q) following, by an inspection of the annexed paper A, and the accompanying model.

6th. They cannot be sunk by shot from cannon afloat, nor can they be destroyed by fire.

7th. By reason of their light draught of water, (never exceeding sixteen feet in the largest class vessel) all of our Southern harbors (to none of which our larger ships can now have access) will be rendered available and open for protection or defence.

8th. This floating force, possessed of *celerity and certainty of movement*, can, with the rapidity of an express, be concentrated at any given point of attack, and the expenditure necessary to its entire creation will cost the country absolutely less than the fixed defences for Hampton road and the depot at Norfolk alone†

These positions conclusively established, as we regard them to be, illustrate the incalculable advantages, in point of usefulness, efficiency, and economy, which this system presents over our present means of defence, whether employed in protecting our commerce in the remotest quarters of the earth, or used as a defence for our firesides and homes from foreign invasion.

All of which is respectfully submitted,

WM. W. HUNTER,
Lieutenant of the U. S. Navy.

February 26, 1843.

An enumeration of many of the advantages of Hunter's steamer over all others.

1. The machinery and paddle wheels are entirely protected from shot and the irregular action of the sea.

2. The entire length of the deck is available for a battery.

3. By means of the shield deck, the vessel is rendered a life boat, and cannot be sunk by shot.

4. This vessel can out manœuvre all others, by reason of the lateral or horizontal action of her paddle wheels, which enable her to turn on the centre of a circle. She can, therefore, at any time readily give or avoid a raking fire; and for the same reasons, can, in a narrow channel-way, keep under way with her broadside against or across the tide: and thus, by a vibratory movement, without advancing or receding, can in a channel-way only her length in breadth, command her position, modifying it as may be necessary, and prolong her fire at pleasure. She thus is equal to a line of batteries of the same weight of metal, as great in extent as the navigable length of the channel.

5. This vessel requires no rudder to direct her course, being steered by the throttle valves and starting bars of the engine.

6. The action of her paddle wheels and machinery being noiseless, she is fitted for surprise.

7. Having neither wheel houses, guards nor cross shafts, in point of tonnage she saves their weight, and that of the paddle wheels, which float.

8. The simplicity of her machinery, the consequence of her paddle wheels and their cases being made to serve air pumps and condensers, and thus combining the atmospheric auxiliary power, and all the advantages of the low pressure engines with the simplicity and lightness of the high, gives a vast available amount of tonnage for the transportation of fuel, and reduces the actual weight of the engines full three fourths below that of those at present in use.

9. The power of the engine being imparted in a line with the keel, and not at right angles to it, as is the case with the ordinary paddle wheel, the advantage is gained of applying the motive power at the junction of the centres of gravity and motion, and, consequently, at the point where it is most available to propel; and the propellers, acting on a continuous resistance, being always submerged, the vessel and machinery are subjected to less wear and tear than that consequent upon the ordinary action of the paddle wheel, which is applied to the surface of the water with the mechanical power of the hammer, and in subject to the gravitating influence of the water in emerging from it.

10. As a cruising steamer, using her sails to prolong her supply of fuel, her wheels subject her to scarcely any perceptible diminution of speed, because they are mainly within the body of the vessel, and when disconnected from the engine, float, and, consequently, revolve readily of themselves.

11. The propeller becoming more effective by the denser resistance of its increased submersion, the vessel may be laden to the extent of her greatest capacity of displacement, whilst other steamers cannot be laden beyond the dip of their paddle wheels. This advantage, in fact, doubles the relative available tonnage of the vessel.

12. When built of iron, her propellers acting below the floating ice, she is perfectly adapted to the uses of an ice breaker.

13. A vessel thus propelled cannot, in a heavy sea, broach to or bring by the lee, unless through the grossest negligence, because the propellers being in the centre of the vessel, disconnected and lateral in their action, the vessel can readily be brought out of the trough to head the sea. The ordinary steamer is ever liable at such a time to these dangers, because then her paddle wheels cannot be disconnected.

14. This vessel may run alongside a wharf, board, or tow, in a sea-way, with entire protection to the propellers, inasmuch as they are under shelter from the projection of the vessel's wales. The ordinary steamer cannot do these, because her paddle wheel shaft would interfere to unship the wheels and the wheel houses of themselves would unfit her for the service.

15. In a gale of wind, it would never be attempted to heave to an ordinary steamer, unless she could display in proper position more canvass than the surface of her wheel houses, which is always impossible, whilst this vessel can be hove to with perfect safety, either under canvass or under her lee wheel. Through a head sea she may be driven with nearly the same velocity as thro' smooth water, because the propellers are in either case equally efficient, being always submerged. Not so with the ordinary steamer; at such times she always has one wheel too deeply immersed, whilst the other is revolving almost entirely in the air, and the impossibility of disconnecting them, in consequence of the irregular action imparted to the machine, renders them both, at such a time, not only useless but extremely dangerous.

WM. M. HUNTER.
Lieutenant United States Navy.

FEBRUARY 26, 1843.

Washington City, Nov. 18, 1842.

SIR—By your direction, I have the honor to submit the following statement, exhibiting in detail a plain practical way to economize vastly in the expenditure of money and time in the discharge of several duties indispensable to the naval service.

A small iron steamer of light draught of water with submerged horizontal metal propellers, should be appended to each depot; her dimensions adapted to the ready passage of locks in canals, with power for towing, and capacity to carry at least one hundred tons. This manner of propulsion is ascertained to be, beyond all question, perfectly adapted to the navigation of canals as well as the sea, and for the service of towing and despatch, as well as for the uses of an ice-breaker. Such a vessel can be built entirely of iron, complete for operation, for $25,000; and, when it shall be desirable to use her for purposes of *assault, lookout, surprise* or *signal*, a heavy pivot gun will be mounted on her, which shall at all times be kept in readiness for this service at the depot to which she is assigned.

In the event of hostile fleets in superior force occupying parts of our bays and sounds forming the common navigable highway between distant points of our country, this small steamer may with safety pass beyond the range of their guns, because the extensive flats in our bays and sounds a limit of the passage of vessels of light draught of water, for most part, beyond gunshot range of the channel, and thus may be effected the important service of a rapid, economical, and safe transportation, through canals, shoal waters, and over flats, from the lakes to the seacoast, from depot to depot, and along the entire line of our Atlantic seaboard, of heavy ordnance, and ordnance stores, troops, seamen, anchors, chain cables, ships' tanks, provisions, and all the munitions of war that it may be necessary to assemble with despatch at a given point, as well as coals for the use of steamers, &c.

The present available usefulness of these little vessels will be found in the facility and despatch they will afford in the transportation of seamen, provisions, ordnance, and other weighty stores, such as anchors, chain cables, iron tanks, blocks, rigging, &c.—the freight money on which, paid yearly by the Government, will more than build, equip, and defray all the expense of said steamers.

Besides this, their saving to the Government in towing national vessels to and from sea against adverse winds and currents, and the facility and economy with which they can supply vessels with water and provisions, will save yearly a large amount of money.

The material of which they are constructed, being imperishable and incombustible, will render repairs for many years unnecessary. The water-tight iron bulkheads of the vessel, divided her into distinct sections, render her a life boat; for, although shot or other injuries may cause one section to fill with water, yet the buoyancy obtained from the others will still keep her afloat. Thus are obtained these three important ends: 1st, an insignificant cost, if any, for repairs; 2d, a guaranty against destruction by fire; and, 3d, an almost entire security from the risks of sinking.

The cost of maintaining and paying her crew will be almost nothing, because it could not consist of more than four persons. When it is desired to use the vessel, an assistant engineer and three men should be detailed from the depot for her crew. When her service shall have been performed, this crew will resume their regular duties at the depot, and the vessel may be secured to the wharf, where she may remain without the cost of attendance, because, as before stated, the material of which she is constructed is not perishable.

If it is desired to supply speedily a ship of the line (in Hampton road, for instance) with 100 000 gallons of water; the manner in which it will be done by this vessel is this, which will at once evince the great economy of time and money consequent upon its use: Her crew (viz, the assistant engineer and three men from the depot) will be directed to proceed to the Dismal Swamp canal with the steamer. Her fuel will cost nothing, because it will be abundantly supplied by the cuttings and chips of the navy yard, which for other purposes would be of no value. When in the canal, a cock in the side of the vessel is turned, and she will soon take in 25,000 gallons of fresh water. The cock is then shut, and the little steamer proceeds to the ship. When alongside, instead of requiring the labor of the whole crew of the ship for a day, with the wear and tear of cordage and water casks, to hoist in these 25 000 gallons of water, as well as the wear and tear of boats, spars, sails, rigging, &c., the engine of the steamer works a force-pump, to which is attached a hose leading to the ship's water casks or tanks, and, with the expenditure of a few chips, the 25,000 gallons of water is placed in the ship's water tanks; and the steamer, in all weather and against any tide, when boats could not perform the service, will repeat, *with certainty*, the operation, until the vessel is watered, whilst the crew of the ship may be otherwise employed in preparing for sea.

It is a truth, that the cost of wear in rigging and water casks, in the operation of hoisting in the tenth part of her water, together with the wear and tear of the ship's boats, oars, sails, &c., used for the conveyance of the same, would more than pay the whole expense of watering the vessel by the plan proposed, to say nothing of the loss of time, labor, exposure of the crew, and detention of the vessel. By the same means, the vessel, which might be otherwise kept from her cruising ground by adverse winds and tides, may be towed to sea at comparatively no expense. This same service, as it is now performed by private steamers, costs twenty times as much, and is attended with risk of injury to the vessel being towed, because these steamers are not suitably constructed for such service, and their commanders not being amenable to naval law, they, in fact and in practice, command the time and manner of executing this service.

The foregoing statements are the most confidently submitted for your consideration, from the fact that I have already performed a part of the services herein related with my little experimental steamer the 'Germ,' propelled on the plan described. And I take this occasion to state that, in the course of my experiments with her, she has run through ocean, lakes, rivers, and canals, over 10,000 miles, with a crew of *three* persons, and at a cost of *five* dollars per day, including fuel. I have the satisfaction further to acquaint you that I have taken the first vessel (viz, the 'Germ') by steam power from the Atlantic seaboard to Lake Erie, and thence back to her starting point in North Carolina, and, in so doing, have practically shown that, as soon as the work of enlarging the Erie canal through the State of New York, now in progress, shall be completed, armed steamers of 200 hundred tons, of this construction, by reason of their peculiar adaptation to canal navigation (they causing no injury to the banks) may, at the pleasure of the Department, be despatched from the Atlantic to Lake Erie.

I take pleasure in developing these facts, which appear to me, in a military and other points of view, valuable to our country.

Respectfully, your obt. servant,
W. W. HUNTER,
Lieut United States Navy.

Hon. A. P. UPSHUR,
Navy Yard, Washington city.

†Cost of Fortress Monroe, at Old Point Comfort.....$2,030,284
Cost of Fort Calhoun, at the Riprap.....1,583,726
Total.....3,614,010

FOR PRESIDENT,
JAMES BUCHANAN
Subject to the decision of a National Convention.

DAILY MORNING POST.

THOS. PHILLIPS & WM. H. SMITH, EDITORS AND PROPRIETORS

WEDNESDAY, APRIL 12, 1843.

See First Page.

War Steamers.

The application of steam to the purposes of man has changed the state of the world, and altered the relations of civilized society. The Steam Engine has been called the finest present ever made by science to the arts. Through its instrumentality steam has become a universal agent, and whether we consider its applications to purposes requiring the utmost delicacy of manipulation, or demanding the exercise of the most tremendous power, there is not one over which it is likely to exercise a more controling influence than that of naval warfare—in which the protection and glory of our country are at once involved. Formerly our maratime coast was alone exposed to the operations of naval war, the narrow channels and tortuous courses of our navigable streams shutting out vessels that were propelled by canvass and the winds. Now they are open to the movements of the war steamers, and our vulnerable extent of territory is thereby more than trebled. The naval powers of Europe have already applied this powerful auxiliary to their fleets. It can be met only by itself; and in the controling change in the mode of naval warfare, the ascendency and power must abide with the nation that shall keep in advance in the application of this tremendous agent to the purposes in question. It is in this view that we ask the attention of our readers to the communication of Lieutenant Hunter of the United States Navy, on the proper model of a war steamer. The advantages of Lieutenant William W. Hunter's war steamer over all others, are enumerated in his communication made to the committee of the Senate and House of Representatives of the United States, which we publish this morning. They are numerous, and so strikingly important, that they promise to place the navy of his country on the vantage ground of the navies of the world. The application of steam to useful purposes has put in action talents of the highest order. The improvements of Lieutenant Hunter have placed him in the highest position of a public Benefactor, and have reflected honor on the state of his nativity. We are proud to claim him as a native Pennsylvanian. We are gratified to know that the nation has availed itself of the talents of Lieutenant Hunter. That the war steamer, Union, is now fitting out at the navy yard, at Washington city, under his direction and control, and that one of the Revenue Cutters, about to be constructed in this city, under the direction of Captain Howard, of the Revenue service, an officer of distinguished merit, will be built on the plan of his improvement.

Prof. Lovering.—It will be recollected that some time since Prof. Lovering of Boston was publicly whipped by her brother for trifling with a lady's affections, and with whom it was said he had sloped in the Columbia. The Boston Bulletin says:—The Mr. Lovering, whose name was on the Columbia's passenger list, has resided in Paris several years, and is a partner in the house of Edwards & Co. The *bona fide* 'Professor' is now in or about Boston, and it is understood that he intends shortly to lead to the altar the very same lady who was recently defended by her brother. Truly the course of *true* love never did run smooth!"

Rhode Island.

The following paragraph shows the means used by the Algerines of Rhode Island to defeat the people. The N. Y. Courier, and the Advocate of this city, call a triumph secured by such means a "glorious victory." It is such glory as whiggery alone can rejoice in, but it must chill the heart of every republican.

Proscription on a large scale.—On Friday evening a meeting of the hands employed in the High street Furnace and Machine Co., was called by the agent.—Three of the company appeared, viz: Isaac H. Holden, Zelotus Holden, and Henry Gardner. Isaac H. Holden (the agent) informed them that he came to discuss no question, but to state what the company had concluded upon. The agent then put the following proposition: 'We, the company, have come to the conclusion that all those who vote for Carpenter can have no more work; and those of the hands that have no vote, but who aid or use their influence for Carpenter, must expect to be served the same" He would give them (the hands) until Saturday night to consider upon it. A vote was taken by the hands that they were willing to labor for the best interests of the company, but they should vote for whom they pleased.—Twenty-seven out of thirty that were present, stated their minds were made up, and they were willing to take their dismissal forthwith.—*Prov. Express.*

Another Wonder in the Heavens—A *Bloody Sickle.*—The 'People's Friend' of April 1st, published at Covington, Ia., says:—"We have been credibly informed that a lady in this place of unimpeachable character, saw *a bloody Sickle* suspended in the heavens one night this week. Having occasion to get up out of her bed to attend to her children, who were indisposed, about the hour of midnight, she looked up and was viewing the planetary region, and behold this extraordinary phenomanon rivetted her attention.—This year has certainly been one of the most remarkable that the history of the world has on record."

The Patrician's Daughter.—This play has been produced at the Chatham, by Forrest and Miss Clifton. It is a new play, and judging from the manner in which it was received it will rank among the brightest gems of stage literature. A correspondent of the N. Y. Post, in a critique says:—"We like this play, and we thank Mr. Thorne for bringing it out. Its character is most wholesome, and its influence cannot be otherwise than salutary. The republican sentiment with which it abounds, and the inspiring lesson it teaches, render it peculiarly adapted to us as a people, and remind us that the true office of the stage is to ennoble, not corrupt—to kindle holy ambition, not to inflame demoralizing passions. The office of the man of genius, when he is made the organ of such sentiments, is one which must command the admiration and approval of all."

Canadian Wheat.—A Canadian paper says that there has been a growing deficiency in the wheat crop in Lower Canada during the last twelve years. This is attributed to the importation of American breadstuffs, and that most cordial hater of everything American, gives its readers to understand that all the cities and towns of Canada are crammed with American beef and pork free of duty' to the great injury of Colonial Agriculture.

Hallucination.—Too imagine that a shake of the hand or an enquiry after 'the wife and children,' will command a vote. Or that a sycophant's preparation of soft soap, can be palmed upon the poor man for pure friendship.—*Whig paper.*

We hope the coons have discovered this by experience, as it will be very likely to make a lasting impression. We have hopes from this symptom of returning reason, that the scenes of 1840 may never be re-enacted.

Connecticut.

Our victory Glorious and Complete.

In recording this brilliant triumph we will not stop to give the detail's but sum up the grand result thus:—We have elected every Member of Congress—four in all.

We have Sixteen Majority in the Senate.

We have about Thirty-five Majority in the House of Delegates.

Governor Cleveland's plurality in 122 towns is 1595—scattering, 1083. As it requires a majority of all the votes cast, the election of Governor will devolve probably upon the Senate and House of Delegates, when he will be elected certain.

A Strike.—The Montreal Transcript states that an extensive strike for higher wages, took place a few days since by the laborers on the Lachine Canal.

An Old Society.—The London Society of Ancient Britons, lately celebrated its 120th Anniversary. The Society supports 200 children of Welsh parents.

Curious Bill of Mortality.—The Charleston (S. C.) board of health reports the deaths of 11 persons in that city last week, *one white* and ten colored. What takes off the darkies so rapidly?

Kish-ke-Kosh.—The Burlington Hawk Eye, says that this interesting chief of the Sacs and Foxes, with some others of his tribe, have been taken to England on a speculating expedition.

According to the Quebec Mercury, the failures a Quebec and Montreal, during the past year, were for an amount equal to five millions of dollars.

Great Compliment to New Jersey.—At a meeting of the citizens of Southwark, last week, it was generously resolved, that in consideration of the handsome conduct of the Woodbury Jury in the Mercer case, the *State of Jersey be taken into the Federal Union!!!* Agreed *nem con.*

He is not Dead.—The boy whose throat was cut in New Orleans, by some villian is not dead. He is recovering. He is heir to a large estate.

The Chesnut street theatre, in Philadelphia is closed. It will not be re-opened until September.

Escaped.—Two prisoners confined in the New Bedford jail, on Monday last, knocked the turnkey down and made their escape.

Another Fracas in the Legislature.

To say that the Philadelphia members are *butchers* and dog fighters, is no longer a figure of speech, but, as the following extract from the Keystone will show, is literally true. Heretofore they have been called *butchers* to indicate their *meat-axe* dispositions, but now they appear in the Legisleture with all the implements of their trade upon them, and fancying themselves in the shambles—which, by the bye, would not require any great stretch of the imagination—they commence running their "long knives" into the bodies of unoffending citizens. Seriously, this outrage is one of the most disgraceful we have ever heard of in the course of legislation, and it must cause the deepest sorrow to every Pennsylvanian for the degredation that such scenes are calculated to inflict upon the state. The proposition to appoint a committee to *inquire* into the facts,' speaks but little for the morality of the other members. The duty of the committee should have been to drag the assassin from the hall and to place him in the hands of those whose duty it is to guard and punish such ruffians:

From the Keystone.

Personal Recontre.

We regret to state that a personal Recontre of a serious character took place on the floor of the House of Representatives this (Saturday) forenoon, during its session, the particulars of which, so far as we could ascertain them, are something like the following: Mr. Bratton, the Editor of the State Capitol Gazette, came into the House about ten o'clock, and was standing near the fire place on the left of the Speaker's chair, when Mr. Edward McGowan, a member from Philadelphia county, came up to him with the Gazette in his hand, and asked him if he was the author of a certain article personal to Mr McGowan. Mr. Bratton replied he was, when Mr. McGowan struck him with his fist—Mr. Bratton, we believe, struck back. Mr. McGowan seized a chair, and struck Mr. Bratton a blow over the head with it. Some little scuffle then ensued, when Mr. McGowan drew a dirk knife; Mr Bratton ran behind the Speaker's chair, where Mr. McGowan followed and struck him across the shoulder with the dirk The instrument however, struck the bone and bent round, which, doubtless saved the life of Mr. Bratton. The dirk was immediately taken from Mr. McGowan; and Mr. Deford moved a committee to inquire into the facts of the case. Mr. McGowan was arrested and taken before Aldermon Snyder, and held to bail in the sum of one thousand dollars.

We regret most sincerely the personal difficulties which have occurred during the present session, and hope an era of better feeling will yet arrive.

Mormonism. The Cincinnati Enquirer says that since the cat eat up JoSmith's Holy Ghost, which used to descend at his bidding in the shape of a tame dove, Mormon miracles are like angels' visits in other parts of this wicked world—'few and far between."

The State Capital Gazette says: A bill has passed both Houses giving out all the public printing and binding to the lowest bidders. It is supposed the Abolitionists of Philadelphia will get the job.

A very Modest Hint.—Chapman's Sentinel says:—"Unless Armenius James calls and settles either with us or his late partner, we will tell all about his stealing six yards of cloth which we left at his shop"

"Glorying in their Shame."—The 'Gerrymander' is the name of a new whig paper in Peoria, Ill.

"Equal and exact justice" with a Vengence!—We find in a report of the sentences by a Court recently held in Toronto, that a fellow who stole a *horse* and a poor chap who stole *a pair of boots*, are sent to the penitentiary for three years!

Beautiful Combination.—The editor of the Grant County Herald (W. T.) is a queer genius. His daddy was a Whig and his mammy a Dutchman.

Curious fact.—Sunday is the Christian's day of public worship, Monday is the Grecian's, Tuesday is the Persuan's, Wednesday is the Assyrian's Thursday is the Egyptian's, Friday is the Turk's and Saturday is the Jew's.

Isaac E. Holmes, a democrat, has been re-elected to Congress from the city of Charleston, S. C.—[Providence Express.

Mr. H. is truly a democrat, but not one of your kind.—[Providence Chronicle.

If he's of *your* kind, Mr. Chronicle, we think he's not much—[Pittsburgh Post.

You are rather severe upon us, but as you give us the only evidence which your paper has ever afforded of any *thinking*, on your part, Mr. Editor, we shall let you pass unhurt.—[Providence Chronicle.

Our escape "unhurt" is not as fortunate as was yours, Mr. Chron., when the ladies saved you from being thrown overboard, as you were going to the clam-bake.

The home of Genius.—Portland, Maine, a city of not more than 18,000 inhabitants and probably not that many, has been more productive of literary men than any other of its size, in the United States. Among a list, we mention N. P. Willis, John Neal, Brooks, Colesworthy, Ingraham, Longfellow, Mullen, Seba Smith, Miss Payson, Ann S. Stevens, Doct. Nichols, Doct. Payson, and several others of respectability in the literary and political world. This is an honor which but few of even larger cities can rival.

A Woman Escaped from Prison.—The N. Y. Sun says that Ann Foster, convicted last summer of forgery and sentenced 7 years, made complaint that she was sick and got into the hospital, and from there escaped last week, Wednesday, in her own clothes that she had when she went there She was in the habit of hiring houses in the country, where her and an accomplice, named Geo. Beardsley, who is now at Trenton, N. J. State Prison, and putting out large quantities of counterfeit money. She was the head of a gang who could raise any amount of money to buy her out.

Lynn.—During the year 1842 one million pair of woman's morocco shoes were manufactured in this town.

A woman was put up for trial in Baltimore, for whipping a Dutchman; and the Dutchman, in testifying to the facts, said with the tone and air of an injured innocent, "Misher Shquire dish here woman, mit three or four other womans more whip me very nice; —she did." Poor, abused fellow.

A case of *Infanticide*, perpetrated according to the appearance of the body as long ago as last autumn, was revealed at Trenton, N. J., on Wednesday. The body was found in the cellar of an old house, recently occupied by disorderly persons, wrapped in a window curtain and laid in a knife box, covered with stones and dirt, a few inches below the surface of the cellar floor.

Can't Marry a Squaw.—One of the U. S. Courts has decided that a Choctaw marriage, between a white man and an Indian woman, is void; that a civilized man is incapable of contracting marriage with a savage, and that their offspring is illegitimate, and cannot inherit. A very extraordinary decision certainly.

Sir E. L. Bulwer.—The editor of the Boston Times has been permitted to peruse a letter from this distinguised author to a literary gentleman in Boston, in which Bulwer says—'With the last page of the Last of the Barons, closed my career as a writer of fiction. You have long been aware that my graver studies have been gradually unfitting me for the task of the 'Romancier.' The light of other days is faded,' and my fancy no longer kindles at a spark as in happier hours of yore. I am too wise to jeopardize what little credit I may have won already, and therefore bid farewell—a mournful farewell, it may be, to the light labors and flowing dreams of the novelists.

Carrying out Whig principals.—Webb of the New York Courier and Enquirer, who paid off debts to the amount of $200,000 by means of the bankrupt law, lately purchased a splended mansion in New York city, for which he paid $18,000.—Splendid financering, that!