The Daily Morning Post.

JOHN BIGLER, EDITOR.

PITTSBURGH, THURSDAY, FEBRUARY 12.

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BALTIMORE, S E corner Baltimore and Calvert sts., where our paper can be seen, and terms of advertising learned.

NATIONAL DEFENCES, &c.—The paper we alluded to yesterday, upon a Steam Navy and its Organization, will be found in our columns this morning. Although it bears no signature, it is evidently the production of one well known to his fellow-citizens by his ardent and effective efforts in improving the construction of our steam vessels, and to retain for our Navy the exalted reputation which it has held throughout the world, since the organization of our Government, and especially since the war of 1812.

The use of steam in the war vessels of the maritime powers of Europe, leaves our Government no alternative but to follow their example, and to construct, with all possible despatch, such a number of steam ships as will enable us to defend our coasts and harbors, at least, against the new and formidable instruments of warfare, with which the ingenuity of European engineers is constantly busy—and which cannot be resisted with any hope of success, unless by a resort to a similar description of armament.

It is unnecessary to speak of the vast advantage it would be to our country, if she could draw from the inventive genius of her own citizens, and from her own resources, the plans and the means of resisting the novel and tremendous weapons of offence now possessed by the powers of the old world. It is true that we might derive from Europe, by paying enough for them, engineers and mechanics who would build steam ships for us, after the models adopted there. But every consideration of expediency, as well as the powerful feeling of national pride would forbid a resort to such a measure, if it could be avoided. If we build steam ships exactly after the models of those now in use in Europe, it is probable that after a few years we should have to throw them aside for some improvement:—for that branch of invention is yet in its infancy. Besides our people, so far in their career, have been able to keep pace with their European competitors in every branch of mechanics science, and with the lights they have, and the aptness they have already discovered for developing the capacities of steam. In particular, they may produce some new invention in that department that which prove superior to anything that European skill and silence can effect.

It is the opinion of many, competent to judge of such matters, that iron vessels, built upon Captain HUNTER's plan, will be found superior to every other kind of offensive steam craft now upon the waters.—Of its capacities we are not competent to judge, but in the paper we refer to, its advantages and the defects of the other plans are strikingly portrayed. One thing is certainly shown: that, no matter what motive power is used for war vessels, they should be built of Iron—and every one who wishes to see the resources of the west developed, must look with favor on any plan that promises to bring out those resources. It is equally certain that the West is *the* place to build iron ships, and that the idea prevalent a few years ago, that no naval armament could be well built except on the seaboard, is quite exploded. We have strong reason to believe that the arguments in favor of Iron steamers will be considered conclusive by the committees of Congress who have the matter in charge, and that they will determine that none but Iron steamers shall be built.

Without this subject, we must say one word of a letter published in the Cincinnati Gazette of Jan. 24, attacking Capt HUNTER's plan for building steam vessels. The writer, in ministering to a narrow partisan feeling, seems to forget that he is dealing a severe blow to western interests. We are astonished that the editor of the Gazette should not have seen the injudicious nature of this attack, and excluded it from his columns. Capt HUNTER should not receive this treatment from those who wish well to the West.

We earnestly commend this paper on national defences to the attention of our readers.

THE POLICE COMMITTEE.—The Gazette comes to the defence of the Police Committee, and the night Police, but it carefully avoids denying any of the charges we made against them. We take the following from the Gazette's article:

"The Post says the Night Policeis such as the Mayor can repose no confidence in. Why! Have they ever disobeyed his commands? They are under his control; has he ever found them wanting in their duty! Are they not respectable men and good officers! Why then has he no confidence in them?

"The Post says they 'seize every opportunity to insult him, and throw contempt upon his authority.' The truth of this assertion we beg leave to doubt. If the Post can prove one single instance of insult or contempt of the authority of the Mayor, by any member of the Night Police, we pledge our word for it, they will be removed. The Post should also recollect, that changes in the Night Police have heretofore been made in June, and the Police Committee would be guilty of injustice to make changes in January or February, without just cause."

If the Gazette makes the above enquiries to elicit information, we can tell him that they *have* disobeyed the Mayor's commands, that they have been found wanting in their duty, and if he wants any corroboration of these charges, we would ask him to enquire of the Police Committee, as to the nature of the complaints which were laid before them at a recent meeting against some of the officers of the night Police. If a single instance of the improper conduct of these men will satisfy the Gazette, we would like to know if he thinks they were doing their duty when they discharged a band of midnight rowdies, who had been apprehended while committing an outrageous violation of the peace, from the watch house, without permitting the Mayor to investigate their conduct? This is a "single instance" of contempt of the Mayor's authority, which we think should induce any good citizen to demand the instant removal of the officers guilty of it, but notwithstanding this, with many others equally flagrant, were brought to the notice of the Police Committee they still persist in keeping the offenders in office, and deprive the Mayor of the privilege of having subordinates who will not permit midnight brawlers of any class or party, to escape unpunished.

The assumption of the Gazette, that it would be wrong to remove these men in January or February, because it has been the custom heretofore, to make removals from the night police in June, strikes us as a very singular rule to adopt in the management of the police department of our city. If it could be shown that every man on the night police, had been guilty of theft, riot and every other kind of misdemeanor, punishable by the laws of our city—according to the rule of the Gazette, not one of them could be discharged before June, as it would be doing great "injustice."—If such were the established policy of the Police Committee, it would place the peace of the city, and the safety of the citizens, in great jeopardy. But it is not. None of the whig Mayors who have been elected for some years past, followed it, nor did Mr. Howard and the whig Committee of last year, when they discharged five watchmen a few days before the late Mayor's election, because it was supposed they did not intend to vote the whig ticket. There was not the shadow of a charge against any one of those men and yet it does not appear that the Committee thought they were doing great "injustice" by discharging them before June.

If our cotemporary will make himself acquainted with the nature of the charges that have been made against these men, we feel certain that he will not only find that there is ample cause for demanding their removal, but that he, as a friend to the "supremacy of the laws," will join with us in requiring that their places shall be filled by some persons more trustworthy and regardful for the peace and order of the city.

SOUND THE ALARM.—We learn that there is to be a meeting of Councils *to-night*, to take into consideration a new plan for conducting the Water Works, which, we are told, will increase the Water Tax, 50 per cent! New officers are to be elected, the salaries of which will amount to $2,000! It is supposed that the object is to provide for some of the hangers on around the Mayor's Office, under the late regime. The people of all parties will of course oppose this outrageous proposition. Let them express their condemnation in a pointed manner.

Correspondence of the "Morning Post."

Harrisburgh, Feb. 9th, 1846

The Railroad bill will again be under discussion in the Senate to day. The first question will be on the indefinite postponement of the bill. This will be voted down. After this question is disposed of, I am told that a Philadelphia Senator will introduce an amendment which will give it effect, provided that *Five Millions of Dollars* is not subscribed to the continuous Railroad, 10 or 15 per cent of the same actually paid in within six months after the passage of the bill. I am also informed that an effort will be made to further amend by requiring one hundred miles of the road to be placed under contract—seventy mile west from the borough of Harrisburgh, and thirty miles east from the city of Pittsburgh. I cannot even guess what will be the fate of these propositions. The Central route men residing in the interior will strongly support both amendments; they contend that the propositions will fairly test the sincerity of the Philadelphians, and that if they fail or refuse to construct the central Railroad, then is the right of way granted to the Baltimore and Ohio Railroad to Pittsburgh, and that a Railroad communication will thus be made certain to the west. The friends of the right of way are generally opposed to having their bill loaded with the conditions referred to above, and will not support the amendments.

Democratic Convention.

Convention met. JAMES S CRAFT, Esq., President, and *J M Davis, Wm Davidson, James Cunningham, James Fulton, John F Richards, John Sarber* and *Robert Donaldson*, Vice Presidents, and Robert H Kerr, Geo R Riddle and Maj James C Riddle, Secretaries.

On motion, the several Districts were called over by the Secretaries and the following Delegates presented the credentials viz:

CITY OF PITTSBURGH.

1st Ward—W. Kane,	John Taggart.
2d " — Calvin Addams,	E. H. Heastings.
3d " — Thomas Phillips,	Henry Sproul.
4th " — Jas. K Hern,	Jas Watson
5th " — Jas. Karney,	W. J. Acheson.
6th " — Alex. Black,	Jos. Bringham.

CITY OF ALLEGHENY.

1st Ward—J M. Snowden,	John Haworth.
2d " — Geo. Spangler,	G R Riddle.
3d " — R. H. Kerr,	Thos Farley
4th " — John M'Keown	W. Davidson.

Pitt Township—J S Craft, Jacob Tomer
Lawrenceville—Wm Johnston, John Sarber.
Peebles—J M Davis, R Wilson.
Wilkins—R Donaldson, J S Logg.
Plum—Sam Jen M'Junkin, Uziah Stewart.
Versailles—Jesse Sill, R Davis.
Elizabeth and Baro'—I F Richards, F Nelson.
Jefferson—Geo Lange, J H McIlhenry.
Mifflin Tp.—Jas Cunningham, L. B Patterson.
Lower St Clair Tp.—A Frew, Wm. Nelson.
Upper St. Clair—Dr. J.C. M'Colly, Saml. Black
Robinson—J. C. Richey, John H. Phillips.
Findley—D. M'Bride, John S. Johnston.
Moon—Jas M'Cabe, J. Meek.
Birmingham—James Barr, B. Louth.
Ohio—Robt. Stevenson, A. G Pinkerton
Pine—James G. Arbuthnot, Harry Orbison.
Reserve—Capt John Woods, H. Reland.
Indiana—Thomas Hart, H M'Clure.
Sharpsburgh—J. Bryson, Jas. Burns.
West Deer—J. Lavely, Dr. T. Donald.
East Deer—Jas Fulton John Oberly.

On motion of J Barr, the convention proceeded to receive nominations for candidates for the office of Delegates, when the following persons were nominated:

H S Magraw.	Alexander Black.
J K Moorehead,	R H Kerr,
Geo R Riddle,	Henry Sproul,
John Murray,	Thomas Phillips,
John Smith,	Patrick M'Kenna,
Dr. George Watt.	

On motion, the convention went into an election for delegates which resulted in the election of the following persons:

R H Kerr,	Thos Phillips,
G R Riddle.	H S Magraw,
	Alex Black.

On motion of R H Kerr,

Resolved. That this convention, on behalf of the people, call upon the Senators and Representatives, to arrest the calamity that threatens the best interests of our state, for should the Baltimore and Ohio Railroad, touch the Ohio at any point below Pittsburgh, it will be disastrous to our business, and ruinous to the whole state, we therefore ask the representatives to pass the bill, giving the right of way to our city.

On motion of J M Snowden, and seconded by Mr J Watson:

Resolved, That the Delegates to the Harrisburgh Convention, be and they are hereby instructed to support *Major Archibald Douglass*, of Mercer; or some other new man, who now resides in the west, for the office of Canal Commissioner.

Resolved, That the thanks of this convention be tendered to the presiding officers for the dignity and impartiality with which they have discharged their duties, and that the President be requested to furnish his address for publication, as containing sentiments which meet our approbation.

From the Washington City Union.

MEMOIR,
UPON A PROPER STEAM NAVY, AND ITS ORGANIZATION.

The present threatening aspect of the political horizon has directed the attention of the republic to a consideration of her power and available means to maintain her rights, and to repel any resistance which may be offered to the assertion or full exercise of them. This consideration has presented itself for the studious deliberation of the executive and legislative branches of the government, and of the supreme embodiment of all government—the people. A common result has been attained in their deliberations by each and all of these. It is a settled conviction of the power of the republic to maintain herself against all and every foe, of her exhaustless yet dormant resources, and of the necessity which exists for rendering these immediately available, to guard against the spirit of aggression upon her territory, and of hostility to the extension of her principles, which are daily being manifested too significantly to be misunderstood. With this conviction came the question, how shall these resources be so applied as to render them most available for these purposes. A similar unanimity of opinion among all these classes has determined that it shall be by a "steam-navy." The question, then, now under consideration is, What manner of steam-navy shall this be, and what shall be its organization?

To determine this, it is necessary that we should know what constitute the indispensable qualifications for a cruising sea-steamer adapted to all the ques and purposes of war. To our mind they are these:

A perfect cruising sea-steamer, to be available in all parts of the maritime coast of the United States, is a vessel which shall unite all the sailing qualities of the ship with the greatest possible speed to be attained by the steam vessel in *all weathers at sea;* the two powers, steam and sails, to be entirely independent of, and in no manner to interfere with, each other.

Her steam motive-power should be invulnerable to shot; should in no wise interfere with her battery; whilst its control over the vessel should be so absolute, as to enable her to manoeuvre perfectly without the use of rudder, sails, or any other power than itself.

She should be able to carry a battery, in proportion to her tonnage, equal to that of any ship afloat.

Her capacity should enable her to carry all the supplies and stores now used, and a sufficiency of fuel for the longest cruise.

She should be built of a material that will deprive the Paixhan, or horizontal shell, of its destructive character when used against her.

The draught of water should permit her to cross the bars of the Mississippi, Savannah, and Charleston, and render available all the chief intermediate ports for defence, supplies, or repairs.

Possessed of all these properties, she should still be fit to make one of the line of battle.

The vessel possessing all these separate qualifications in their fullest extent, will be, at the present time, the most perfect sea-steamer.

Having thus determined what are the essentials of a perfect cruising sea steamer, contrast the qualification of the national sea steamers of the world with these fixed essentials, and judge of them by this standard.

So far as we have had the means of ascertaining, there are but two principles of propulsion now used in ocean-steamers, whether national or private; these are, the vertical or side wheel, and the various modifications of the screw.

The side wheel steamer, as measured by the standard we have determined upon, is found to be deficient in the following points, and must therefore be looked upon as not possessing the qualifications essential in a cruising sea going steamer.

She does not possess the sailing qualities of the ship, because her massive wheel houses, wheel-guards, and paddle-wheels unfit her for the efficient use of canvass. She is therefore compelled in heavy weather at sea to resort to the use of steam. At such times her speed must of necessity be slow, and her steam be reduced to the smallest quantity capable of keeping the vessel under control; because the roll of the sea will immerse one wheel so deeply, and lift the other so high out of the water, that there will be no resistance offered to this, whilst the other will be so deeply immersed as to lessen the efficiency of both to propel and steer the vessel. The irregular action of the sea upon the wheels being imparted to the machine exactly in proportion to the resistance offered to each wheel, would, under fair steam, so rack the machine as to break it down—hence, the necessity of the lowest power of steam that will keep the vessel under control—and consequently a diminution of speed to mere steerage way. For the same reasons the two powers of steam and sail cannot be used together in her, with full effect.

Her machine is exposed to the fire of an enemy, because her shaft is of necessity elevated nearly the semi diameter of her wheel above the water-line. Her wheel and shaft are therefore vulnerable by shot: for the same reason, the necessary connexion between her shaft and machinery cannot be protected.

The midship portion of her deck, being occupied by her wheel houses and wheel guards, she is compelled to mount her battery on her extremities, where she is least able to carry it.

She is dependent upon her rudder to control her course and enable her to manoeuvre, because the irregular action of the sea will not permit her to disconnect her wheels, so as to apply the power to them reversely.

The great weight of her massive wheel houses, wheel houses, cross shafts, and paddle wheels, lessens in a great degree, her available tonnage for carrying supplies and fuel; which last costly article her inefficiency as a sailing vessel continually demands.

For these causes, and others which it is not necessary to enumerate, it is evident that the side-wheel steamer is not adapted to the purposes of a cruising sea steamer, or to the use of war.

We will next consider the screw propeller, as tested by our standard. All the various modifications of the screw-propeller, when applied to ships, subtract from the impelling power of the canvass; because, being without the vessel, detached from her main body, and placed transversely to her keel at all the stern post, it offers a separate body beside the ship to be propelled through the water by the canvass, and consequently subtracts from the power of the canvass to propel the ship, precisely the force which is required to measure the speed of the ship; or, in other words, it diminishes the propelling power of the canvass to drive the ship, exactly in the proportion the surface of the vertical section of the propeller bears to the greatest cross section of the ship. Hence the speed of all vessels propelled by the screw must, of necessity, be less under canvass. Should it be attempted to raise any of the screw propellers out or above the water, to the end that the vessel may have the use of her canvass, the propeller then becomes to the *whole extent of its diameter* vulnerable by shot, and occupies a position where should he the vessel's stern battery, and counts the weight and massive structure of the propeller to be suspended by the after extremity of the vessel.

The only definite information of the speed of this class of propeller that is known to me, is the published statement of the speed of the English steamer Great Britain. That this was not satisfactory, has been made abundantly manifest. The United States steamer Princeton, believed to be the best and most efficient of this class of screws, has previously attained to a high rate of speed under steam; but I have yet to learn that any trial of her sailing qualities without steam has ever been made. Indeed, I have every reason to believe that she has never been fully tested under canvass alone. To attain her rate of speed under steam power, however, it was found necessary to give her a propeller of so great a diameter that, to effect its submersion in smooth water, the vessel's draught was required to be nineteen feet. The Princeton is a small vessel of but 573 tons burthen, yet this deep draught of water renders it impossible for her to enter any of our harbors south of the Chesapeake except that of Pensacola.

In a lee way, every house of the vessel exposes the upper arms of the screw propeller above the surface of the water; it is consequently vulnerable by shot.

The propelling power of the crew being confined to a backward and forward movement vessels propelled in this manner are entirely dependent upon the rudder to govern their course, and to enable them to manoeuvre. Hence, as with the side wheel steamer, they must make slow sweep, and measure an arch of the circle in order to turn. To destroy entirely their efficiency both under canvass and steam, and to render them utter useless in war.

From these causes, then, it is obvious that vessels propelled by the side-wheel, or the screw, do not come up to our standard, or meet the requirements necessary to constitute a perfect cruising sea going steamer. Where then shall we look for one? With all deference, yet in full consciousness of the absolute adaptation of its principles to all the requisites of our standard, and with a knowledge of their truth derived from personal experience, I point unhesitatingly to the plan of propulsion I have proposed in the models and drawings now before Congress. In part evidence of the efficiency of this plan, I refer to my official reports, and those of other officers, made to the Secretary of the Navy, upon the trials and cruises of the Union; to the testimony of her achievements given by the late Secretary Upshur; and to the evidence of her performances laid before members of both Naval Committees of Congress in the years 1842, 1843 and 1844. But beyond these, and regardless of them all, I invite deliberate consideration to the examination I now propose to institute into the qualifications of this manner of steamer and their value, when judged by the standard which we have declared to possess all the essentials of an efficient cruising sea-going steamer. It will be found that every one of these essentials is met; and, if it were possible that the envious, the jealous, the sceptics or the revilers of this plan could be confronted with me to urge their opposition and objections to it, I should be too happy to meet them all, and at one issue forever put to rest the calumnies which have been heaped upon it through misguided zeal and ignorance. But, with the model and drawings before us, let us pass to the judgement of this plan by the standard determined upon.

A cruising sea steamer on this plan possesses all the sailing qualities of the ship, because all her steam motive power is wholly within the vessel, no part of it protruding from the hull, as a glance at the model shows; it therefore offers no more resistance to her passage through the water than so much cargo would do. Experience has demonstrated that, with steam power alone, she has accomplished a speed equal to that of any other sea steamer in all *weathers* at sea. Her two powers of steam and sails are entirely independent of and in no manner interfere with, each other; and yet they harmonize so perfectly, that both may be used together with the fullest effect.

Her steam motive-power is invulnerable by shot, because it is beneath all her decks, below the waterline, and is protected by the shield decks. For the same reasons it leaves her decks free and unencumbered for the use of her battery, which, in proportion to her tonnage, may equal that of an ship afloat. The machine exercises so absolute a control over her, that she may be steered by the throttle valves and starting bars of the engine, and may therefore dispense with the rudder. The lateral horizontal action of her propellers enables her to turn on the centre of a circle. She can those fore out-manoeuvre any other vessel.

Having neither wheel houses, wheel guards, nor cross shafts, in point of tonnage, she saves her weight; she saves also that of her propellers, which float with a buoyancy equal to their own weight, and that of their shafts, cranks, and connecting rods. Hence, besides her ordinary stores and supplies, she is enabled to carry all this saving of tonnage in fuel, of which, having an unobstructed use of her sails, she is enabled to carry a sufficiency for the longest cruise.

She is built of iron; her sides not being half an inch in thickness the Paixhan or horizontal shell cannot therefore become imbedded in them, and is consequently divested of its destructive character when used against her.

Her draught of water is so light (it never exceeding 16 feet in the largest class vessel, fully fitted and equipped to make one of the line of battle) that she can enter all our southern harbors, and be made available for protection and defence. Our first class ships cannot now enter into one of these south of the Chesapeake.

Besides these qualities, which our standard of efficiency has declared to be indispensable in a cruising sea going steamer, and which we have shown the plan of vessel I propose to possess in an eminent degree, there are many other advantages claimed for it. Not the least of these is the fact their light draught of water will permit them to be built on all the navigable tributaries to the Mississippi, from the head waters of the Ohio down. The banks of these streams are filled with the coal and iron necessary to their construction; their borders abound with the artisans skilled by long habit in working them; and, employed in the navigation of these great rivers, are 32,000 seamen, ready to man the ships after they shall be built, who have already gone through the initiatory school of discipline to prepare and qualify them for service in this new and controlling system of naval defence. Communications upon this and other points connected with this subject have been made heretofore to Congress and published, to which reference is now respectfully made.—See House Doc. No. 189, 3d session 27th Congress; Senate Doc. No.——, 3d session 27th Congress.

This manner of steamer, then, combining all the requisites of a perfect sea-cruiser, there can be no question that it is the description of vessels which must be used to accomplish the great ends the nation has in view. Now, then, is the time for their construction, and they may be built in any one where the greatest facilities can be found within our broad expanse of territory, from the head waters of all the navigable tributaries of the Mississippi to the easternmost extremity of our Atlantic seaboard.

If we have found, then, the manner of steam-navy which will protect us against rival national ambitions, whether induced by jealousy of our institutions, or of our wonderfully matured greatness, by our territorial expansion, or the commanding influence these must necessarily exercise over the governments of the earth, and one which will enable us to oppose a controlling force to all resistance offered, no matter in what shape, to the extension of the principles of self-government on this continent, the only remaining point to be determined is, what shall be the manner of organization for the *personnel* of this steam-navy, to secure for it the greatest possible degree of efficacy?

ORGANIZATION.

1. The first essential for command, will be an intimate, thorough, and detailed knowledge of the steam engine, and its application to the various modes of propelling ships at sea. Without this knowledge, no man will be capable of command. He will be virtually under the control of those he is placed in the ship to control. He will be a dependant upon his subalterns for the knowledge necessary to control and manage his ship under steam, and will, in effect and truth, from his very ignorance, be compelled to devolve the responsibility of this command upon his engineer.

2. It is obvious the commander of cruising national sea-steamer should be perfectly familiar with the usages, discipline, and laws of the navy. He should have served his apprenticeship in the navy. He should know the economy of a ship of war, and her management. The detail of her battery, and its drill, should be as familiar to him as household terms; whilst, to maintain and promote the harmony and comfort of the crew, should have been a study with him, in which he could not have perfected himself elsewhere than under the wholesome and restraints provided in a man of war.

Where, then, will you look for the commanders of your steam-navy?

This is a question which I confess I approach with some delicacy; yet a sense of duty to the service of the country, will not permit me to shrink from it. It is well to premise the fact, in the consideration of it, that this proposed steam navy can hardly be called an enlargement of the navy proper. It is virtually the creation of a new and separate branch of the national defence. It requires in the commander other and higher qualifications than those of the naval commander proper. The safety of his vessel and people will depend wholly upon his knowledge of the wondrous power which moves his ship.

It should be considered, too, that the increase in the *personnel* of the navy has been commensurate only with the increase in the number of its ships and that if the contingency should arise which would render necessary the use of all our ships, that there are hardly officers enough in the navy *available*, to command and officer them. Hence, unless they possess the necessary qualifications for this new service, would it not seem indefinitely wise, not to say unwise, to transfer your present commanders from the positions they now fill with so much honor to themselves and benefit to their country to the commands to be created in this new service, which require new and peculiar qualifications? And the more so, when the vacancy this transfer shall create, must be filled by the promotion of another. The part of wisdom, it would seem to me, would be to make this promotion to fill the position intended, and to select for it one possessing all the necessary qualifications, and to leave in the command of the ships as they now stand, the men who, when in the prime of life, and in the full development of matured judgement, carried them to victory in every sea. Remove them not from their chosen and vocation, with all their well earned honors, to learn a *new profession*.

Rather let them remain where the nation has ever found them, matured in the wisdom of their craft, the country's safety and defence, and select your commanders from among those who possess all the requisites prescribed, from among your lieutenants, who add to the energy of youth, the knowledge which years of toil and training have brought, to enable them to master mysteries of the "vasty deep" and make him an automaton obedient to your command.

Take those now standing on your navy list, ripened in years and judgment, as were the heroes of your wars, when they first demonstrated the absurdity of England's claim to invincibility upon the ocean, when combatting *freemen*. Let these be the commanders of your new steam-navy. Yet do not overload it. Let no useless man appear in it. Make not one more than necessary for the command of your steamships; but let those you do make understand that they are your steam officers; that this branch of the profession is ever after theirs; that the country will look to them for the collected wisdom of the world upon the subject of their profession, and from their stores, as from an inexhaustible repository, will expect to draw all and everything which can tend to promote, improve, or advance this great branch of the national defence. While you do this, though, let them feel secure: In their organization let them know they are a distinct corps—to take promotion in their corps among themselves alone; yet eligible as all other officers, according to date of commission, to promotion to the highest rank in the navy. They will thus be prepared to serve any and every where, under a common commander, with any part of the navy, their relative rank being defined by date of commission. With this organization you will have an efficient steam-navy.

Of the subalterns of this corps, it will only be necessary to say, that from the lieutenants of the navy should be selected of these best qualified for the position a number equal to the number of commanders appointed, who should take rank as 1st lieutenants. Among the passed midshipmen twice this number to rank as 2d lieutenants; and from the steam-seamen of the country at large, three times the number of commanders, who, being found qualified upon rigid examination, shold be appointed 3d lieutenants. Promotions among the lieutenants to be made upon qualifications ascertained by examination, before a board of commanders.

WASHINGTON, January 6, 1846.

Died

On last evening, Mr WM. FORGEY, after a lingering illness.

The Friends of the family are requested to attend the funeral, which will take place this evening, from his late residence on Penn street, between Adams and Factory streets, at 2 o'clock. feb 12

On Wednesday evening, Feb 11th, JAMES McKENNA, in the 46th year of his age.

His funeral will take place this afternoon at half-past 2 o'clock, from his late residence, corner of Penn and Walnut sts., 5th Ward. The friends of the family are respectfully invited to attend. feb12.

PHILADELPHIA STEAM SYRUP,

ON Draught and for sale by W B ANDERSON,
feb 11 No 25 Liberty and 3 Ferry sts.

COMMERCIAL RECORD.

PREPARED AND CORRECTED EVERY AFTERNOON.

PITTSBURGH BOARD OF TRADE.
COMMITTEE FOR FEBRUARY.
N. B. Craig, W. Barker, Robert Woods.

PORT OF PITTSBURGH.

5 FEET WATER IN THE CHANNEL.

ARRIVED.

Financier, Poe, Louisville;
Cambria, Forsythe, Cincinnati;
Blue Ridge, ——, do;
West Point, Lyon, do;
Louis M'Lain, Bennet, Brownsville.
Michigan, Boies, Beaver.

DEPARTED.

Medium, Connelly, Brownsville;
Revenue, Bennett, Louisville,
Accadia, Lucas, do;
New England, Page, Cincinnati;
Susquehanna, Israel, do;
Cleveland, Calhoun, Wellsville;
Michigan, Boies, Beaver;

☞ Those marked thus " are provided with Evans' Safety Guard, a prevention for the explosion of boilers.

IMPORTS BY RIVER.

Louisville—Pr str Financier, 1 bale cotton, Blackstock & Co; 5 do, Alex Norton; 10 casks bacon, 22 bbls sugar, Forsyth & Co; 2 boxes books, H & P Graff; 1 box mchzo, A Gordon; 50 casks bacon, 3189 pieces bulk pork, W & R M'Cutcheon; 30 tons pig metal, Murphy, Wilson & Co; 6 bbls copper, C B Taylor; 419 lbs bulk pork, 27 doz brooms, J Jordon & Son; 100 reams paper, Thos Palmer; 57 do Holdship & Brown, 4 rolls leather, Hays & Co: 7 bbls oil, M'Gill & Bushfield.

Louisville—pr str Revenue; 50 bbls molasses, J. Grier; 25 do molasses, E Hazleton; 15 do, R Dalzell; 3 hhds tobacco, S Weyman; 150 bbls pork, W Bingham; 300 hams, 222 sacks sumac, Myers & Co.

Brownsville—pr str Consul; 333 bundles; 449 bars iron, 50 kegs nails, Burbridge, Wilson & Co; 7 bales mdze, Murphy, Wilson & Co. 1 bale mdze, Gregg & M'Candless; 1 box mdze, Z Kinsey; 16 boxes mdze, Alexander & Day; 21 bales, 11 boxes mdze, Forsyth & Co; 66 boxes glass, A Goslin; 24 do, Wm Phillips; 30 do, owner aboard; 25 bbls apples, Wm M'Afee.

Brownsville—pr str Medium; 105 kegs nails, Atwood, Jones & Co; 26 do, W H Roberts; 90 boxes glass, Bagaley & Smith; 11 do, R Dalzell; 81 bbls flour, J C Buckley; 16 boxes glass; 400 bbls flour, 80 bush oats, 3 bbls apples, owner aboard.

Wellsville—Pr str Cleveland; 16 bbls pork, 502 pieces bulk pork, 7 kegs lard: M'Gill & Bushfield, 1 anvil, Von Bonhorst, 125 bbls pork, H & P Graff; 54 bbls and 67 kegs lard, McCoy & Co; 28 bbls and 3 kegs butter, 1 cask beeswax, A Hunter; 227 pieces bacon, R Dalzell; 17 bbls potatoes, 16 sacks dried apples, owner aboard.

SUMMARY OF MARKETS.

Boston, Feb. 7th

Flour—Transactions have been chiefly Michigan and Troy for home trade, at $5 62½—Genesee, we quote $5 62½@$5 75 small sales.

Grain—The transactions to day give increased evidence of a dull and declining market. 1200 sacks of good New Orleans white and yellow, sold on landing, at 56c60c per bushel, weight, mostly at the former price. Virginia white, prime, 62c per bushel, measure. Oats, 42a44, and Rye 80a83c per bushel.

Cincinnati Feb. 8th.

Flour—On Friday, the sales ranged about the same as on Thursday. They were as follows—132 bbls, at Railroad, at 3:75;—190 do, at 3:75;—45 do, at 3:78;—20 do, at 3:77—clear;—668 do, from Miami Canal, in two or three lots, at 3:70;—inspecting guaranteed 185 do, at 3:65—clear; 408 do, at 3:70—clear;—300 do, at 3:72—inspected;—150 do, from Whitewater Canal, at 3:77—clear.

New Orleans, February 1.

Sugar—The market was excessively dull to day, and transactions did not exceed 200 hhds. Prices look ing down. We quote common 4¼a4¾. Fair 5a5¼c.

Molasses—Another dull day for this article, which is heavy at 21a21½c.

Flour—We remarked a sale of 440 bbls Ohio at $5 and another of 400 bbls, at same price together with 250 bbls in small lots at $5,25. A sale of 1178 bbls damaged Missouri as auction as follows: 698 bbls at 4.75, and 460 do at 4:58 per bbl. There is no disposition to sell till something further is heard from England.

200 Acres of Land for Sale.

SITUATE in Gallia county, Ohio, sixteen miles north west from Gallipolis, a flourishing town on the Ohio river and three and one half miles south east of Centreville, a prosperous country village.

This tract is in a healthy region: no ague for many miles; the timber and soil good, abounding with springs, with sufficient meadow land.

A large and comfortable cabin built and five or six acres cleared, enclosed with a good fence.

A good Tanner Smith, Wagon maker, Shoe-maker and Tailor, are all wanted in the neighborhood.

If any one should prefer buying forty or eighty acres, they can be suited.

The land was originally patented to James Wilson, the present owner, and no conveyance made to any one else.

This land will be sold very low for cash at private sale.—If not disposed of before—it will be sold at Auction in Pittsburgh, on the 15th day of March, 1846.

Those wishing to purchase may call on J M Christy, at his office on Grant street, near the Court House.

Or they can find the proprietor, James Wilson, one mile north of the Court House.

Mr French, wagonmaker, in 5th street, knows the land well, as he has been over and round it.

feb12-w4t.

Doctor Hoff's Tonic and Anti-Dyspeptic Pills.

IT has at all times been an object of peculiar importance to the medical world to discover some medicine or combination of medicines, which would operate in such a manner as to cleanse the stomach and intestines of all irritating matter, and not debilitate them. For the want of such a medicine, physicians have rarely been able to cure a case of confirmed dyspepsia or indigestion, to cure which the whole materia medica has been tried; from the most powerful articles down to charcoal and wheat bran.

A temporary relief in such cases is sometimes procured by the use of common emetics and purgatives, but the debility of the stomach and bowels produced by these medicines, soon brings a return of the distressing symptoms, even aggravated, and often the remedy has been worse on the constitution than the disease.

These pills are offered to the public with the confidence, produced by long experience in practice, that they will operate gently as a purgative, and effectually cleanse the stomach and bowels, without producing sickness, nausea or debility. They can be used at all times, by persons of all ages, without regard to diet, drink, or exposure to wet or cold. They generally improve the appetite, and in one hour after they are taken, and are the best preventive of those diseases generally termed bilious.

A few boxes of these pills are usually sufficient to remove the most confirmed Dyspepsia with all its distressing symptoms, such as sickness and sourness of the stomach, loss of appetite, habitual costiveness, cholic, despondency of mind, and a host of nervous affections, with which every person laboring under the disease is more or less afflicted.

As complaints are sometimes made of disappointment in the operation of these pills, owing to the improper use or administration of them, as to time, quantity and age of the patient, we have published a pamphlet, in which is set forth more fully the proper manner of using the pills, together with some of the diseases in which they are most applicable.

☞ These pills will rarely operate as a purgative if more than one pill be taken at a dose.

For sale by B A FAHNESTOCK & Co.,
feb12-d&w corner of Sixth and Wood sts.

FOR LOUISVILLE—REGULAR PACKET.

THE new and splendid packet MILWAUKIE, *Charles E. Clarke*, Master will leave for the above and intermediate ports, on Friday the 13th inst., at 10 o'clock.

For freight or passage apply on board. feb12

Additional Sale of Valuable Land.

WILL be added to the sale on Friday evening the 13th inst., at 7 o'clock, at the Commercial Auction Rooms, corner of Wood and Fifth sts., 100 acres of valuable Land, for farming purposes, situate in Tyonaestic Township, Jefferson County, Pa., which is well watered, not stony, and abounds with oak, hickory and chesnut timber, near the Turnpike road, leading from Warren to the town of Ridgeway. Title indisputable. Terms Cash.

J. D. DAVIS, Auct'r.
feb12 American copy.

Clothing, Dry Goods, Furniture, Watches, Clocks, &c., at Auction.

THIS day, Thursday, February 12th, at 10 o'clock, A. M., will be sold at M'Kenna's Auction Rooms, Market street, between 2d and 4th, a lot of over Coats, pantaloons, vests, and trimmings, 1 piece of blk broad cloth, with a variety of Dry Goods, also boots and shoes.

At 2 o'clock in the afternoon, feather beds, bedsteads, stands and tables, &c.

At 7 o'clock same evening, watches, clocks, and variety goods. P. M'KENNA,
feb12. Auctioneer.

In the Court of Common Pleas of Allegheny County, of June Term, 1840, No. 293.

In the matter of JOHN RHEA, an insolvent debtor.

And now, to wit, January 19th, 1846. Account of Robert Quigley, Esq., Assignee, &c., filed, and on motion of Mr. Quigley, the Court order notice to be given, by publication in two weekly newspapers, that said account will be confirmed, on the first day of next Term, unless cause be shown why the same should not be confirmed. From the Record.

feb12 w3t ·GEO. R. RIDDLE, Proth'y.

COD FISH.

500 LBS, for sale by W B ANDERSON,
feb 11

CORN MEAL.

25 BUSH Sifted, for sale by W B ANDERSON.
feb 11

SOAP AND CANDLES.

15 BOXES Cin No 1 Soap;
5 " " Mould Candles.
For sale by W B ANDERSON.
feb 11

FOR SALE—150 lbs carpet filling in balls; 10 gross matches; 500 cuts yellow and purple carpet chain; 400 dozen 8-10, 9 12, 10-12, and 10-14 window sash, and glass to suit if wanted. A good assortment of wooden bowls, tubs; churns; buckets; peelers; shovels; spades and coffee mills, for sale low and on accommodating terms, for cash or suitable produce. ISAAC HARRIS, Agent
feb11 and Com Merchant, No 9, 5th street.

☞ N. B. Carpet and Paper Rags, &c bought.

BACON.

15 CASKS hams;
6000 assorted hams, sides, and shoulders,
For sale by M B RHEY & Co.
feb11 57 Water st.

Corn.

556 SACKS Yellow Corn, received per str Bel moont. For sale by M B RHEY & Co.
feb11

FRUIT.

20 BBLS dried apples,
175 bush dried peaches for sale by
feb11 M B RHEY & Co.

Positively the Last Soiree
AT THE
LAFAYETTE ASSEMBLY ROOMS

MADAME BLAIQUE, returns her grateful acknowledgements to her numerous friends for their liberal patronage during the present season, and sincerely hopes that on the occasion of the presentation of her final claim