baker is the only machine that *embroiders*. The opera cloaks in the windows of the store, incredible as it seems, were embroidered by the Grover & Baker machine. The cloak manufacturers have found this out, and have additional reasons for using the Grover & Baker machine. A temporary diversion from the Grover & Baker, might be secured by immoderate puffing, but in the end no other machine is found to answer the purpose. Every day, in the various furniture auction rooms about the city, we find machines to be sold for what they may bring. We never yet saw a Grover and Baker thus offered. The Grover & Baker stitches, hems, gathers, embroiders, fells and performs all the operations in sewing. A child can operate them as well as an adult. There is no labor in working them. However delicate a lady may be, there is no toil in moving the Grover & Baker machine. They are not as hard to work as the pedal of a melodeon. Persons accustomed to use them are unconscious of any exertion with the foot. When to these advantages we add that the machines are nearly noiseless, we are saying great things as well as true things. The Grover & Baker patents cover the widest range of improvements yet known to science. With some considerable personal knowledge and inquiry, we never yet knew a case in which the Grover & Baker machine fell short of expectation.—*North American and U. S. Gazette.*

FACTS FOR THE PEOPLE.—Embroidering machines are not the thing for family sewing. Read the following:

One prominent defect of the double thread loop stitch is the waste of thread in forming it. Each yard of seam requires on an average 7½ yards of thread, or twice and one-half the amount required by the "lock stitch." An estimate may be easily made of the comparative expense of using the two. In the skirt manufactory of Messrs. Douglass & Sherwood, a day's work of ten hours for one person is estimated at 1,000 yards of straight seam, ten stitches to the inch, with the lock-stitch machines, which they use; this length of seam requires three thousand yards of cotton thread, and with the double thread chain or knitting-stitch machine, 7,500 yards would be required. The cost of 3,000 yards of cotton thread would be $1,35 at wholesale, and the cost of 7,500 yards would be $3,10, making a difference of $1,85 a day in this item alone, or more than $5,000 a year, with costlier thread or silk (at present prices at $11 per pound), the difference would be much greater. In shirt and collar manufacture, where the stitch is finer, and less length of seam is sewed, the difference per day is only about 375 cents in favor of the lock-stitch machines. In a manufactory like that of Winchester & Davies, where one hundred and sixty of these machines are used, the saving is $120 per day. The result is that the chain or knitting-stitch is not used on this work. In quilting, when silk is used, the difference each day would amount to more than two dollars and twenty-five cents on each machine.—*Scientific American.*

The Wheeler & Wilson is the best machine for family use. Office No. 27 Fifth street. lwd:1tw

FOR FALL AND WINTER WEAR.—The Summer is past, and by the morning's frost, we begin to apprehend, that fall and winter will shortly be upon us, and we must provide ourselves with the material to keep us comfortable. A nice fall suit, or a good and well-made overcoat are the very thing, and we do not know of any place where our readers would suit themselves better than at Messrs. W. H. McGee & Co's clothing establishment, corner of Federal street and Diamond Square, Allegheny. They have also received a complete assortment of gentlemen's furnishing goods, and a great variety of new patterns for waistcoating, &c.

GENTLEMEN, have you examined the fall and winter stock of goods at the Merchant Tailoring establishment of Sam. Graham & Co., No. 54 Market street; If not, it is now time you would, and save 20 per cent. in your clothing bill.

Every garment warranted a perfect fit.
SAMUEL GRAHAM, GEO. MCCLINTOCK.

KENTUCKY BELLES APPRECIATE.—Mrs. Anne Nantz, of Louisville, Ky., says in a letter: "When in New York, this summer, I purchased by way of experiment some of Mrs. S. A. Allen's celebrated Hair Restorer and Cyrlobalsamum, which I have found valuable. I now write to have you send me a dozen of each by express, for the use of my friends."

Sold by Druggists everywhere. Depot, 198 Greenwich street, New York.

JUST RECEIVED AND READY FOR SALE.—The fine assortment of Fall and Winter Clothing, lately received by Messrs. John Wise & Co., Merchant Tailors, No. 148 Federal street, Allegheny. The stock of clothing consists of the finest variety of gents' pantaloons, vests, coats and overcoats. The style of patterns is tasteful and fashionable. We would invite all of our readers to give the above gentlemen a call.

VOLUNTEERS ATTENTION!—For the derangements of the system incidental to the change of diet, Wounds, Eruptions, and exposures which every Volunteer is liable to, there are no remedies so safe, convenient, and reliable as Holloways Pills and Ointment, 25 cents per pot. 209.

GRAND opening of ladies' furs this morning, at J. Finchs', corner of Grant and Fifth streets.

GREAT bargains in carpets at J. Finchs', corner of Grant and Fifth streets.

DIED:

GILSON.—On Monday evening, Dec. 7th, at 8 o'clock, THOMAS H. GILSON, son of Thomas H. and Isabella Gilson, in the 21st year of his age.

The funeral will take place on WEDNESDAY AFTERNOON, at 1½ o'clock, from the residence of his parents, near Lightcap's Hotel, Ross township, to proceed to Mount Union Cemetery. The friends of the family are respectfully invited to attend.

MCMASTER.—On Friday evening, Dec. 4th, 1863, ANDREW MCMASTER.

The funeral will take place from his late residence, near Homewood Station, Collins township, on WEDNESDAY AFTERNOON, Dec. 9th, at 2 o'clock. Carriages will leave W. H. Devore's, No. 104 Grant street, at ¼ before one o'clock p. m. The Accommodation Train on the Pennsylvania R. R. will leave the Depot for Homewood at 11:40 a. m.

SHERIFF.—At the Huron House, New Brighton, Pa., on his way to Pittsburgh, JOHN SHERIFF, Esq., formerly of Pittsburgh, late of Marion, Pa., in the 74th year of his age.

SAYER.—On Monday, December 7th, at 3 o'clock, MARGARET R., wife of Henry A. Sayer.

The funeral will take place from the residence of her husband, No. 213 Lacock street, Allegheny, at 3 o'clock, THURSDAY AFTERNOON. The friends of the family are respectfully invited to attend.

THE LATEST NEWS

BY TELEGRAPH.

OUR SPECIAL DISPATCHES.

FROM WASHINGTON.

Special Dispatch to the Pittsburgh Gazette.

WASHINGTON CITY, Dec. 8, 1863.

THE DEMOCRATIC NOMINEES OF THE HOUSE.

The Democrats displayed the same state of disorganization to-day on the election of the other officers of the House as they did yesterday. On the Speakership they made our renegade and cast off Clerk Etheridge their candidate, but some of the members refused to vote for him, while for the other offices they couldn't unite their strength on any one candidate. They tried the game of nominating our Sergeant-at-Arms, hoping to get some of his former friends to vote for him and so run him in, but Mr. Ball was too good a Union man to permit himself to be used in that way, and promptly demanded the withdrawal of his name.

KICKED OUT.

The Senate unceremoniously kicked out Wilson, of Mo., who, is trying to hold on to the place to which Gratz Brown has been elected.

THE COMMITTEES OF THE HOUSE

Will not be announced until next Monday.

APPLICANTS FOR CLERKSHIPS.

The pressure on the Speaker for eligible places is tremendous, McPherson being besieged by applicants for clerkships under him.

CHOICE OF SEATS.

In drawing for seats to-day by lot, in the House, the right to make the first choice fell to Maj. Gen. Garfield, of Ohio.

DISAPPOINTMENT.

General amusement is expressed at the disappointment of Little Mr. Samuel Cox in not getting the empty compliment of the nomination by his party for Speaker.

Mr. Washburne's friends say that he would not accept the Chairmanship of the Ways and Means Committee if it were offered him, but that he prefers to retain his old place on the Committee of Commerce.

FALSE REPORT.

The report of the President having a relapse, are stock jobbing inventions.

THOMAS ARNOLD,

Of Chicago, gave notice that he would introduced a bill to prohibit slavery in the Territories embraced in the President's Proclamation of Emancipation; also, a bill to recall the clause in the Conscription Act authorizing the discharge of the person drafted on the payment of $300.

FRAUDS IN THE QUARTERMASTER'S DEPARTMENT.

Frauds in the Quartermaster's Department at Alexandria, are increasing in magnitude. They will reach over a million dollars. In addition to Chief Quartermaster Ferguson, and Captain Stoddard, heretofore arrested, Capts. Gay, Carry and a brother of Stoddard, have been committed to prison. John Goode, of Pennsylvania, is here urging another Committee of Investigation into the frauds of whatever character, against the Government.

A BILL TO MUSTER OUT INFERIOR OFFICERS.

A Bill providing for the mustering out of service of some forty or fifty Majors and Brigadier Generals, their flag-officers, &c., will be introduced, so as to give a chance for promotion to worthy officers now in the field.

GONE TO RICHMOND.

Joshua C. Gunnel, an old resident of Fairfax Court House, has been allowed to go to Richmond by the government, in order to effect the release of some citizens, neighbors of his, captured by Moseby's guerrillas.

ANOTHER BAND OF GUERRILLAS.

Another band of guerrillas have been discovered in Fairfax county, called Bradford's dismounted cavalry. They steal horses from our citizens, &c., and commit other depredations.

GENERAL AUGUR.

Gen. Augur, commander of this department, pays an official visit to the Russian fleet to-morrow.

RETURNED FROM NEW YORK.

Mrs. Lincoln returned from a trip to New York this evening.

ARRIVING.

Members of the National Union League are arriving in large numbers to attend the meeting to-morrow.

GEN. SHERMAN

has been placed in command of East Tennessee, under Grant.

CHASES' REPORT.

Chase's Report was sent off by a special messenger to-day. He recommends an increase of taxation of State Banks.

CONGRESS INVITED TO VISIT THE RUSSIAN FLEET.

The Russian officers have tendered Congress an invitation to visit the fleet, where lunch will be provided. Saturday will probably be fixed as the day.

LONGFELLOW

went home to-day with his wounded son, suffering from a ball passing under one shoulder blade and coming out under the other. The wound is severe but not dangerous.

REPUBLICAN CAUCUS.

The Senate Committe Republican caucus reported back the standing committees that were reconstituted, with the exception of six, on the most important of which they asked a ballot. Caucus refused to ballot, and reconsidered the subject. Some western Senators think New England has too many claimships.

LECTURE BY HORACE GREELEY.

Horace Greeley lectured to-night to a large audience at Odd Fellow's Hall on the questions of the hour, treating first of the dead questions which were alive two years ago, when he spoke here last, and then of the living issues since, as negro equality, the Union as it was and as it is, and reconstruction. On the last point he said there was no difficulty, after slavery was abolished. That must be done as being the main cause, &c.

PACIFIC RAILROAD.

The Secretary of the Interior is said to recommend a branch of the Pacific Railroad from Denver City to Fort Fillmore and Rio Grande.

ORDERED TO REPORT TO GEN. BANKS.

Major E. D. Drille, A. A. G. to Gen. Hartsuff, has been ordered to report to Gen. Banks, at New Orleans.

SALES OF PUBLIC BONDS.

The sales of Public bonds, for November, brought $22,050.

PENSION SURGEONS APPOINTED.

Dr. Cyrus M. Stockwell, of Port Hudson, Michigan, and Dr. C. J. Lee, of Marysville, Kansas, have been appointed Pension Surgeons.

NATIONAL BANKS.

First Cambridge, Ohio, $65,000; First Marietta, Ohio, $30,000; First Cannsantville, Pennsylvania, $50,000; Second St. Louis, Missouri, $200,000; Second Syracuse, New York, $100,000.

IMPORTANT ORDER.

Gen. Grant has issued an order requiring the secession inhabitants to be held responsible for the damages done by rebel raiding parties, personally and pecuniarily.

HENRY T. BLOW,

Of St. Louis, is likely to be one of the new members on the Committee of Ways and Means, and Ben. Loan on the Military Committee.

Report of the Secretary of the Navy.

Special Dispatch to the Pittsburgh Gazette.

BALTIMORE, Dec. 8th, 1863.

This report embraces thirty-six pages, and begins with the blockade. The extent of the coast blockaded is thirty-five hundred and forty-nine miles, with one hundred and eighty-nine harbor and river openings, and much of the coast presents a double shore to be guarded. In addition, more than one hundred vessels have been employed in patroling the rivers. The distance thus patrolled on the Mississippi and its tributaries is 3,655 miles, on the gulf and the Atlantic 2,000 miles. Sounds, rivers and inlets have also been penetrated and watched with unceasing vigilance. The blockade is becoming more effective and complete. There has been progress in repelling the rebels from the coast. The unprincipaled traders who successfully violated law and public morality in illicit traffic with the rebels during the early part of the war, have found their operations during the first year most disastrous. Admiral Lee continues to command the North Atlantic Squadron. The highest encomium is passed on the naval officers as men of sleepless vigilance and heroic bravery. It is not known that any vessels elude the vigilance of the South Atlantic Squadron. More than a year ago, operations were commenced, with a view of interdicting all traffic, and if possible of capturing Charleston itself, but by reason of delays and difficulties in fitting out the Iron-clad fleet, its demonstration was not made till April 7th. A history of the operations before Charleston is then given.

The Secretary then alludes to the conflict that took place in Warsaw Sound between the Weehawken and the Atlanta, and concludes that this remarkable result was an additional testimony in favor of the Monitor class of vessels for harbor defense and coast survey against any navy vessels that have been or are likely to be constructed to visit our shore. It appears to have extinguished whatever lingering hope the rebels may have had of withstanding our naval power by naval means. Admiral Bailey continues to command the Eastern Gulf Squadron.

Then follows a history of the operations of the Southern Gulf Squadron under Admiral Farragut. Had a land force been in readiness to co-operate with the fleet Vicksburg could have been captured after the occupation of New Orleans. The blockade of the Gulf is satisfactory, and recently the rebel traffic through Matamoras has become insignificant, since the capture of Brownsville. Admiral Porter in command of the Mississippi Squadron, is complimented as an officer of great energy and extraordinary vigor. It is but a little over two years since we had not a naval vessel on all the Western waters. Now we have a hundred vessel carrying 462 guns and 5,500 men.

Commodore Harwood commands a flotilla on the Potomac to intercept the illicit traffic between Maryland and Virginia. Admiral Dahlgren continues to command the Pacific squadron, which comprises the same vessels as last year, with two additions.

The naval force at the commencement of the Administration consisted of seventy-six vessels, and of these only forty-two were in commission. The additions which have since been made have elevated the country into a first class naval power. In the following table an exhibit is presented of the altered, numbers and description of our naval vessels at the date of my last report, and at the present time:

Navy at the date of the present report, 588 vessels, 4,443 guns, 4,679,672 tonnage. Navy at the date of last report was 427 vessels, 3,268 guns, 340,036 tonnage. Increase, exclusive of those lost, 161 vessels, 1,175 guns, 120,031 tonnage. 1 vessel of the navy lost since December, 1862. Captured, 12 vessels, 48 guns, 5,976 tonnage. Destroyed to prevent falling into the hands of the rebels, 35 vessels, 297 guns, 2,883 tonnage. Sunk in battle or by torpedoes, 4 vessels, 28 guns, 2,201 tonnage. Shipwreck, fire and collision, 13 vessels, 61 guns, 4,834 tonnage. Vessels placed under construction since December 1862, double end iron steamers, 1,030 tons each, seven vessels 81 guns, 1,710 tonnage, single turret iron clads, 614 tons each; 20 vessels, 40 guns, 12,280 tonnage; double turret iron clads, 3,150 tons each; 4 vessels, 16 guns, 12,520 tonnage; clipper screw sloops, 3,200 tons each; 13 vessels, 96 guns, 20,400 tonnage; screw sloops, spar deck, 2,200 tons each; 8 vessels, 160 guns, 17,600 tonnage; screw sloops at great speed, 3,200 tons each; 7 vessels, 40 guns, 1,000 tonnage; screw sloops at great speed, 2,000 tons each; 2 vessels 16 guns, 6,000 tonnage.

General exhibit of the navy when the vessels under construction are completed: iron-clad steamers, coast survey, 46 vessels, 150 guns, 6,25 tonnage; iron-clad steamers, inland service, 29 vessels, 152 guns, 20,781 tonnage; side-wheel steamers, 203 vessels, 1,240 guns, 126,517 tonnage; screw steamers, 193 vessels, 1,578 guns, 187,892 tonnage; sailing vessels, 112 vessels, 1,323 guns, 70,256 tonnage.

There have been added to the navy during the past year, by purchase, some thirty tugs, over fifty steamers for blockading and supply purposes, and over twenty other vessels for tenders and steamships. At least twenty of the steamers were captured in endeavoring to violate the blockade.

The Secretary then discusses at some length the improvements in naval vessels. After speaking of the wonderful revolution that has taken place in naval architecture since the war broke out, he proceeds as follows: The Monitor class of armed ships with revolving turrets, and from guns of heavy calibre, has proved itself well adapted for harbor defense and coast survey, and in some emergencies where ocean, from their great powers of endurance, have shown themselves efficient and serviceable in offensive operations. This form and description of vessel which originated in the inventive genius of Capt. John Ericsson, will perform not only all that should be expected of them to make our harbors secure, but when of enlarged capacity may supersede ships of higher pretensions.

To maintain our rightful maritime position and predominancy on the oceans, vessels of greater size than any turretted vessel yet completed may be essential. Not only must they carry guns of a heavier calibre than have heretofore been used at sea; but in order to make long cruises and to cope successfully with any force, these vessels must have all possible strength, endurance and speed. Their structure must therefore afford space enough for full sailing power, and for the most powerful steam machinery; and the large supplies of fuel needful to keep it at work being unlike the other great marine nations, without distant collieries, their coal depots can be established on the shore of almost every sea. We must conform to the necessities of our condition, and build ships with capacity enough to take on board a full and sufficient supply for a long cruise. The space for other supplies, for munitions of war, for the accommodation of officers and crews should also be ample; and in addition to this, each of these vessels must, in order to accomplish its work, present in its construction, armor, armament and propulsion, all the power that the resource of modern invention and mechanical skill and art can furnish for attack, resistance and pursuit. A vessel of this description must, of course, cost a large price. But then wise statesmanship will not fail to perceive that the possession of even very few such incomprehensible ships must, while the vastly augmenting force and renown of our navy, afford us at the same time an inestimable guarantee of peace with foreign nations. Nor counting the cost of such floating structures, can we forget that large as that cost may be, it yet sinks into insignificance in contrast with the expenditures and sacrifices of a single year or even the amounts of a foreign war.

In order that we may have at our command a navy which shall fulfil these unexampled and exacting conditions of efficiency, a commensurate public establishment for its construction and preparations is indispensible. A navy carried on a large scale and in every respects of the new plan, amply furnished with all the proper facilities and aids for its operations, where machinery for steamers can be manufactured, iron vessels constructed, made and tested, and repairs of every description executed, is an absolute necessity. In view of these facts, I had the honor of successive occasions to urge this matter upon the attention of the last Congress, and the omission of that body of such establishment, is a misfortune which the country is now made to feel.

As vessels frequently need repairs, and as our public yards are entirely inadequate for the manufacture and repair of steam machinery, great delay and loss of military opportunities have occurred attended with vast loss of money. I again therefore most earnestly invoke the attention of Congress to the manifest and insupicious fact, that our government has made no sufficient provision in its public establishments for the existing requirements of naval warfare. Our country is better prepared for this change than almost any other maritime nation, for we have but few sailing vessels of large class, and these few to which steam cannot be used to advantage for other than fighting purposes. The disadvantages of wooden vessels are want of strength as compared with those of iron steamers, and the more rapid decay of the material, particularly when covered with iron plating, the action of the immersed iron armor or copper sheathing near it, causes the copper to become foul, and the immersed armor plates to waste; the difficulty of keeping vessels tight under armor plates, and the probably greater strength of iron, permits the construction of ships of greater size and finer lines, and having greater internal capacity, their parts are safe from fire and are better protected from great leaks, as they can have water-tight compartments; their repairs can generally be more easily made, and from their great durability they are probably in the end not more costly. An iron vessel, moreover, can be taken from the water and placed on land for preservation, which cannot be done with wooden vessels. The disadvantages of iron vessels are the serious local weakness of the thin plates composing the bottom of an iron ship, the danger that would result from getting on rocks or submerged obstructions, their liability to rapidly become foul in salt water, whereby their speed becomes greatly impaired—these requiring to be frequently docked for cleaning, the great danger from a shot striking below the armor plating as they roll, the injury caused by the splinters of iron when the plates are broken or smashed by shot, the corrosion inside from bilge water, the difficulty in making temporary repair of shot holes and the limited number of artisans yet procured having skill in this description of employment.

It should also be borne in mind that while we have several navy yards for building vessels, the government possesses not a single yard and establishment for constructing these iron vessels, nor even for making plates and shafting. While the principal attention of the Department has in this crisis of our affairs been necessarily given to present and more pressing necessities, it has nevertheless kept in view the important end of establishing our naval power on a permanent basis. There are no parties in this country fully prepared to build iron vessels of the magnitude and description proposed, and the present high prices of material and labor unavoidably enhance the cost. The Government itself is unprepared to execute any such work, having no suitable yard and establishment, and is consequently wholly in the hands of private parties to demand what they think proper, and to prescribe their own terms.

Besides the turreted vessels for coast defense, and large armored ships for naval conflict, we need, and should have, steamers of high speed, constructed of wood, with which to sweep the ocean, and chase and hunt down the vessels of an enemy. Fortunately we are able to supply ourselves with vessels of this description, and a competent and healthful competition exists for their construction. A large proportion of the establishments adapted to the construction of nautical engines have been enlisted by the department in the manufacture of steam machinery for vessels building in the navy yards and at private establishments.

The Secretary advises not only an additional navy yard, but also the enlargement of the yard at Philadelphia, which could be done for three hundred thousand dollars. But with that addition the yard would still be wholly inadequate to the public necessities, and too small for an extensive establishment as the wants of the Government require. It would undoubtedly be the part of wisdom and true economy to procure ground with ample water frontage for such an establishment as the increasing public wants demand in the vicinity of Philadelphia, and so soon as it can be made available to dispose of the present grounds and apply the proceeds towards improving the new location. League Island and Marcus Hook, near Philadelphia, are suggested as suitable locations.

I deem it proper to again allude to the expediency of establishing at no distant day a naval depot, yard and foundry at some accessible and suitable point on one of the rivers in the valley of the Mississippi. The selection of an appropriate location for this purpose where vessels can be constructed and repaired is a question of national importance. The United States have, at this time, one hundred naval vessels on the Mississippi and its tributaries. Iron and coal, as well as wood, with all the materials for ships of war, are abundant, and may be found contiguous to eligible situations.

Steamers of iron will endure for years in fresh water, and the naval vessels which the government may place in those rivers will be preserved. Should the projected water communication connecting the northern lakes with the great interior rivers by an enlarged ship canal be carried into effect, the Mississippi squadron could be made available for the defence of our northern frontier, when circumstances required it.

The Secretary makes a strong appeal in behalf of Naval Education, urging the thorough instruction of every officer of the line in Engineering, in addition to their nautical acquirements. The naval service and the country have suffered injury that can scarcely be estimated, from the want of thorough, capable and well educated engineers.

Many of our most efficient vessels have been disabled and crippled in the midst of their cruise, and sometimes even at the very commencement of their service, in consequence of the incapacity of the engineers, whereby the country have been deprived not only of the use of the vessel for weeks and sometimes for months, but the officers and crew have been constrained to inactivity instead of being employed against the enemy. Some measures are necessary to contract and prevent these disasters so injurious to the country, and I know of none so thorough and complete as that publicly educating and training engineers to the service.

The most important branch of study at the Naval Academy is very appropriately seamanship, a general knowledge of the application and use of steam, and practical mechanics should follow, as almost equally essential. Line officers of the Navy, of whatever rank, should, moreover, have the privilege of attending lectures and pursuing the study of steam, mechanics, and, indeed, every branch that may be taught at the Navy Academy, and it is recommended that arrangements be made for carrying into effect these suggestions. Frouting, as our country does, on the two great oceans, this system would insure to us, 1st, vessels built and ready at all times for fighting purposes. 2d, An organization of able and efficient officers with well trained and educated seamen actively employed, and always ready for naval service. 3d. Rapid mail communication with different parts of the world, the whole furnishing a nucleus for the navy, where both officers and both class of seamen would be constantly improving and fitting themselves for the highest public usefulness. No better school or training could be instituted for modern naval warfare. When seamanship is so much in advance of what prevailed when only sailing vessels were known to the navy, such a system would, besides being a nursery for the navy contribute to the expansion of our commerce, which it would stimulate and encourage, and with which it would not come incompetent under the naval and merchant service, would fraternize and be educated together when the country is at peace, and in time of war would combine the power of both for national purposes. Much employment of our national vessels could conduce to the interests of peace. These suggestions are intended to invite the attention of Congress to the important subject of establishing some system for the permanent benefit of the navy after the present hostilities have ceased.

The Secretary then gives considerable attention to the piratical rovers that have infested our commerce. When the Sumter, a vessel stolen from our merchants, made her escape and went abroad armed, but without a recognized nationality, to seize and destroy our merchantman upon the high seas, she found among the Algerine corsairs refuge and protection within maritime jurisdiction of the great European powers with whom the United States is in friendship; and finally, after being followed by our cruisers into the harbor of Gibraltar, she was permitted by the authorities to remain, not only twenty-four hours, but more than twelve months, and was eventually transferred to English purchasers, went to an English port, was refitted, and left English shores with a contraband cargo, and has since run the blockade, carrying supplies to the rebels.

The Alabama, the Florida, and the Georgia are armed cruisers, built in England, have an English armament on board, and are manned by crews who are almost exclusively European, sailing sometimes under the English and sometimes under the rebel flag. These rovers without a port of their own which they can enter, or to which they can send a single prize for adjudication, have roved the seas, capturing and destroying the commerce of ships of a nation at peace with Great Britain and France. But yet when these Corsairs have needed repairs or supplies they have experienced no difficulty in procuring them, because it had been deemed expedient to recognise the rebels as belligerents.

Not one of the many vessels captured by these rovers has ever been judicially condemned as a legal capture. Wanton destruction has been the object and purpose of the captors, who have burnt and destroyed the property of their merchant victims.

XXXVIII CONGRESS—FIRST SESSION.

WASHINGTON CITY, Dec. 8, 1863.

SENATE.—Senator Wilson, of Massachusetts, submitted a resolution, that the Committee on Military Affairs inquire what legislation is necessary to facilitate the payment of back pay and pensions of deceased soldiers.

Mr. Davis, of Kentucky, submitted the following resolution, that the refusal of the rebel authorities to exchange negro soldiers and their white officers, should not prevent the exchange of our other soldiers and officers in rebel prisons, on just terms, such as will prevent suffering to our brave officers and soldiers in the hands of the enemy.

Mr. Sherman called up his resolution, that the Judiciary Committee inquire and report, whether Robert Wilson was still a senator from Missouri. Mr. Fessenden objected entirely to recognising Mr. Wilson, in any way, as a senator from Missouri.

Mr. McDugall said the law on the question had been settled, and as the friend of the gentlemen from Missouri, he was sorry, as he had no claim.

Mr. Powell said that the whole question depended on the fact, whether the legislature of Missouri had really adjourned *sine die*, or only took a recess before coming together lately, and electing a Senator. If the Legislature of Missouri adjourned without electing a Senator, the appointment of the Governor held good until the proper assembling of the Legislature and an election by that body. It had been said, however, that the Legislature only took a recess. He would, therefore, like to have the Judiciary Committee inquire into the facts.

Mr. Trumbull moved to amend the resolution by declaring that Wilson was not entitled to a seat in the Senate.

The amendment of Mr. Trumbull was agreed to, and the resolution adopted.

The Clerk of the House here appeared and announced that the House had organized and appointed a Committee to wait upon the President, with the Senate Committee, to inform him that both houses were ready for business.

The Senate took a recess for half an hour, and at the end of that time, Mr. Foote, of the Senate Committee, reported that the Committee had waited upon the President, and that the latter would communicate his message to the Senate at half past twelve o'clock tomorrow.

Mr. Wilson, of Mass., gave notice of a bill to increase the bounty of volunteering, and to make an appropriation for the same.

Adjourned.

HOUSE.—The House re-elected the present incumbent Doorkeeper. He received 98 votes, 79 being necessary.

W. S. King, of Minnesota, was re-elected Postmaster by 104 out of 166 votes cast.

Mr. Dawes presented the credentials of Messrs. Segar, Kitchen and Chandler, from Virginia, which were referred to the Committee on Election.

Mr. Washburne, of Illinois, offered a resolution presenting the thanks of Congress to Major General Grant and the officers and soldiers who have served under him during the rebellion, and providing that the President cause a medal to be struck for General Grant in the name of the people of the United States. Passed unanimously without a word of debate or explanation.

Mr. Cox said he desired to offer a resolution, respectfully requesting the President to take immediate steps for the exchange of our prisoners in the prisons of the South, and that he communicate all the correspondence in the War Department relative to the exchange of prisoners. After the discussion of the resolution it was laid over.

Mr. Arnold gave notice of a bill to prohibit slavery in the Territories included in the President's Emancipation Proclamation; also to repeal so much of the enrollment act, as authorizes the discharge of a person drafted on the payment of $300. Much time was occupied in the selection of seats. The House then adjourned.

The Rebel Cabinet.

NEW YORK, Dec. 8.—The Richmond *Whig*, of the 3d, talks in the following plain fashion:

"With no other motive or thought than to advance the public interest, we would again suggest to the President the advantage of reconstructing his Cabinet, and calling to his aid the very ablest intellect of the country. We have a Department of State that has not been able for very three years to establish relations with any other State—a Treasury Department that has failed to keep its finances from running to ruin—a War Department in the hands of a chief, whose studies and course of life have been purely and practically civical—a Navy Department without a navy; a Post-office Department with a very shocking system of mails; a department of justice vacant. The business of its departments shows that the time of a more master hand, and the united powers of their chiefs in candid council, if councils are even held, fail to supply the quantum of wisdom the council needs. We are getting into deep water, and a feeling